R.J. Burnside & Associates Limited 292 Speedvale Avenue West Unit 20 Guelph ON N1H 1C4 CANADA
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Agenda

Date and Time: April 21 2015 6:00 - 9:00 pm **Project No.:** 300032275
Project Name: Niska Road Municipal Class EA
Meeting Subject: Community Working Group Meeting #7
Meeting Location: City of Guelph City Hall, Committee Meeting Room C

Items

1. Introductions (Kate Bishop): Agenda review and meeting objectives	6:00 - 6:10
2. Previous Meeting Minutes – Errors / Omissions (Philip Rowe): information	
3. CWG Community Engagement Feedback (Kate Bishop): information	6:10 - 6:30
4. Cultural Heritage Addendum to Cultural Heritage Evaluation Report (Owen Scott): presentation and questions	6:30 - 7:00
5. Summary of Stakeholder Consultation (Phillip Rowe): information and questions	7:00 - 7:25
a. Guelph Heritage Committee	
b. River Systems Advisory Committee	
c. Townships of Puslinch and Guelph-Eramosa	
d. Emergency Services	
e. Grand River Conservation Authority	
6. PIC #1 Summary and Consultation Results (Philip Rowe): information and questions	7:25 - 7:45
7. City of Guelph Report on the Status of Niska Road Bridge (Don Kudo): information and questions	7:45 - 7:50
8. Round Table Discussion and Confirmation of Preferred Alternatives for the Road and Bridge (Kate Bishop): community working group discussion	7:50 - 8:55
9. Next Steps (Don Kudo): information	8:55 - 9-00

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Minutes of Meeting

Meeting Date: August 12, 2014 **Project No.:** 300032275.0000

Project Name : Niska Road EA

Meeting Subject: Niska Road Community Working Group Meeting No. 6

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

Date Prepared: August 13, 2014

Those in attendance were:

Brad Hamilton	City of Guelph
Gwen Zhang	City of Guelph
Don Kudo	City of Guelph
April Nix	City of Guelph
Leonard Rach	R.J. Burnside & Associates Limited
Philip Rowe	R.J. Burnside & Associates Limited
Ashley Gallaugher	R.J. Burnside & Associates Limited
Jennifer Vandermeer	R.J. Burnside & Associates Limited
Sarah Draper	R.J. Burnside & Associates Limited
Nicholle Smith	R.J. Burnside & Associates Limited
Judy Martin	CWG Member
Laura Murr	CWG Member
Sandy Nicholls	CWG Member
Shaun Goodyer	CWG Member
Larry Erickson	CWG Member
Samantha Lawson	CWG Member
Peter Lennie	CWG Member
Nather Aziz	CWG Member
Joe Bigley	CWG Member
Vince Hanson	CWG Member
Tim Martin	CWG Member

Terry McLellan	CWG Member
Lori MacEwen	CWG Member
Sharon Claessens	CWG Member

The following items were discussed		Action by
1.	**Review of Meeting Minutes from Wednesday July 23, 2014**	
1.1	Philip Rowe (P.R.) – Today's meeting is to discuss the evaluation tables and to gather the comments received so far. Before we get started, does anyone have revisions they would like made to the minutes of July 23, 2014? Laura Murr (L.M.) – The minutes appear complete. ***Terry McLellan (T.M.) moved to accept the minutes. L.M. seconded the motion to accept the minutes.*** Vince Hanson (V.H) – Were the evaluation tables discussed in the last meeting? P.R. – We did discuss them, the first copy we gave out was a draft which you could provide comments on. Today's meeting is to go over those comments as a group. V.H. requested to make a statement before the group. P.R. added V.H.'s item to the agenda after Discussion of Traffic OD Data.	
2.	**Discussion of Traffic OD Data**	
2.1	Leonard Rach (L.R.) discussed the data presented in the memorandum (handout) regarding the origin/destination survey. L.M. – What area does the Hanlon Creek neighbourhood include? Brad Hamilton (B.H.) – It includes a portion of the Hanlon Creek neighbourhood from Edinburgh to the Hanlon including Kortright. The information is detailed in the handout. L.M. – Does it include both sides of Kortright? There are no addresses. B.H. – It was based on the closest intersection. L.M. – The drivers can still get to the Hanlon without using Niska? B.H. – Yes.	

The following items were discussed	Action by
L.M. inquired about the dates of the studies that were done and how the numbers compare. B.H. – That information was handed out by Burnside in a previous meeting. There are different numbers and I suspect it is because the study was done during the summer months and for only a 12 hour window. L.M. – Can we confirm an increase in traffic due to the Costco opening? B.H. – No studies have been done since the Costco opened. Terry McLellan (T.M.) – I have not observed an increase in traffic. Traffic tends to turn left onto Elmira Road off of Fife Road. Lori MacEwen (L.Mc.) – When was the study done? L.R. – The study was done in June, I believe on a Thursday. Peter Lennie (P.L) – The study was supposed to be the week before but it was pushed back due to weather. L.M. – Can you provide us with the questions that the surveyors asked? L.R. – The general question that was asked according to the sub-consultant was “how important is the Niska Road Bridge to your trip?” Joe Bigley (J.B.) – Neighbours expressed concerns about how the question was asked by the surveyors. They were asked if the bridge is important, but not asked the reason that it is important. When I was asked what the overall importance of the bridge, my answer was that it was important because it feels like a drive through the country. That information is not being captured by the survey. Two CWG members said that the question they were asked did not include mention of the word ‘trip’; they were simply asked how important the bridge was to them. Those members expressed concern that the surveyor did not ask the correct question. P.L. – Did the police give information about how many people were ticketed on the bridge? L.R. – We have not asked the police for that information. L.M. – Would a better survey give the options listed in the tables as the options for the answers? L.R. – The questions for this type of survey need to be short to get	

The following items were discussed	Action by
the information quickly because we had stopped traffic to conduct the survey. P.R. – This was not a bridge evaluation survey, it was an origin destination survey. More detailed questions will be asked at the PIC when we reach out to the greater population. L.R. – The survey was to determine the number of trips that were local as opposed to external. V.H. – How the question is phrased is important. The phrasing of the question can skew the results if people can interpret the question in a number of different ways. I am willing to share a survey that we did of 44 random people who say they want those lands preserved and that do not want houses put in. There can be no misunderstanding of the question that was asked as it was very simple. I took the Burnside [origin/destination] survey twice and they did ask me the origin of my trip and if the bridge was important to my trip. If I had been asked how I'd rank importance of the bridge, I wouldn't have known how to answer. P.R. – The operative word was 'trip', the question was not intended to trick people. Larry Erickson (L.E.) - The question they asked me included reference to how important the bridge was to my trip, as mentioned. It seemed like a very simple question. L.R. – We can't promise that the question was asked the same way every time, but the majority of the time the question was asked to include how important it was to the person's trip. P.L. – People were not rude, traffic was flowing well and there did not appear to be problems with the survey. P.R. – It is not our intent to interpret the answers people gave as being important to heritage aspect of the bridge. V.H. – If you ask people about to go over the bridge how important it is to their trip they will all say it is important. L.R. – The most important element that we got from the survey was the origin and destination of the trip. Lori MacEwen (L.Mc.) – Everyone you surveyed was from this community? L.R. – External trips are people from outside the study area. They	

	The following items were discussed	Action by
	could theoretically use an alternate route. L.Mc. – Where does the number 52.4 % come from? L.R. – If you take trips from external (origin) to external (destination) that should add up to 47.6 %. 52.4% represents the remainder of trips that are not external (origin) to external (destination). L.M. – The 75 % that were not local when this was presented were broken down to come up with this number? L.R. – The last time around I misinterpreted the data. I had the City to do a complete analysis of the origin destination of the trips, which is what you have before you. L.M. – Only 25 % only come from Kortright Hills? The rest is external? B.H. – 25.5% had either an origin or destination from Kortright Hills. P.L. – Some people think that this survey came out the way it needed to; you got the information you needed. L.R. – This is a matter of fact and we have to live with the results.	
2.2	P.R. - We have some housekeeping items to discuss before we move on with the rest of the meeting. We have one person, Jim Miller who has missed more than 3 meetings in a row. Officially he is no longer a part of the CWG. Jim can attend meetings if he likes, but he cannot participate in some of the activities. I would like to introduce Nicholle Smith to the CWG. There were a lot of comments regarding the natural environment during the last meeting, so she is here to answer those questions.	
2.3	V.H. requested to address the group after reviewing the alternative evaluation tables to avoid influencing the conversation.	
3.	**CWG Member Comments on Evaluation of Alternative Tables**	
3.1.1	P.R – We received the submission from Laura last night. It is quite long and we cannot address the whole thing in this meeting. As we go through the chart please point out things that are important to you. This is your meeting. We have given you a wave of information and we are looking to hear back from the committee about questions, omissions, revisions and suggestions. We have on the projector our original chart [as presented at the last meeting], we have a blank chart that we can call up and we can fill in if there are	

The following items were discussed	Action by
parts of this that need to be discussed. Earlier in the meeting certainly there was a concern that we were providing the information but not giving enough time for people to give feedback. There will be other opportunities to provide input as well. P.R. – L.M. commented about what happened to the close bridge option. There was a roads table that did not have a close bridge option because it was about the road. The close bridge option is listed on the bridge table. L.M. – My comment was meant to point out that if you close the bridge you would have to close the road. When I went through the road one I did not see references to where the bridge could be closed. P.R. – I did say that as we go through the options we compare the bridge against the road. If we choose an option as preferred, that causes us to evaluate the impact on either the road or the bridge. We do understand that they intertwine. We may not have captured that in the tables, but we are aware of it. P.L. discussed the notes that he made on the evaluation tables: • The area around the speed river is controlled by the GRCA, the fish are controlled by the MNRF. The signage posted limiting hunting, fishing and trespassing in general solves many of the issues around the human impacts. • Snapping turtles are not endangered; they are simply listed as being of Special Concern. • There are no trout in the Guelph Lake according to the MNRF. • Snow melt into the Speed River is impacted by trash and salt runoff. The water in the Speed River is shallow and not a good habitat for fish. • Waterways are not navigable. • The roadway needs widening; trees can be replaced or transplanted. • Water quality in the Speed River is good due to groundwater seep. P.L. - These pages are totally different from the ones that were given to the group earlier. People's time is valuable. A simple sign posted on the conservation lands would solve a lot of the impacts on the conservation lands. A few group members questioned where P.L. was in the charts.	

The following items were discussed	Action by
P.L. – A few weeks ago there was a piece in the paper about an EA done on the Hanlon and Downey intersection which included the Niska Road Bridge. This article said that it was going to be a two lane bridge; it stated the two lane bridge had been accepted. Why are we banging our heads against the wall if this has been decided? I would like to see that EA. J.B. – P.L. said that he read two articles in the Guelph Mercury that said that there was going to be a two lane bridge, can anyone speak to that? P.L. – It was accepted that it was going to be a two-lane bridge in the article. P.R. – I did not see the article and cannot speak to what it said. B.H. – The Hanlon EA might be the source of that. P.L. – When they did the Hanlon EA, did they consider Downey and Niska Road as well as the bridge? In both articles the bridge was mentioned. P.R. – Did you send these comments to Ashley? P.L. – No. Discussion regarding technical difficulties and solutions. L.M. – I sat on the working group for the Hanlon expressway interchange and I don't recall any discussion of Niska Road during that process. The service road was discussed to bring traffic into the City from Downey Road. I would like to see the EA to confirm this. B.H. – Rajan provided the sections from the Hanlon EA during an earlier meeting. L.M. – Was it an excerpt from the EA? Ashley Gallaugher (A.G.) – Yes. P.R. – The EA might say that something should happen, but that recommendation for another area would still need to go through an additional EA process. L.Mc. – I would like confirmation about this having been decided. P.R. – I have never seen any written articles about this and can't comment on them. Samantha Lawson (S.L.) – There were 2 articles about the clean-up on Niska Road.	

The following items were discussed	Action by
S.N. – They didn't say anything about the Hanlon EA or the bridge. L.M. – I think it would be good to find out. P.R. – I will find out what is in the newspaper. L.Mc. – I want to know who makes this decision and find out what was decided. P.R. – Council would decide that, but they have not done that to my knowledge. The City would not hire Burnside to do an EA on a project that was already approved by council. J.B. – If you go to Section B - Socio Economic/Cultural Environment [of the alternative evaluation table] the do nothing option speaks to what you are talking about. The word obligation causes concerns, and that speaks to what Lori was asking. Can anyone speak to this? When I read about obligations I wondered who is obligated to decide that we should support the 2 lane option. P.R. – No one has decided that. J.B. – Can you provide context for the use of the word obligation? P.R. – That might be language that was taken from the Hanlon EA That might be an unfortunate use of the word, but there is no 'obligation' to select any option. J.B. – Are we going to go through all of these points? P.R. – Yes, though I have been struggling with how to go through this. Do we go through the key issues for each person, and do we literally go through and read page by page? I created a blank page thinking that we could fill in the comments from the group and I would have a chart that was populated by the CWG. When responding to Laura's document we are going to add in responses under the yellow text. If I had that from each person it would be easier to address concerns. We have two hours left in the meeting, and some issues are more important to some than others. Some may not have the background to really comment on these issues. S.L. - I did not receive comments from all our technical staff. I just got some comments from our terrestrial ecologist this morning. The GRCA we will submit formal comments in the next few weeks. Some of the comments on the documents were made before you completed additional studies so they might seem redundant based on the additional work you have done.	

The following items were discussed	Action by
V.H. – You said that we received a copy of the Hanlon Parkway EA? J.V. - A page from the EA was given out in one of the previous meetings. V.H. – What were the actual ratings for the evaluation tables? The ratings would give me a better idea of how far off the numbers are off from the table. J.V. displayed the excel spreadsheet with the actual numbers on the projector. P.R. discussed the results and explained how they tabulated the results. V.H. – Are all categories weighted equally? P.R. – In the last meeting this was discussed. We do not compare one criteria over another, they are all weighted equally; we do compare the alternatives within a single criteria. P.R. further discussed the evaluation table giving examples of how the study team arrived at the rankings presented at the last meeting. P.R. showed the excel spreadsheet that summarized the math behind how the rankings (pie sizes) were achieved. P.R. - It is not just our team going over these criteria, a number of experts from Burnside review the tables and provide input. We wanted the CWG to have these numbers to understand how we got to our preliminary preferred solution. V.H. - How do you rank the criteria without input from the group? P.R. – It is an iterative process. We are professionals and we need to put our stick in the sand and look at what is in front of us at this point. When we get input, the charts change. When we get the comments from the GRCA we will do more studies and the charts will change again. V.H. – I have never seen a working group where a leader of a group makes a decision without the input from the group. P.R. – This is common place. In the Hanlon EA this would have been done behind the scenes. When they were comfortable with the chart they would have released it to the public. The process demands that our team chooses to continue the evaluation moving forward. V.H. – When you tell a group that your preliminary choice is a 2 lane bridge it is difficult to believe that all of these factors are weighted	

The following items were discussed	Action by
against themselves. The management part of the group is making decisions without the working group input which creates a biased result. P.R. – The EA process denotes that this is the process, this is what is done. V.H. - When we saw this we thought that this would include our input. I can't fathom a management group making a decision without input from the working group. There are number of people who are offended that a decision was made without our input. P.R. – We have been working with you. We may not have received all of your comments in writing, but to say that we don't know some of the thoughts that we have been exchanged would be at best remiss. We have collected data, conducted exercises and exchanged ideas. Believe that we have heard you. V.H. – Then it is just optics. I see semi-subjective numbers and think I have not heard from my expert. If I had to pick a person to represent my perspective, I would pick Laura. She has 30 pages of notes and I think that they are all important. I would not have made a decision, especially not for public consumption that the bridge be designated a two lane bridge. J.V. – I wanted to mention your point about your language around the word decision. I don't think a decision has been made. We have presented the evaluation table based on feedback to date that we have collected from you, from our studies, and our knowledge based on our experience. V.H. - The use of the term 'preliminary preferred option' on the table implies that it was a decision, not a first draft. J.B. – I wanted to talk to bias. I was not at the last meeting, but when I reviewed this chart, it looked like there was a lot of work done at the last meeting. I tried to find out how you made the decision. I took the spreadsheet and I looked back at the chart, and I am going to point out that there are some errors on there. Under Section D, Do Nothing there is no pie at all. When I first looked at this, I thought that the two lane bridge is a pretty strong, and the do nothing is rated very low. When you look at the other options the averages the numbers do not add up. J.B. went over the numbers and showed where the pies do not add up, and appears to be averaging down. Noted that the criteria	

The following items were discussed	Action by
holding more sub-criteria seem to hold more weight. J.B. - The technical category is weighted quite highly and overcoming that is quite difficult with the other columns. The technical factors will favour a two lane bridge every time, it will sway the whole argument, and I don't know how you balance that. P.L. – At the last meeting we talked about where the information comes from, and how many people have input into this document. It is an on-going thing and is changing. The technical issues are a bit horrendous especially considering what you would have to go through to dredge the river. There is a group looking at these issues. J.B. – I appreciate that you are all experts and that many people had a look at the document, but it is very easy to get people thinking that we have a preferred solution when really we don't. It is an informative spreadsheet. Are we as a group going to decide the relative value of some of these points? Where does our input stand in relation to your input? P.R. - What we try to do is get comments that we need to address. When there is a question on stormwater management, we looked at: whether we did the work, does it improve the corridor, what does this change mean, does it go from a 2 to a 4? J.B. – So we can point out a flaw in the logic and sway a decision? P.R. – Part of showing this spreadsheet was to help you understand how pies were developed and how the numbers were generated. That way we can get comments back from you about going over the rankings. P.R. discussed the flow chart and how we go through our process of ranking. P.R. – We have an internal review process and exchanges about those numbers between ourselves. We do all of that then we come up with the chart. It is a difficult process, and we need to advance the project, but we also found that as we move forward it gets a response from people that gives us some input. V.H. – From my perspective I see a few cancelled meetings, a big time lag before we get information, then we get the information and the meeting date is changed. Then that new date for the meeting has half the members there, and I see what seems like a rushed meeting with 60 pages to review in the middle of summer. I could	

The following items were discussed	Action by
have spent time in March and April when I had the time, and now in the summer I have a pile of paper with some errors in it. Once there is an error everything is subject to real evaluation. It seems like this is really a decision that was made a year ago, or two years ago. I am going to see this thing through, but I think from a management point of view, I like seeing that map, and seeing where the decision comes from. I would have liked that information on the scoring before you came out with a decision. P.R. - There really was no conspiracy in the cancelled meetings. Some of our staff and some of the group members could not attend due to time constraints and the meetings were rescheduled. V.H. – Are other people feeling like it was rushed? S.N. & J.B. agreed with V.H. J.B. – When you put the numbers into the spreadsheet it changes things. I would hope that as a group we can go through that and give input on the rankings. At the end of the day the decisions the group comes up with should be considered. This can't be an EA that is decided by Burnside; it defeats the purpose. P.R. – The decision will be derived by field observation, science, engineering, input from all stakeholders, cost considerations, past studies, short and long term impacts, and mitigation requirements, while adhering to the Class EA Process, Environmental Assessment Act, City policies and legislations. As professionals, we indeed have our discussions internally, and as experts we put stock in the word 'preliminary'. The MOE considers the term 'preliminary' seriously and expects the Study team to be flexible if major changes are required. I have seen EAs where PIC 1 and PIC 2 have preliminary decisions, and then make a 180 degree turnabout because the solution was not right. V.H. – This summary document does not say 'summary' document or 'draft.' P.R. – At the last meeting we discussed this. We wanted to focus on the numbers. L.M. – There are no dates on the sheets, so it is hard to know what is current. It would be helpful if there were dates. Burnside staff agreed to include dates on the documents going forward.	Burnside
Judy Martin (J.M.) – This group never discussed if some categories	

The following items were discussed	Action by
were more important than others. Do they all have equal weight? P.R. – Unless there is a demanding reason why something should be held over and above something else, generally it is not. In situations when one category is weighted much more heavily over another, it can be challenged. I have found that people who put a Part II Order request in will challenge some of those items that are weighted as being more important, and it can place the project at risk, making it less defendable. J.M. - I find it problematic that some of these categories get equal weight. I do not think that is proper. J.B. - Are there more criteria or sub-criteria for each category? P.R. – There are other criteria, but for this type of project this is typical. We can add or take away a few, but this is standard. J.B. – Are we going to add to this? P.R. – We can. That is why we are continuing to ask for your comments. J.B. – Can you supply me with a list of other criteria to consider? Maybe there are more considerations that we should be aware of? Maybe we can add a cost section to include things like the lighting and traffic calming measures?	Burnside
P.R. - When we estimated costs for the bridge it would have taken those things into consideration. We could we break it out a bit more, there are some elements that might make sense to include. I don't have all the criteria just of the top of my head but we can consider that. P.L. – How many different departments are there at Burnside working on this? P.R. – There are 4 or 5 different groups working on this, structural, roads, environmental (flora, fauna, terrestrial, air) etc. L.M. – If you are trying to make this into an arterial corridor, what about the expropriation of people's property? The quality of people's lives on this road will not be very good. In order to widen the road you will have to expropriate the land and put in a retaining wall. These are considerations I do not see in your document here. The Hanlon EA did not look at the quality of life of the people on Niska Road. In the comments I sent to Burnside today I noted that the cities official plan has collector roads and they direct people to	

The following items were discussed	Action by
arterial roads. The Guelph City Council has to decide if they are going to re-designate Downey as a collector road. V.H. noted that he supports the City buying the land from land owners at the current market value. L.M. – Before the area was developed it was decided that the bridge would eventually be closed. Real-estate agents told people that the bridge would be closed and that they should not expect regional traffic down Niska Road. Now it has been decided that we need the bridge. This is going to impact cultural and environmental heritage of the area. We did not talk about the quantity of the groundwater water flow. Without these studies we do not know if we will hit spring-like conditions when you dig up the road. The City can see that they had problems with water when they put in services in the area. The Hanlon expressway also had water problems and the water had to be diverted. The wetland on Niska Road could be drained. We don't have piezometers information, soil samples or core samples. This design is based on subjective decisions. There is a history of environmental issues in the area based on these kinds of subjective decisions. Black creek road bridge was designated a cultural heritage bridge, I don't think any decision can be made until this goes to the heritage committee. P.R. – Many of the questions you asked are beyond the scope of this EA, but anything that is relevant to this EA will be addressed. I am not skirting this issue, but some of this is outside of the EA process. L.M. - Clyde Street well is the same situation. I don't see how you have enough information to choose these options. I wanted this to go the Environmental Advisory Committee as it is the advisory group for the City. This information should go to them. L.M. – There are other bridges such as the bridge on Victoria Road that went to the Advisory Committee, why are we not taking these criteria to those advisory groups? They don't get this stuff until it is too late to provide advice to the City. B.H. – They won't be bypassed, they are on our stakeholder list and will be provided an opportunity to comment. . J.M. – When will it go to them? B.H. – It will go to them at the PIC stage when it has been finalized. J.M. – That is the point, we don't want it to go to them when it is final.	

The following items were discussed	Action by
We want their input before it if finalized. B.H. – It will go as a preliminary document. V.H. – Can it go as a draft? B.H. – It will be preliminary. When will Burnside provide a document? P.R. – It will go to agencies at the same time as the PIC. April Nix (A.N.) – In other EA processes a presentation about the proposal has been taken to the River Systems Advisory Committee to give the committee the opportunity to ask questions and make comments. The committee has the ability to pass a resolution for the consideration of staff and City council – but this can only happen at a committee meeting. This feedback and input can then be considered in terms of the EA. B.H. – We are not at that stage yet. They will be provided an opportunity to comment and can attend the PIC like other stakeholders. P.R. – Are there comments from the group on the chart? Are people going to send me their comments, or do we want to go over it as a group? V.H. – Is everyone going to get Laura's comments and the responses to those comments? A.G. – Did you send the comments to the whole group? L.M. – I don't have the email address for everyone. I have sent both documents to the Niska Road email. J.V. - It looks like the same attachment was sent twice, can you send us the comments you had on the bridge alternatives? V.H. – If L.M provides both tables will everyone get a chance to see L.M. comments and your reply? P.R. – We can send it out to the members. We are working on providing a response to the comments. It is difficult to go comment by comment and provide feedback on each one, as some of the information is being incorporated into our environmental reports. Some of the comments are tailored around that, but we are going to make our best effort to make sure that all the concerns related to the documents are addressed. L.M. – You can forward my comments to the group for them to	Burnside

The following items were discussed	Action by
review. P.L. – I do not wish to be circulated on the comments. J.V. – Are we still expecting that people will provide comments within a certain time frame? P.R. – Yes, the group indicated earlier that they would email us their comments. **4. Public Information Centre #1** P.L. inquired about the PIC details. P.R. – We are looking to hold that in September. We have not selected a day yet. When we do, there will be 2 notices in the newspaper. We will have boards posted in the community, information on the City website and a mailed notice. We will get a lot of comments that come in from different places. The public and the university and other stakeholders will have input. All of that information will find its way into the chart. V.H. - Will we have another meeting before the PIC? I don't want surprises when we go to the PIC. P.R. - We are hesitant to plan a date for the meeting as we have a lot of work to do for the PIC, and need to allow comments from the GRCA. Is there an issue the City can think of regarding having a CWG meeting prior to the PIC? Don Kudo (D.K.) noted that holding another CWG meeting prior to the PIC would be ok. L.Mc. – Is there a PIC date? P.R. – Not yet. V.H. – Is there a possibility that you would decide to pause the process until you have more information or until the Downey Road group comes before council? P.R. - That is a decision that the City will have. We are employed by the City, so if they tell us to stop, we stop. If we are not told to stop, we keep going. Some of the issues that L.M. raised are outside of the scope of the EA. L.M. was going to see about getting heritage designation for the bridge. If that happens, I would get an email about the decision and include it as part of the EA process. L.M. - What items did I bring up that are outside of the EA process?	

The following items were discussed	Action by
P.R. - Anything that relates to Official Plan Amendments, the changing of planning polices, changing the bridge designation, etc. Those are things that are outside the scope of the EA. As Richard Unterman (from Unterman McPhail Associates) said in the last meeting, we are proceeding with how the bridge is currently listed. If that designation changes, his report will reflect that change and our evaluation will follow. Your efforts through lobbying your councilor and Mayor would result in those changes, which we would have to be incorporated into the EA. L.M. - The CHER report that said the bridge has heritage value. That information should be included in the tables since it will give more strength to the documentation when it goes to the PIC, the public should know that it has heritage value and that it has not yet been brought forward to the committee for designation. This chart is lacking in detail, how can you evaluate the criteria without that detail? There are owls and bats. They might be endangered. How do we say there are no species of concern? A bobcat was seen on the lands. They must be rare in the area, and I suspect they are there in the first place because it is such a natural corridor. J.B. – If I walked into the PIC and saw this document I wouldn't understand that the bridge had heritage value unless it was on the document. If I was attending the PIC as a member of the public I would want to have that information to make an informed decision. P.R. - The current designation is listed on the report. J.V. – The historical value was noted, however we did not use the term heritage value. P.R. – Under the existing conditions we have listed the heritage value of the bridge. L.M. – The heritage landscape is a cumulative designation that includes all of these factors: the sunset, the rolling nature of the road, the night sky. If you put lights on the bridge that will be altered unless the do nothing option is chosen. Every option aside from the do nothing option will alter the heritage landscape. A technical study to determine if this is a heritage landscape/district should be done because it could change all of these rankings. We should consider all of that before we come up with a preferred option. This is a unique area of the City that has been undervalued and people are starting to realize what will be lost. P.L. – What cultural heritage was destroyed to have your house	

The following items were discussed	Action by
built? The same thing can be applied to that whole area of Kortright Hills. It was known as Bird Hill. It was full of wildlife. All of that was eradicated to build those houses. L.M. - The point of this is to recognize that these landscapes evolve over time. That is all part of why we look at it as a cultural heritage landscape. We can't go back and protect Kortright Hills, but we can make better decisions for the future. I live in Kortright Hills, and I understand the problems in bulldozing that land for houses, but that could be said of all of Guelph. P.R. - We will go around the room for additional comments. V.H. – I would rather submit comments for the record. J.B. - Can you summarize your comments for the group? V.H. – I thought it was outrageous that a preferred decision was made without input from the group. L.M. – I know all my comments will be taken into account. Nather Aziz (N.A.) – I did not see the information so I don't have comments. S.L – Comments are pending more input from the GRCA. P.L. – If you look big picture, I think things are moving along. They could be moving faster. When you take into consideration the work that has gone into the 15 page document, there has been a lot of work done which I appreciate. J.B. – I would ask that Burnside forward sub-criteria for the spreadsheet, everything has an equal weighting and I think that a few more options listed that could be considered and could change the outcome. I was going to ask S.L. about the GRCA and if there is anything that can be said about the considerations for the lands? S.L. – Nothing has changed since the last meeting. The lands are still under a lease and the tenants are still there. We have signed the property as no trespassing and we ask that the community not trespass on the property. Once the tenants leave we will start a master plan to look at all of our lands; however, that process won't start until next spring. A.N. - Comments to come. Sharon Classens (S.C.) – This was an informative meeting and I look forward to L.M.'s comments.	

The following items were discussed		Action by
	P.R. moved to adjourn meeting. Motion was seconded by T.M.	
5.	**Next Meeting**	
5.1	Next meeting to be determined.	Burnside/City

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise within 7 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
Sd:sd

Enclosure(s)

Distribution:

All Attendees

Niska Road and Bridge Improvements Schedule C Municipal Class Environmental Assessment Public Information Centre #1 Summary Report

City of Guelph

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R.J. Burnside & Associates Limited
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Guelph ON N1H 1C4 CANADA

March 2015
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Revision	Date	Description
0	January 16, 2015	Draft Submission to City of Guelph
1	March 11, 2015	Draft Submission to City of Guelph

R.J. Burnside & Associates Limited

Report Prepared By:

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Project Manager

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Project: Niska Road and Bridge Improvements Schedule C Municipal Class Environmental Assessment

Proponent: The City of Guelph

Activity: Public Information Centre #1, Open House (Drop-in) Format

Date & Location: Thursday, November 27, 2014
Kortright Presbyterian Church, Gymnasium
55 Devere Drive
Guelph, ON

Time: 5:00 p.m. to 7:00 p.m.

Project Team Members: Brad Hamilton, City of Guelph
Don Kudo, City of Guelph
Gwen Zhang, City of Guelph
April Nix, City of Guelph
Kealey Dedman, City of Guelph
Melissa Aldunate, City of Guelph
Philip Rowe, R.J. Burnside & Associates Limited
Leonard Rach, R.J. Burnside & Associates Limited
Jennifer Vandermeer, R.J. Burnside & Associates Limited
Ashley Gallaugher, R.J. Burnside & Associates Limited
Sarah Draper, R.J. Burnside & Associates Limited

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Purpose:

The purpose of Public Information Centre (PIC) #1 was to present and provide an opportunity for the public to review and comment on the following:

- Provide a summary of the project;
- Present the alternative solutions;
- Identify a preliminary preferred solution as evaluated based the natural, social, economic and technical environment; and,
- Next steps in the process.

Proceedings:

This report provides a summary account of PIC #1 held for the Niska Road and Bridge Improvements Schedule C Municipal Class Environmental Assessment (EA) Study. A copy of this report will be included in an appendix to the final Environmental Study Report (ESR).

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Appendices

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Appendix E Summary of Aerial Image Comments
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1.0 Introduction and Background

The City of Guelph, has initiated a Municipal Class Environmental Assessment (EA) to consider improvements to the road corridor and bridge at Niska Road. The road and bridge are facing degradation, and require remediation or replacement in order to meet traffic and safety demands of local and external residents using the corridor.

The planning of intersection improvements are being carried out in accordance with the Schedule 'C' requirements (Phases 1 to 5) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 and 2014), which is approved under the *Ontario Environmental Assessment Act*. A key component of the study includes consultation with interested stakeholders. This report documents the first PIC for this study, held on Thursday, November 27, 2014 and summarizes the notification process, the information presented and the comments received during and after PIC #1.

2.0 Method of Notification

Details of the date, time, location and purpose of PIC #1 were published in the Guelph Tribune on November 13, 2014 and November 20, 2014. A copy of this newspaper notice is available in Appendix A. As well, a copy of the notice was posted on the City of Guelph website at: http://guelph.ca/niskaroad.

Notification of PIC #1 was also mailed to regulatory agencies, municipalities, Aboriginal groups and communities, local residents who live within the study area and extended areas beyond the study area (an additional 1,500 residents). Stakeholders received a Project Information sheet, which provided details on the study and works completed to date, and a comment sheet. These materials were included with the notice on the website. A copy of materials distributed is available in Appendix B.

From November 20, 2014 to November 27, 2014, mobile signs were placed at the northwest corner of Niska Road and Downey Road, and at the southwest corner of Niska Road at Pioneer Trail indicating the date, time, and location of PIC #1.

In addition to public notification in the Guelph Tribune and the mailed notification, the City of Guelph also established an online survey/comment sheet in order to provide an alternate method for the community to provide input. Access to the on-line survey and comment sheet was posted at on the City of Guelph website at: http://guelphengagement.polldaddy.com/s/niska-road-improvements-municipal-class-environmental-assessment-study.

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3.0 Public Meeting Format

PIC #1 was arranged as a "drop-in" style session where representatives from the study team were available to answer questions and discuss the project with interested members of the public. Attendees were greeted upon arrival, were encouraged to sign the attendance sheet, and were provided with a comment form to provide comments on any aspect of the project. The meeting was well attended, with a total of 135 people recorded on the attendance record.

The open house began at 5:00 p.m. on Thursday, November 27, 2014. Display boards were placed around the room and representatives from the project team were available to answer any questions and discuss the project with attendees. Tables were set up in the centre of the room with comment sheets and submission boxes available to encourage participation and offer an area for meaningful reflection.

An exhibit table included copies of technical studies and reports completed to date. These reports will be included in the ESR. Exhibit reports included:

- Ontario Bridge Code Recommendations;
- Amphibian Survey Field Memo (July 15, 2014);
- Terrestrial Environment Survey on Additional Grand River Conservation Authority Lands Former Kortright Waterfowl Park (August 12, 2014);
- Terrestrial Environment Survey Field Memo (December 10, 2013);
- Existing Conditions Report, Built Heritage Resources and Cultural Heritage Landscapes (June 2013, Unternman McPhail Associates);
- Biennial Bridge Inspection Report: Niska Road Over Speed River Bridge (August 29, 2013, Engineered Management Systems Inc.);
- Biennial Bridge Inspection Report: Niska Road Over Speed River Bridge (August 12, 2013, Engineered Management Systems Inc.);
- Cultural Heritage Evaluation Report with Photographic Documentation: Niska Bridge Municipal Site No. 00001 (Lot 12, Concession 5 & 6 Geographic Township of Puslinch) (April 2014, Unterman McPhail Associates);
- The Stage 1 Archaeological Assessment of the Niska Road Improvements and Bridge Replacement, Downey Road to the City Limits, City of Guelph, County of Wellington (Archaeological Assessments Ltd., July 11, 2014);
- Public Consultation Materials - November 2014;
- Municipal Class EA Flowchart;
- Notice of PIC #1;
- Evaluation of Alternatives for Bridge; and,
- Evaluation of Alternatives for Road.

A large scale aerial image of the corridor, which included previous comments from members of the Community Working Group, was placed on display as well. Along with

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the aerial image, a summary of comments was available for reference (see Appendix E). Attendees were encouraged to write their concerns on the image, for inclusions in the ESR. Comments included design alternative suggestions, areas of safety concern or congestion, and areas of environmental importance within the corridor. The additional comments added to the aerial image during PIC #1 are documented in detail in Appendix E.

The display boards located around the perimeter of the room covered the following topics:

- Welcome
- Study Corridor
- Municipal Class EA Process
- Stakeholder Consultation Timeline
- City of Guelph Official Plan: Schedule 9A
- Community Concerns
- Community Working Group
- Community Working Group Concerns
- Existing Road Characteristics
- Existing Bridge Characteristics
- Existing Traffic Safety Conditions
- Existing Traffic Volume
- Existing Traffic Conditions
- Niska Road Travel Survey
- Evaluation Factors Considered
- CHER Report Summary
- Evaluation Factors Considered
- Species at Risk
- Aquatic Environment
- Natural Heritage System
- Viewscape: Existing Conditions
- Existing Conditions : GRCA Lands
- Future Traffic Projections
- Problem/Opportunity Statement
- Alternative Solutions for Road
- Alternative Solutions for Bridge
- Evaluation Criteria
- Evaluation of Alternatives for Road
- Evaluation of Alternatives for Bridge
- Preliminary Preferred Alternative Solution
- Glimpse into the Future: Traffic Calming Options
- Next Steps
- Invitation for Participation

A copy of the display boards is provided in Appendix C.

Participants were asked to provide input to the process by completing the available comment sheets, and either submitting at the meeting, or following. They were also encouraged to rank their preferred alternatives for the bridge and road and submit comments through the online survey. The deadline for submission of comment sheets was January 19, 2015. The online survey was closed on December 19, 2014. A summary of comments received via the returned comment sheets is included in Section 4.1.1. Copies of comment sheets received are available in Appendix D and online survey results are available in Appendix F.

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4.0 Participation Levels and Summary of Comments Received

4.1 Stakeholder Comments and Results Received Regarding PIC#1

4.1.1 Stakeholder Comments

This section provides an overview of the feedback received from participants before, during and following PIC #1. A total of 26 written comment sheets were received before PIC #1, 58 written comment sheets at PIC #1 and 110 comment sheets or emails summarizing comments after PIC #1. Redacted copies of comment sheets received at the meeting and in the comment period following are included in Appendix D. A few of the comment sheets did not include answers to all questions, so total number of preference responses for road, bridge and intersection alternatives vary.

Comment sheets were received until January 14, 2014. General comments relating to PIC #1 were also received from the public during the comment period and throughout the Environmental Assessment process. The comments received through comment sheets or emails which related to the PIC are summarized in Table 4.1 below. These general comments were not included in the data counts for preferred alternative which is explained further in Section 4.1.2 and 4.4. Concerns brought forth are summarized in Table 4.1.

Table 4.1: Comments/Questions/Suggestions

Concern
Before PIC #1
Residential property and property value impacts
Natural environment impacts (wildlife, trees, river etc.)
Current traffic volume
Future traffic volume from development
Future speeding as result of 2-lane bridge installed
Speeding and collisions as result of current conditions
1 lane bridge and associated vehicular accidents
Pedestrian / Cyclist / Public Safety and access
Efficient use of tax money (preference for Niska as one-lane road)
Corridor importance for travel (Cambridge, Kitchener, Waterloo, business, access to Hanlon and Highway 24)
Current bridge and road unsafe
Necessity of traffic calming improvements (e.g., traffic lights, all way stop, roundabout, lower speed limit, speed bumps etc.)
Truck traffic and future prevention techniques
Safety of neighbourhood

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Concern
Noise from traffic
Impacts to recreational use, parking and access (canoe, hiking etc.)
Current traffic delays due to single lane bridge and road
Current safety issues exiting driveways due to traffic volume, and concern with exasperated problem
Impacts to visual landscape
Increased pollution if traffic increases
Concern that Niska being used as commute short cut; encouraged improvement of Hanlon to collect more traffic, and installation of means to prevent 'short cut traffic' use
Suggestion to consider connecting Highway 24 to Stone Road
Make Niska Road a one lane road from Downey Road to Ptarmigan
Request to be added to contact list
General interest
At PIC #1 (in addition to concerns noted above)
CWG concerns and preference not weighted enough in decision for preliminary preferred alternative
New traffic data required to reflect recent business developments
HCN not considered part of neighbourhood; data presented viewed as deceptive
Preservation of heritage / historical value of bridge
Conflict of interest as RJB doing environmental assessment and detailed design
Needs of the greater community, not just those in local community
Development plans and associated traffic requirements or increases
Access for customers important to business owners
Consider making area part of Greenbelt
Concern that inadequate wildlife surveys done to form conclusions
Representation of adjacent municipalities' and counties' needs
After PIC #1 (in addition to concerns noted above)
Concern with PIC timing, format and time allotment for comment period
Concern that roundabout may cause danger to children crossing
Concern that detailed Cultural Heritage Landscape Technical Study necessary prior to selection of preliminary preferred alternative
Disruption to former conservation area wildlife
Inquiry about distribution of PIC invitation
Request for correspondence records with various local agencies (GRCA, EAC, RSAC, Heritage Guelph) as well as technical reports completed to date
Inquiry regarding fatalities on Niska Bridge
Questions regarding definition and operational use of 'Collector Roads'
Concern that PIC boards lacked information regarding 'short cut traffic' issues

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Concern
Request to review public feedback from PIC
Concern with changing ‘country’ feel of corridor
Need to alleviate congestion at busy times of day
Would like a maximum load limit posted as well as "No Truck" signs along Pioneer Trail.
Concern that current noise bylaw not being enforced
Loss of green space within City
Niska Road requires street lighting as pedestrians not visible at night
Winter maintenance on Niska needs improvement

***Note**: All above correspondence will be included and considered in the Evaluation of Alternative Tables.

4.1.2 Stakeholder Ranking of Results of Alternative Solutions

As a part of the PIC #1 comment sheet and on-line survey, stakeholders were asked to rank their preference of various alternative solutions for the road corridor, bridge and intersection of Niska Road and Downey Road.

Results of the stakeholder ranking of alternative solutions received before, at, and following PIC #1, as well as through online surveys are summarized in Figure 4.1, Figure 4.2, and Figure 4.3. On-line survey results are also discussed in Section 4.3. A summary of all results received is provided in Section 4.4. Local residents who live within the study area and extended areas beyond the study area (an additional 1,500 residents) received a comment sheet and returned them to Burnside or the City via email, mail, fax or placed them in the Comment Box at PIC #1.

4.1.2.1 Stakeholder Preference for Road Alternatives

From the comment sheets received before, during and after the PIC, the majority of stakeholders indicated a preference the “Reconstruct Road” alternative solution for the Road (Figure 4.1).

The percentages of alternative preference varied based on the time received and number of comments received. Fewer comments were received prior to the PIC, but 86% of those who submitted comments preferred the option to “Reconstruct Road.” This option was still preferred by the majority during and after the PIC, with 18% of respondents preferring this option during the PIC and 55% preferring this option after the PIC. This 55% represents a much larger number of respondents, as more comments were received after the PIC. “Do Nothing” was the preferred road alternative according to online survey responses.

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Before the PIC, 21 comment sheets were received from stakeholders who included feedback on alternative solutions for the road. From these comment sheets, 3 respondents (14% of total) indicated preference for the “Do Nothing” option, 0 (0% of total) indicated preference for the “Repave Road” option and 18 (86% of total) indicated preference for the “Reconstruct Road” option.

During the PIC, a total of 43 stakeholder comment sheets with feedback regarding alternative solutions for the road were received. From these comment sheets, 15 respondents (35% of total) indicated preference for the “Do Nothing” option, 10 (23% of total) indicated preference for the “Repave Road” option, and 18 (42% of total) indicated preference for the “Reconstruct Road” option.

After the PIC, a total of 96 stakeholder comment sheets including feedback regarding alternative solutions for the road were received. From these comment sheets, 28 respondents (29% of total) indicated preference for the “Do Nothing” option, 14 (15% of total) indicated preference for the “Repave Road” option, and 54 (56% of total) indicated preference for the “Reconstruct Road” option.

A total of 303 stakeholders provided rankings to the road alternatives through the online survey. Of these stakeholders, 141 (46% of total) indicated preference for the “Do Nothing” option, 33 (11% of total) indicated preference for the “Repave Road” option, and 130 (43%) indicated preference for the “Reconstruct Road” option.

Based on these numbers, “Reconstruct Road” was the preferred alternative solution prior to, during and after the PIC, while “Do Nothing” was the preferred alternative solution according to the online survey results.

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4.1.2.2 Stakeholder Preference for Bridge Alternatives

The majority of stakeholders who submitted comment sheets or online responses in regards to the bridge alternatives, indicated a preference for the “Replace Existing Bailey Bridge with a New Two-Lane Bridge” alternative solution. The “Close Bridge to Vehicular Traffic” was the most preferred alternative from respondents who submitted comment sheets at PIC #1 (Figure 4.2).

Before the PIC, 23 stakeholder comment sheets with feedback regarding alternative solutions for the bridge were received. From these comment sheets, 4 respondents (17% of total) indicated preference for the “Do Nothing” option, 0 (0% of total) indicated preference for the “Close Bridge to Vehicular Traffic” option, 0 (0% of total) indicated preference for the “Remove Bridge and Do Not Replace Existing Bridge” option, 1 (4% of total) indicated preference for the “Replace Existing Bailey Bridge With a New One-Lane Bridge”, and 18 (78% of total) indicated preference for the “Replace the Existing Bailey Bridge With a New Two-Lane Bridge” option.

During the PIC, a total of 58 stakeholder comment sheets including feedback regarding alternative solutions for the bridge were received. From these comment sheets, 12 respondents (21% of total) indicated preference for the "Do Nothing" option, 16 (28% of total) indicated preference for the "Close Bridge to Vehicular Traffic" option, 5 (9% of total) indicated preference for "Remove Bridge and Do Not Replace Existing Bridge" option, 15 (26% of total) indicated preference for the "Replace Existing Bridge With a New One-Lane Bridge" option, and 10 (17% of total) indicated preference for the "Replace Existing Bailey Bridge With a New Two-Lane Bridge" option.

After the PIC, a total of 110 stakeholder comment sheets including feedback regarding alternative solutions for the bridge were received. Of these comment sheets, 25 respondents (23% of total) indicated preference for the "Do Nothing" option, 15 (14% of total) indicated preference for the "Close Bridge to Vehicular Traffic" option, 5 (5% of total) indicated preference for "Remove Bridge and Do Not Replace Existing Bridge " option, 30 (27% of total) indicated preference for the "Replace Existing Bridge With a New One-Lane Bridge" option, and 35 (32% of total) indicated preference for the "Replace Existing Bailey Bridge With a New Two-Lane Bailey Bridge" option.

A total of 304 stakeholders who responded to the online survey provided feedback regarding the bridge alternatives. Of these stakeholders, 81 (27% of total) indicated preference for the "Do Nothing" option, 70 (23% of total) indicated preference for the "Close Bridge to Vehicular Traffic" option, 6 (2% of total) indicated preference for "Remove Bridge and Do Not Replace Existing Bridge" option, 46 (15% of total) indicated preference for the "Replace Existing Bridge With a New One-Lane Bailey Bridge" option, and 101 (33% of total) indicated preference for the "Replace Existing Bailey Bridge With a New Two-Lane Bridge" option.

Based on these results, "Replace Existing Bailey Bridge With a New Two-Lane Bridge" was the most preferred alternative solution for the bridge as per stakeholder comment sheets received before and after the PIC as well as through online survey submissions. "Close Bridge to Vehicular Traffic" was the most preferred alternative solution for the bridge as per stakeholder comment sheets received at the PIC.

4.1.2.3 Stakeholder Preference for Intersection Improvement Alternatives

For the Intersection Improvement, which will be considered during the design stages of this assessment, "Traffic Turning Circle/Roundabout" was represented as the most favoured alternative solution before, during and after the PIC. In the online survey, the majority of respondents indicated preference for the "Stop Sign" alternative.

Before the PIC, a total of 21 stakeholder comment sheets including feedback regarding the Intersection Improvements were received. From these comment sheets, 11 respondents (52% of total) indicated preference for the "Traffic Turning Circle/

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Roundabout" option, 6 (29% of total) indicated preference for the "Traffic Signal" option, and 4 (19% of total) indicated preference for the "Stop Sign" option.

At the PIC, a total of 39 stakeholder comment sheets were received which included feedback related to the Intersection Improvements. Of these, 19 (49% of total) indicated preference for the "Traffic Turning Circle/ Roundabout" option, 12 (31% of total) indicated preference for the "Traffic Signal" option, and 8 (21% of total) indicated preference for the "Stop Sign" option.

After the PIC, a total of 88 stakeholder comment sheets were received which included feedback related to the Intersection Improvements. Of these, 42 (48% of total) indicated preference for the "Traffic Turning Circle/ Roundabout" option, 20 (23% of total) indicated preference for the "Traffic Signal" option, and 26 (30% of total) indicated preference for the "Stop Sign" option.

Through the online survey a total of 299 stakeholder submissions included feedback which related to the Intersection Improvements. Of these, 103 respondents (34% of total) indicated preference for the "Traffic Turning Circle/ Roundabout" option, 85 (28% of total) indicated preference for the "Traffic Signal" option, and 111 (37% of total) indicated preference for the "Stop Sign" option.

Based on these results, the "Roundabout" alternative was the most preferred alternative solution for the intersection improvements before, during and after the PIC. The "Stop Sign" alternative was the most preferred alternative from online survey participants.

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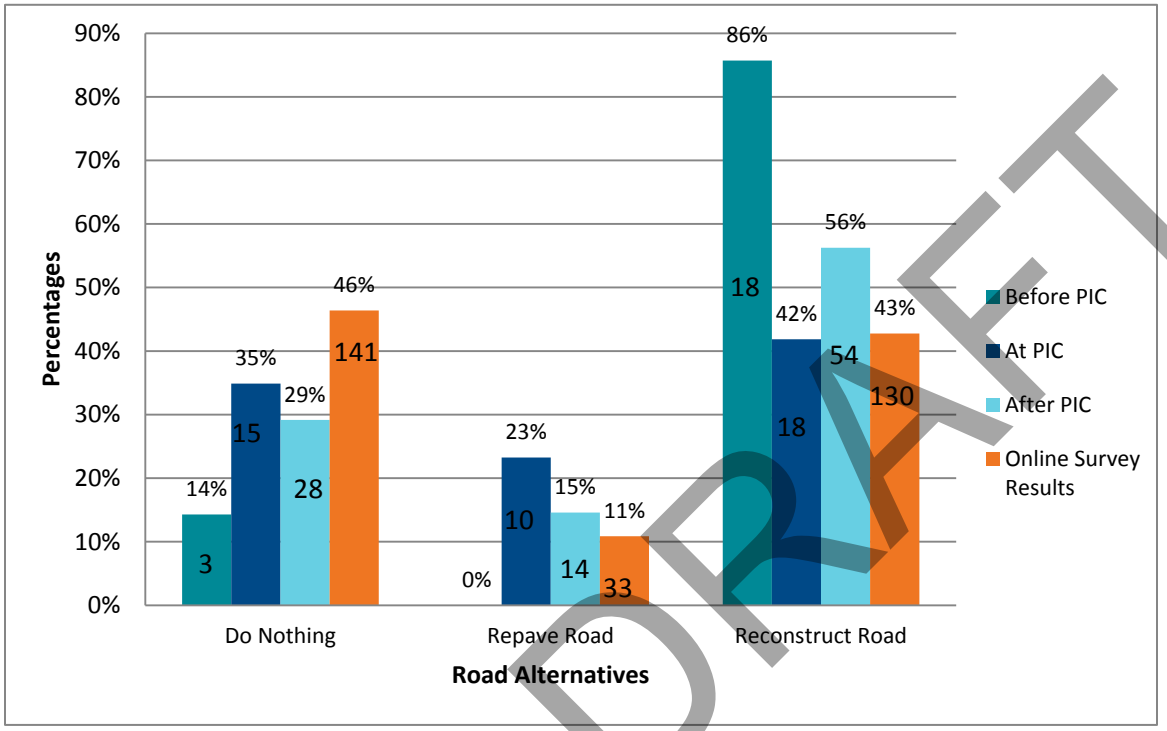
Figure 4.1: Returned Stakeholder Results – Percentage Preference for Road



Total Respondents:

Before PIC: 21

At PIC: 43

After PIC: 96

Online Survey: 303

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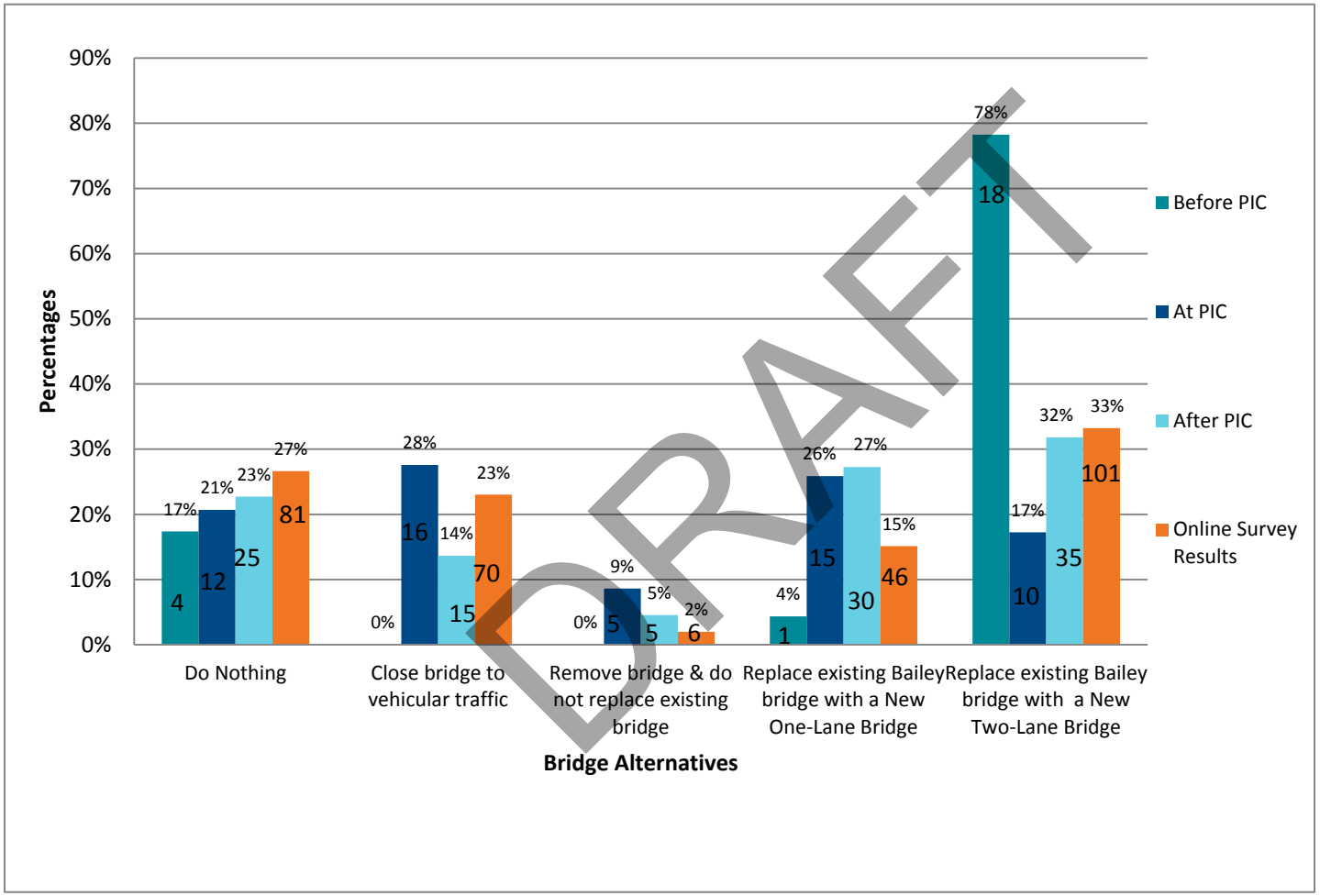
Figure 4.2: Returned Stakeholder Results – Percentage Preference for Bridge Alternatives



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Total Respondents:

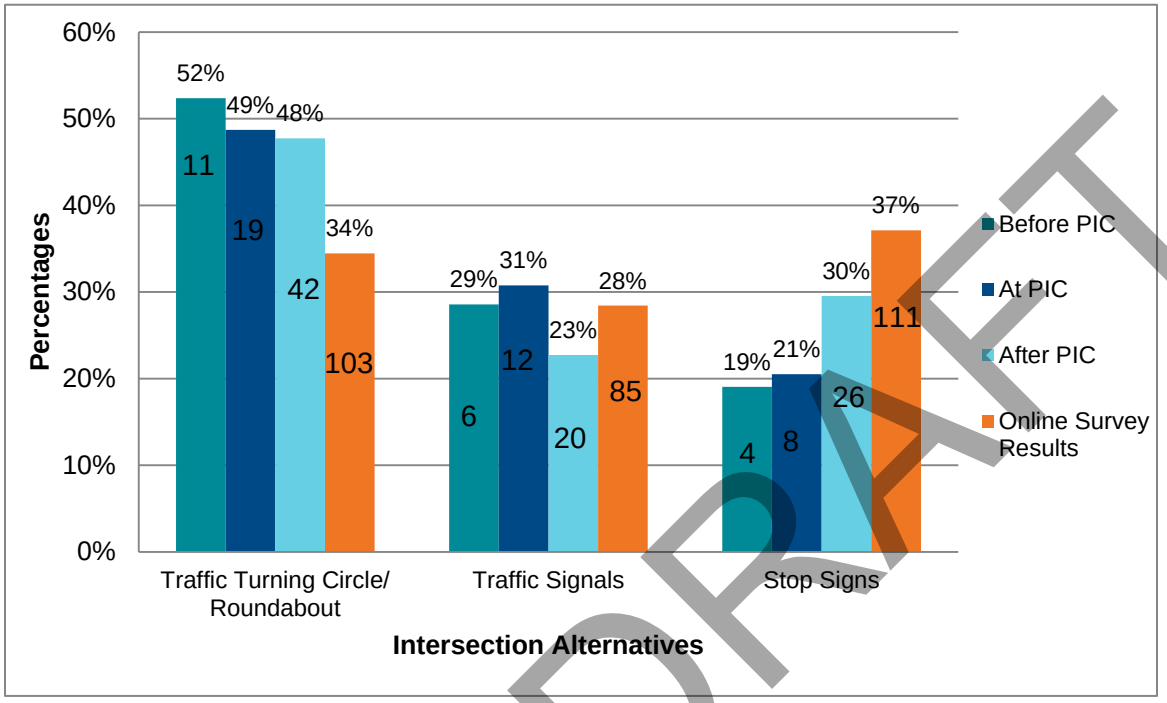
Before PIC: 23

At PIC: 58

After PIC: 110

Online Survey: 304

Figure 4.3: Returned Stakeholder Results – Percentage Preference for Intersection Improvements



Total Respondents:

Before PIC: 21

At PIC: 39

After PIC: 88

Online Survey: 299

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4.2 Community Working Group Concerns Raised Regarding to PIC #1

Members of the Community Working Group were provided a draft copy of PIC #1 display boards and materials distributed to stakeholders prior to PIC #1, and were invited to submit comment sheets as members of the public. Comments received from the CWG regarding the PIC #1 process and CWG involvement are summarized in the ESR along with all other Community Working Group correspondence.

Members of the CWG held no formal responsibilities at PIC #1, but most attended as members of the public and submitted comment sheets. Several also participated in the online survey as members of the public. Online comments and comment sheets received from the CWG members were included and tracked in conjunction with all other stakeholder correspondence received for PIC #1, and will be considered when determining the preferred options for road and bridge. Copies of these comment sheets are found within the stakeholder correspondence record in Appendix D, and in the online survey results in Appendix F. General comments received from the CWG in response to PIC #1 were also included in the summary of concerns in Table 4.1, but were not included in the data tally for preferred alternatives.

4.3 Online Survey Results

Along with the Notice of Public Information Meeting, a copy of the Comment Sheet including a survey and information sheet regarding the project was sent to stakeholders. This notice and information sheet advertised that stakeholders could submit comments through submission of comment sheets by mail, fax, or online through the online survey. The Niska Road webpage on the City website had a direct link to the survey. The non-profit organization, The Speed River Heritage Valley Lands Group, also advertised the online survey on their webpage.

Results of the online survey are summarized in Figure 4.4, Figure 4.5, and Figure 4.6. The online survey was available on the City if Guelph website prior to PIC #1, and during the comment period. Acceptance of survey submissions was terminated on December 19, 2014. A total of 305 responses were submitted, of which, one did not provide rankings of alternative solutions for the road, bridge or intersection. A few of the online respondents chose not to respond to all questions, thus numbers of total respondents to the online survey for road, bridge and intersection vary.

Table 4.2 summarizes unique comments received through the online survey in addition to those received through mailed or emailed comment sheets during the stakeholder comment period (summarized in Table 4.1). A comprehensive compilation of all comments received through the online survey is available in Appendix F.

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Table 4.2: Main Concerns Received Through Online Survey

Concern
Option to close bridge would create access inconveniences due to detours
Needs of local community don't match needs of those using the bridge (non-locals)
Corridor infrastructure must be improved as city grows to match usage demands
Concern with access and traffic flow disruptions during construction
Maintenance of 'preservation' mentality currently exercised in Guelph
Risk for bush parties and increased safety issues if bridge is closed
Concern with 'unnecessary' spending of tax dollars when tax dollars are high enough
Potential impacts to species of special concern in area (currently and if 2 lane bridge built)
Concerned that not given access to 'weighting of alternative' data; concern that process not transparent enough
Not enough 'weighting' of tax spending decisions given to those paying higher taxes
Concern that priority given to commuter needs over local residents' needs
Footpaths within wildlife habitat will disrupt wildlife, as wildlife present acclimatized to traffic, but not to potential increase in human presence directly within habitat
Feels that this study just a 'knee jerk' reaction to Hanlon Extension not going through; not best solution to existing problem
Concern with priorities of City of Guelph shifting from preservation of nature to promotion of growth/development
PIC was too short
Concern that special interest groups involved in delay of Hanlon extension in 70s are slowing current necessary progress
Tax money should be spent on Hanlon/Highway 124 extension to encourage traffic flow there
Survey difficult to find
Concern that development plans driving process and wants long-term development plans disclosed
Increased accidents on Whitelaw due to increase in traffic
Potholes need to be fixed on Niska
Concern that Guelph's reputation as nature-preserving, polite and small town may be lost
Bridge needs to accommodate canoe and kayak transport
Potential encroachment on Hanlon if roundabout implemented
Dangerous pedestrian crossing if round about implemented

***Note**: All above correspondence will be included and considered in the Evaluation of Alternative Tables.

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For the Road alternatives the preferred option by online response was the 'Do Nothing' Option, as 46% of respondents indicated preference for this option. Closely following, 43% of respondents indicated preference for the "Reconstruct Road" option.

For the Bridge alternatives (Figure 4.4) "Replace the Existing Bridge with a New Two Lane" was most preferred, as 33% of respondents indicated preference. Results were close, as 27% indicated preference for "Do Nothing" and 23% indicated preference for "Close Bridge to Vehicular Traffic."

For the Intersection Improvement, which will be considered during the design stages of this assessment, "Stop Signs" was represented as the most favoured alternative, representing 37% of responses. "Traffic Turning Circle/Roundabout" was a close second representing 34% of preference.

Support for the preferred options for road and bridge at the time of survey was low, with 67% of respondents indicating that they do not support the alternatives. As there was no question to decipher whether this lack of preference was for just one or both preferred options, it is difficult to analyze this response.

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Figure 4.4: Online Survey Results – Percentage Preference for Road Alternatives

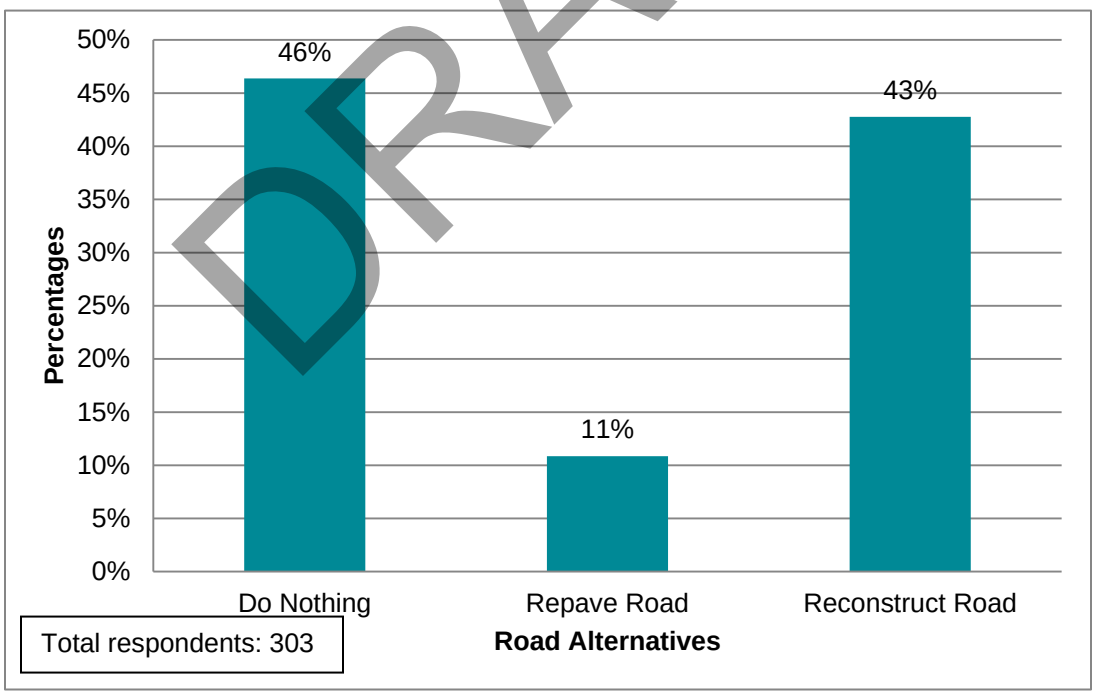


Figure 4.5: Online Survey Results – Percentage Preference for Bridge Alternatives

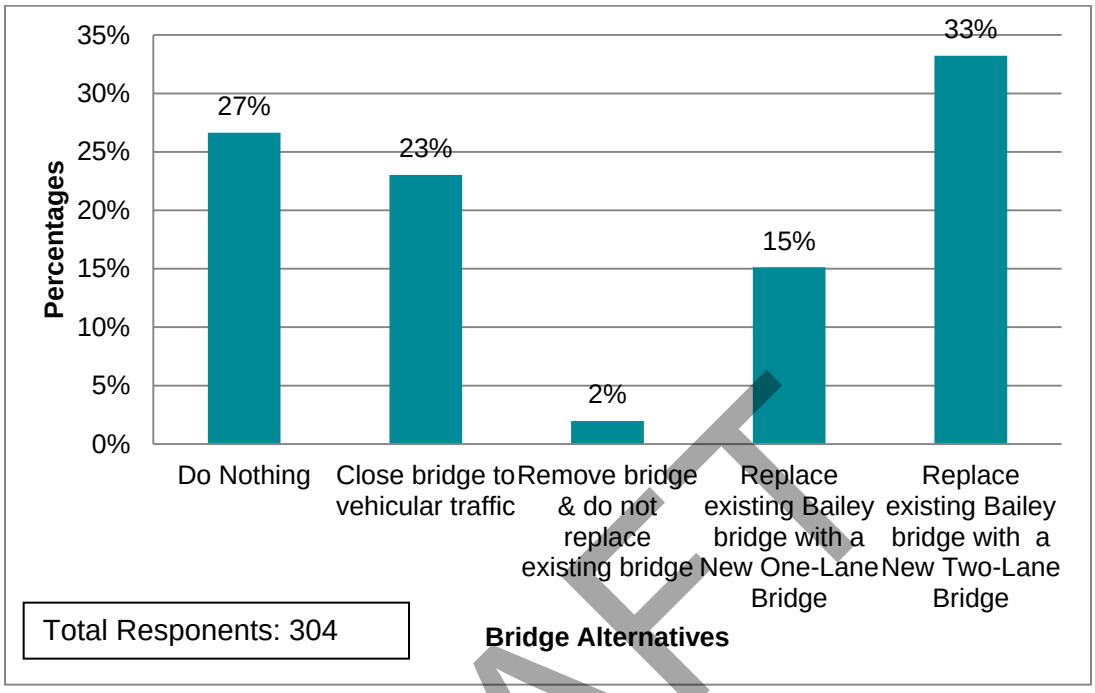
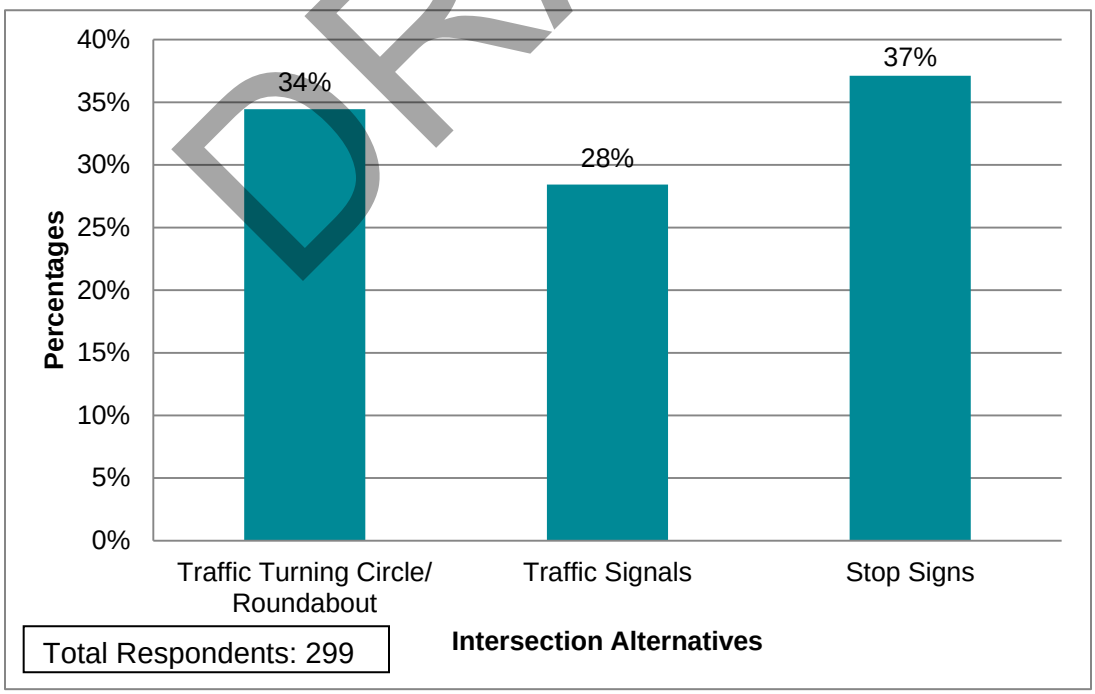


Figure 4.6: Online Survey Results – Percentage Preference for Intersection Improvements



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4.4 Summary of Results

Figure 4.7, Figure 4.8, and Figure 4.9 below provide a summary of preferred options for road, bridge and intersection preferred by the public as submitted through all comment sheets before, during and after the PIC as well as the online survey. Total percentages of preference were established by adding all responses received in online survey data and comment sheets.

Figure 4.7: Combined Stakeholder and On-line Survey Results Regarding Alternative Solutions for Road

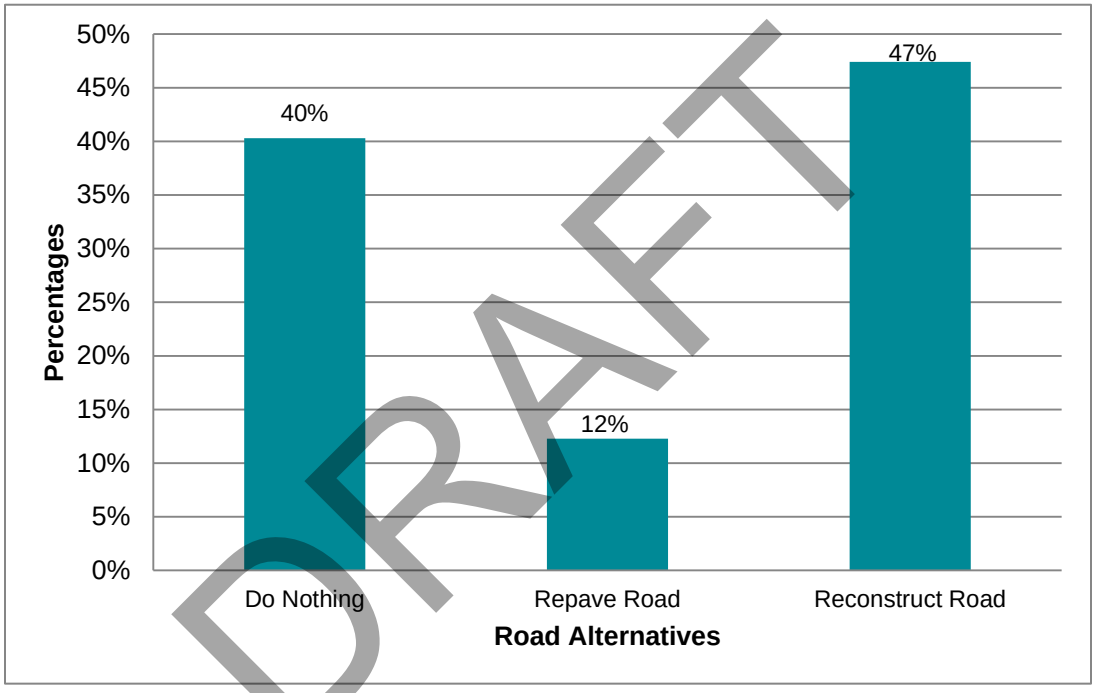

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Figure 4.8: Combined Stakeholder and On-line Survey Results Regarding Alternative Solutions for Bridge

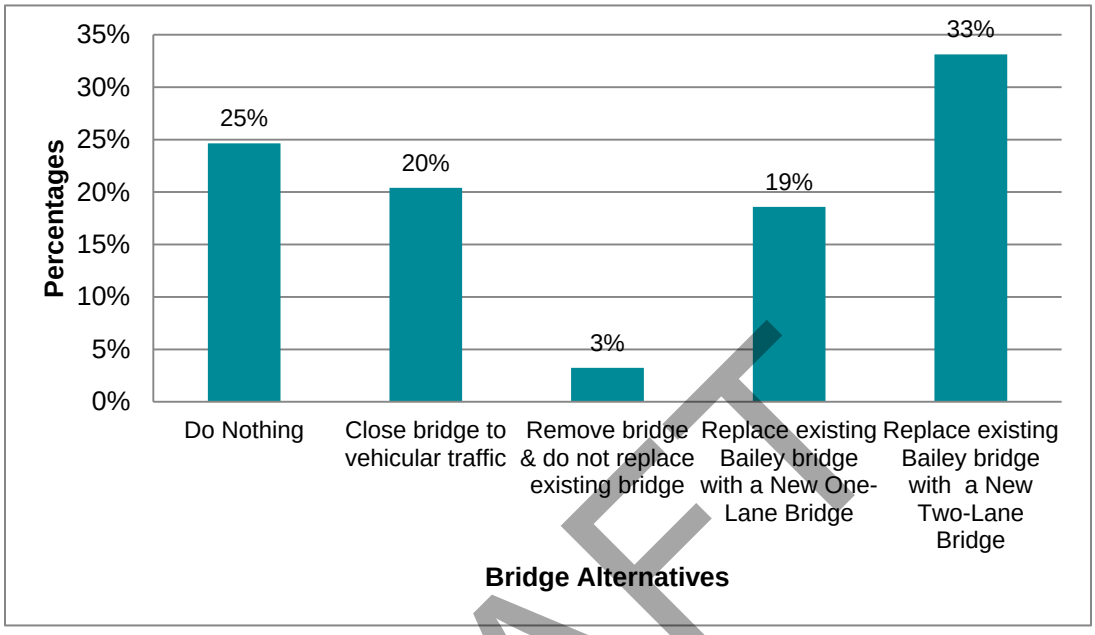
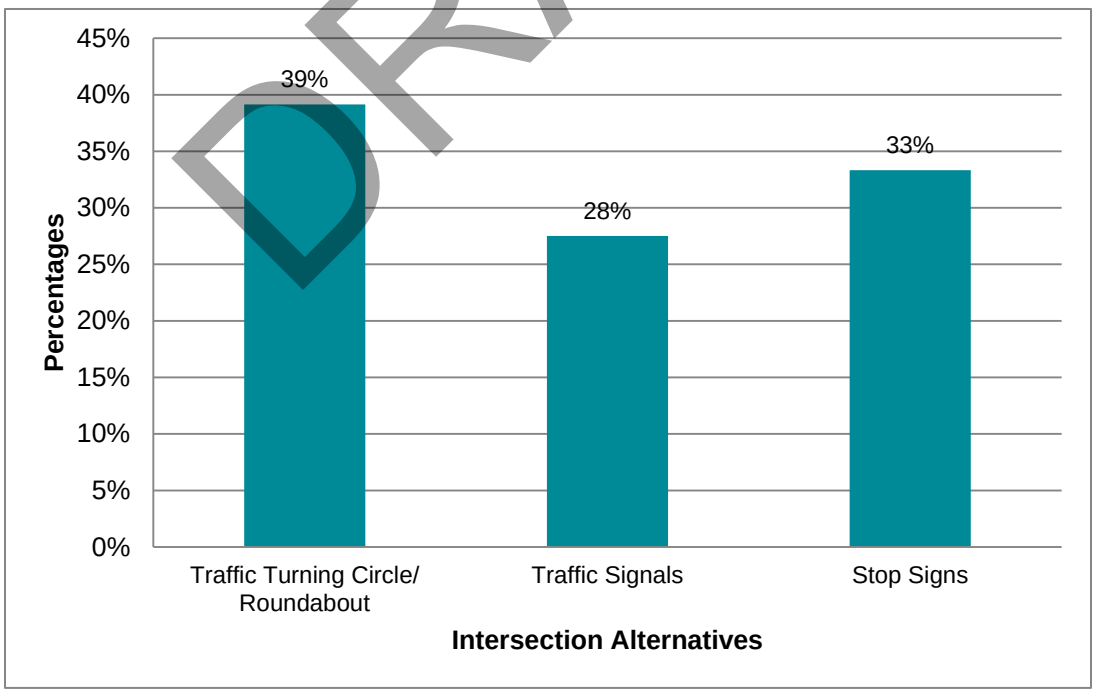


Figure 4.9: Combined Stakeholder and On-line Survey Results Regarding Alternative Solutions for Intersection



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5.0 Preferred Alternative Solution as Per Public Response

As illustrated, in Figure 4.7 to 4.9, the majority of comment sheet and on-line survey respondents indicated a preference for the “Reconstruct Road” road alternative, the “Replace existing Bailey bridge with a new Two-Lane Bridge” bridge alternative and the “Traffic Turning Circle/Roundabout” intersection alternative. Although all comment sheets received were pooled together to determine the overall preferred solutions for the project, the Study Team analyzed and tracked responses received before, during and after PIC #1 as discussed in Section 4.1.2. It was noted that there were significant variations in the preferred alternatives chosen based on timing of comment receipt. Following the PIC, preference for alternatives were more evenly distributed amongst all available options, illustrating that a broader audience, with more variation in opinions was engaged. This confirms that PIC #1 was successful in engaging stakeholders of a representative population about the project, and increasing awareness of the EA process, studies undertaken so far, and criteria being evaluated to determine the most preferred solution. Stakeholders were able to base their preference on a wide array of background study findings and previous stakeholder comments. At PIC #1, members of the public were able to engage with the Study Team and other stakeholders to discuss opinions and potential solutions. Based on the high volume of comments received, it was concluded that PIC #1 effort was successful in reaching a broad audience within the greater Guelph community. All comments received will be taken into consideration when determining a preferred solution which best meets the needs of stakeholders and the community, and addresses the City of Guelph’s policies, plans and commitments.

6.0 Next Steps

Comments and concerns received at PIC #1 and in correspondence following will be reviewed for incorporation into the evaluation of a preferred alternatives and the Environmental Study Report (ESR). Next steps include:

- Continued consultation with agency and public stakeholders;
- Continued consultation with the Townships of Puslinch and Guelph-Eramosa;
- Review and finalization of evaluation of alternative process;
- Selection of a preferred solution;
- Identification and evaluation of alternative design concepts;
- Completion of environmental studies;
- Municipal Review;
- Public Information Centre #2 (anticipated in Spring 2015);
- Publication of Notice of Completion; and,
- Placing ESR on public review for a minimum 30-day review period.

The ESR will summarize works completed to date and will be available for public review and comment at the completion of this study.

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Appendix A

Newspaper Advertisement

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CITY OF Guelph

CITY NEWS

Your weekly source of City information

To line or not to line?

In your green cart, you can use paper bags, newspaper, flour/sugar/fast food bags or a cereal box as a liner. Certified compostable plastic bags are also acceptable. NO PLASTICS please.

If purchasing compostable bags, look for one or both certification logos to ensure they break down when composted.

COMPOSTABLE

COMPOSTABLE
www.compostable.info

Park, Point, Space

and unlatch the green cart lid!

Follow these steps when placing your waste carts at the curb:

1. Park

Place your carts about 30 cm (1 ft) from the curb.

2. Point

Point the arrow on the lid of each cart to the street.

3. Space

Space the carts an arm's length (1 metre) apart. You can also place individual carts on opposite sides of the driveway.

4. Unlatch the lid

Unlatch the green cart lid.

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Give Waste a New Life

Solid Waste Resources
T 519-767-0598
TTY 519-826-9771
E waste@guelph.ca

Space provided through a partnership between industry and Ontario municipalities to support waste diversion programs.

See the video at guelph.ca/waste

Like us on **facebook.com/cityofguelph**

Alternate formats are available upon request in accordance with the *Accessibility for Ontarians with Disabilities Act, 2005*. **519-822-1260**

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GET THE LEAD OUT!

Lead Service Line Water Filter Rebate Program

Do you live in a home built before the mid-1950s with a confirmed lead service line (LSL) that you can't replace this year?

The City of Guelph is offering a limited number of rebates up to $100 per calendar year (based on submitted receipts) to qualified homeowners or tenants who purchase an approved water filtration device and/or replacement filter cartridge(s) designed to reduce lead in drinking water.

Guelph Water Services strongly recommends the temporary use of approved water filtration devices to minimize exposure to lead, which can leach into drinking water from lead pipes, fixtures and fittings, and may impact your drinking water quality. Full LSL replacement is the permanent solution.

Residences with a confirmed LSL, defined as 'vulnerable households,' include: homes to children six years of age or younger, pregnant women or women planning a pregnancy. These groups are at the greatest health risk from exposure to lead.

Eligible water filters

To receive the rebate, qualified residents are required to purchase a water filtration device and/or replacement filter cartridge(s) approved to the National Sanitation Foundation Standard NSF-053 to reduce lead in drinking water.

Who can apply?

Rebates are available to Guelph residents (homeowners or tenants) who reside in a home with a lead service line, confirmed via a water sample collected by Guelph Water Services.

Contact Water Services

To participate in the Lead Service Line Water Filter Rebate Program or to book a free lead sampling visit, call **519-822-1260 x 2263**, email **leadtesting@guelph.ca** or visit Guelph Water Services at 29 Waterworks Place. For more information, visit **guelph.ca/leadtesting**.

"Get the lead out!" logo used with permission from the City of Hamilton Public Health Services.

NOTICE

Leak Detection, Municipal Watermains

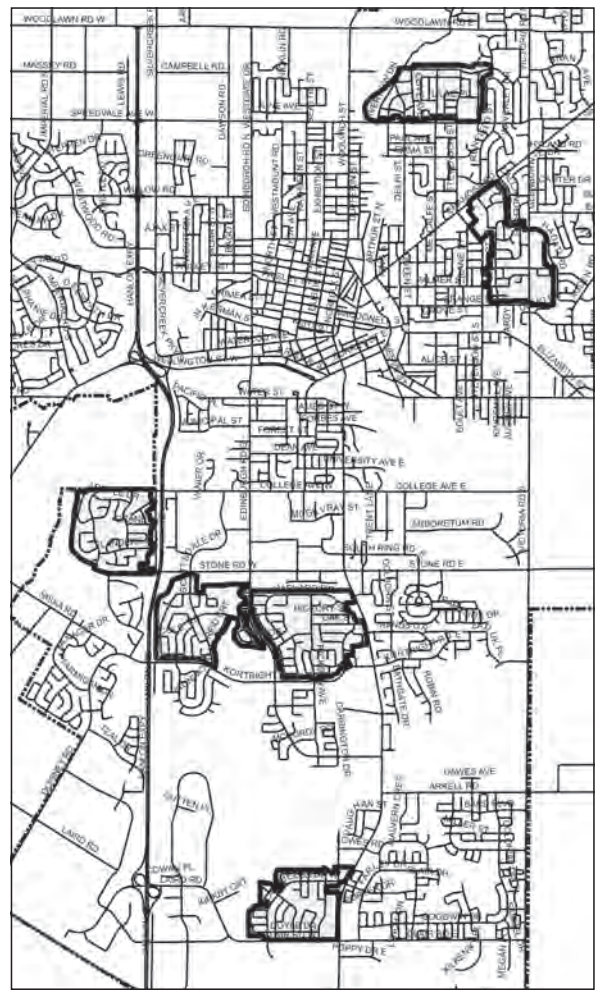
Water Services running Leak Detection Program Monday, October 27 to Friday, November 28

In an effort to best manage water lost during distribution to customers, District Metered Areas (DMAs) are being implemented in select areas of the water distribution system as part of the Leak Detection Program.

DMAs are divided sections of the city where water volume entering is measured against that being billed to customers. This allows Water Services to monitor for differences between water delivered and consumed. Differences can indicate the presence of leaks that require siting and repair.

The implementation of DMAs may require valve closures, flow tests and other operational changes. To limit potential impacts to customers, these activities will be completed overnight and during other periods of low water demand. Areas being surveyed are included in the map below.

For more information, please contact Water Services at **519-837-5627** or visit **guelph.ca/water**.



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CITY OF Guelph

CITY NEWS

Your weekly source of City information

Guelph FARMERS' Market

A focal point of the downtown area, the market continues to be a community place where families shop for quality meats, cheese, produce, baked goods, ethnic foods, arts and crafts.

guelph.ca/farmersmarket

OPEN YEAR-ROUND
Saturdays, 7 a.m.–noon

Located at the corner of Gordon Street and Waterloo Avenue

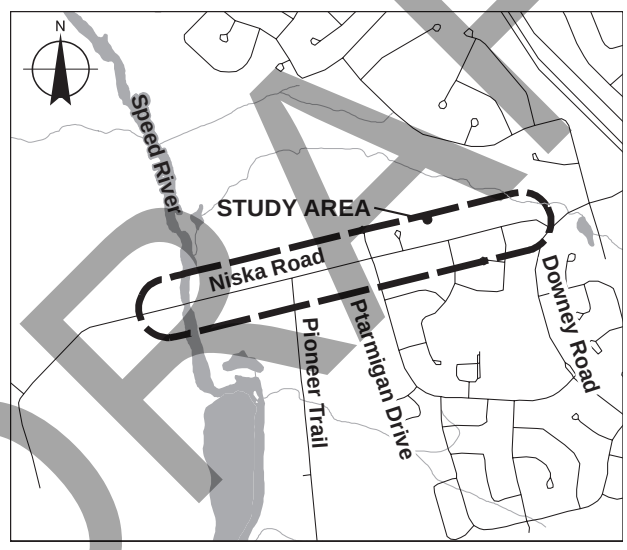
Parking available at Wilson Street and Fountain Street lots

NOTICE OF PUBLIC INFORMATION CENTRE

Niska Road Improvements from the City limits at the Speed River to the Downey Road intersection

The study
The City of Guelph (City) is undertaking a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey 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 several alternative solutions for the road, improvements to the Downey Road intersection, impacts to the environment and community road safety issues, a range of alternative bridge solutions have been examined. The approximate extent of the Study Area is shown on the map.



The process
The Environmental Assessment is being conducted as a Schedule C Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007 and 2011) which is an approved process under the Ontario Environmental Assessment Act. The Class EA process includes public, stakeholder and review agency consultation; an evaluation of alternative solutions to address the problem; alternative design concepts for the preferred solution; an assessment of potential environmental effects of the proposed improvements, and identification of reasonable measures to mitigate any potential adverse impacts.

Opportunity to participate
The first of two Public Information Centres (PICs) will present the study's problem/opportunity statement, results of environmental and technical studies, the alternative solutions considered for the road and bridge, and the preliminary preferred solutions as determined by the study team.

Thursday, November 27, 2014
5–7 p.m.
Kortright Presbyterian Church Gymnasium
(this location is wheelchair-accessible)
55 Devere Drive, Guelph

For more information
Further details, including the list of alternative solutions, can be found by visiting **guelph.ca/construction** and clicking the link for the Niska Road Improvements project under Future construction projects. If you have questions or comments, or would like to be added to the project mailing list, please contact one of our study team members.

Brad Hamilton, P. Eng., City Project Engineer
City of Guelph
1 Carden Street
Guelph ON N1H 3A1
T **519-822-1260 x 2319**
E **brad.hamilton@guelph.ca**

Leonard Rach, P. Eng., Consultant Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville ON L9W 3R4
T **1-800-265-9662 x 3043**
E **leonard.rach@rjburnside.com**

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report.

(This notice first issued November 13, 2014)

Encounters with Coyotes

People and wild animals live side by side in Ontario. We all share responsibility for preventing and handling human-wildlife conflicts.

Coyotes find their way to residential areas where they may tear open garbage, cause concern for residents and even come into conflict with pets.

Avoiding Coyote Conflicts
Coyotes are usually wary of humans and avoid people whenever possible. However, they are wild animals and should not be approached.

People should never feed coyotes. Feeding them makes the animals less fearful of humans and habituates them to foods provided by humans. Never attempt to "tame" a coyote.

Do not let pets chase coyotes as it could result in injuries to your pet.

What to do if you encounter a coyote
Coyote sightings are commonplace. If you see a coyote, keep your distance and the animal will most likely avoid you.

If you encounter an aggressive coyote, there are several things you should know and do.

- Never approach or touch a coyote.
- Back away from the coyote while remaining calm.
- Do not turn your back on, or run from, a coyote.
- Stand tall, wave your hands and make lots of noise.
- Carry a flashlight at night to scare off coyotes.

If a coyote poses an immediate threat or danger to public safety, call 911.

(information source: Ontario Ministry of Natural Resources)

To report a coyote sighting please call the Guelph Humane Society **519-824-3091**.

Learn more about living with urban wildlife at **guelph.ca/wildlife**.

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Appendix B

Mailed Stakeholder Packages

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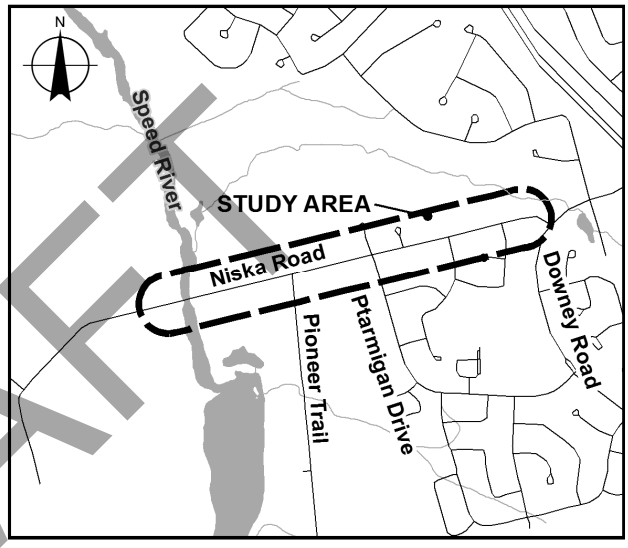
NOTICE OF PUBLIC INFORMATION CENTRE #1
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Niska Road Improvements
From the City Limits at the Speed River to the Downey Road Intersection

The study
The City of Guelph (City) is undertaking a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey 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 several alternative solutions for the road, improvements to the Downey Road intersection, impacts to the environment and community road safety issues, a range of alternative bridge solutions have been examined. The approximate extent of the Study Area is shown on the map.



The process
The Environmental Assessment is being conducted as a Schedule C Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007 and 2011) which is an approved process under the Ontario *Environmental Assessment Act*. The Class EA process includes public, stakeholder and review agency consultation; an evaluation of alternative solutions to address the problem; alternative design concepts for the preferred solution; an assessment of potential environmental effects of the proposed improvements, and identification of reasonable measures to mitigate any potential adverse impacts.

Opportunity to participate
The first of two Public Information Centres (PICs) will present the study's problem/opportunity statement, results of environmental and technical studies, the alternative solutions considered for the road and bridge, and the preliminary preferred solutions as determined by the study team.

DATE: Thursday November 27, 2014
TIME: 5:00 pm – 7:00 pm
LOCATION: Kortright Presbyterian Church Gymnasium
55 Devere Drive
Guelph, Ontario

This location is wheelchair-accessible.

For more information
Further details, including the list of alternative solutions, are provided in the enclosed **Study Information Sheet**. Feedback on the study can be provided on the enclosed **Comment Sheet** or provided on-line at http://guelph.ca/niskaroad. If you have questions or comments, or would like to be added to the project mailing list, please contact one of our study team members.

Brad Hamilton, P. Eng.
City Project Engineer
City of Guelph
1 Carden Street
Guelph ON N1H 3A1
T: 519-822-1260 x 2319
E: brad.hamilton@guelph.ca

Leonard Rach, P. Eng.
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R. J. Burnside & Associates Limited
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E: leonard.rach@rjburnside.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or tina.mckinnon@guelph.ca.

(This notice first issued November 13, 2014)

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Niska Road Improvements
From the City Limits at the Speed River to the Downey Road Intersection

STUDY INFORMATION SHEET

The study
The City of Guelph (City) is undertaking a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey Road. Both the road and bridge are in poor condition and require improvements. The EA study aims to improve the road and bridge in order to ensure access and safety for the nearby and surrounding community, while reducing the need for costly repairs.

Public consultation
Public consultation is integral to the EA Process. A comprehensive consultation program has been followed for this study, including consultation with affected stakeholders such as regulatory agencies, aboriginal groups, local residents and the establishing of a Community Working Group (CWG). All feedback received during the course of the EA has been recorded and responses provided. This consultation process is used to contribute to and enhance evaluation criteria when examining and evaluating alternative solutions. Feedback is also used when determining mitigation measures and design options during the detailed design phase of the EA. The collection of correspondence from a variety of stakeholders is integral to ensuring that chosen solutions best serve the community and surrounding areas.

Community Working Group
In order to enhance public involvement in the study process, the City convened a Community Working Group (CWG) which consisted of 13 members from the community. The CWG and the study team, which includes representatives from the City and the consultant team met to discuss all aspects of the study including, but not limited to: the natural environment, community safety, community heritage, transportation and traffic, fiscal responsibility, and impacts and mitigation measures of alternative solutions. The City obtained input from the CWG through the 6 evening meetings conducted.

Study update
The EA Study is currently in Phase 2 of the Municipal Class EA process. Several alternative solutions were identified by the study team with input from the CWG.

The following **preliminary alternative solutions** were identified for the **road**:
1) Do nothing but maintain road in a "good state of repair";
2) Repave road; and,
3) Reconstruct road.

The following **preliminary alternative solutions** were identified for the **bridge**:
1) Do nothing but rehabilitate existing bridge and maintain it in a "good state of repair";
2) Close bridge to vehicular traffic but maintain bridge to accommodate pedestrian and cyclist traffic;
3) Remove bridge and do not replace existing bridge (involves converting Niska Road to a local residential street and would cut-off all direct access to the west across the Speed River);
4) Replace existing Bailey bridge with a New One-Lane bridge; and,
5) Replace existing Bailey bridge with a New Two-Lane bridge.

A detailed evaluation of each preliminary alternative solution was completed based on five major criteria: natural environment; socio-economic environment; cultural environment; financial factors and technical factors. The study team reviewed input and feedback provided by the CWG, Grand River Conservation Authority, review agencies City staff and involved stakeholders. Following the evaluation, the **preliminary preferred solutions** being put forward by the study team are: **Reconstruct road** and **Replace existing Bailey bridge with a New Two-Lane bridge**. These preliminary preferred solutions will be presented at the first Public Information Centre (PIC).

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Public Information Centre #1
As part of the consultation process, PIC#1 is being held on November 27, 2014.

PIC#1 is your opportunity to…

- **review** the results of the EA study to date
- **engage** in meaningful discussions with community members and the Study Team
- **provide** comprehensive comments on the study

City staff and the consultants will be on-hand to answer any of your questions.

Information to be presented at PIC#1 includes the problem/opportunity statement, results of environmental and technical studies, alternative solutions considered for the road and bridge and the preliminary preferred solutions (noted above). A Notice providing the details of PIC#1 including the location and timing of this meeting will be published in the Guelph Tribune, will be made available on the City of Guelph website (guelph.ca) and will be circulated to all stakeholders who have indicated an interest in study to date. The public is encouraged to attend the meeting to learn about and participate in the project. A copy of the PIC boards will be available on the City of Guelph website on November 28, 2014 for reference.

Next Steps
Based on input obtained at the first PIC and ongoing engagement with agencies and other key stakeholders, the Study Team will look to complete Phase 2 of the Municipal Class EA process by selecting the Preferred Solution for the road and bridge. The Study Team will then proceed into Phase 3 of the Municipal Class EA Process where alternative design concepts will be identified and evaluated. Preliminary preferred design concepts will be presented at the second PIC in order to obtain input from the public. Consultation will be ongoing and feedback is encouraged throughout all stages of the EA.

Providing Comments
A **Comment Sheet** has been enclosed to allow opportunity for your feedback. Your feedback on the preferred solutions presented above is important to the study and is greatly appreciated. The information you provide will help the study team gather suggestions and understand the level of acceptance or disagreement with the preliminary preferred solutions. You may complete the attached Comment Sheet on-line at http://guelph.ca/niskaroad, or submit by email, mail or fax to the Study Team members listed below. For more information regarding this project, to provide questions or comments or if you would like to be added to the project mailing list, please contact either one of our project team members:

Brad Hamilton, P. Eng.
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Published: November 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	
Address:	
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

[ ] residential property
[ ] member of interest group
[ ] natural environment interest
[ ] traffic volume interest
[ ] corridor importance for travel
[ ] other:_____

[ ] pedestrian / cyclist / public safety
[ ] recreational interest
[ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or tina.mckinnon@guelph.ca.

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Display Boards

DRAFT

Municipal Class Environmental Assessment for Niska Road Improvements

DRAFT

Public Information Centre #1

November 27, 2014

5:00 PM – 7:00 PM

Kortright Presbyterian Church

55 Devere Drive, Guelph

Welcome

to the Public Information Centre for

the Niska Road Schedule C Class Environmental Assessment

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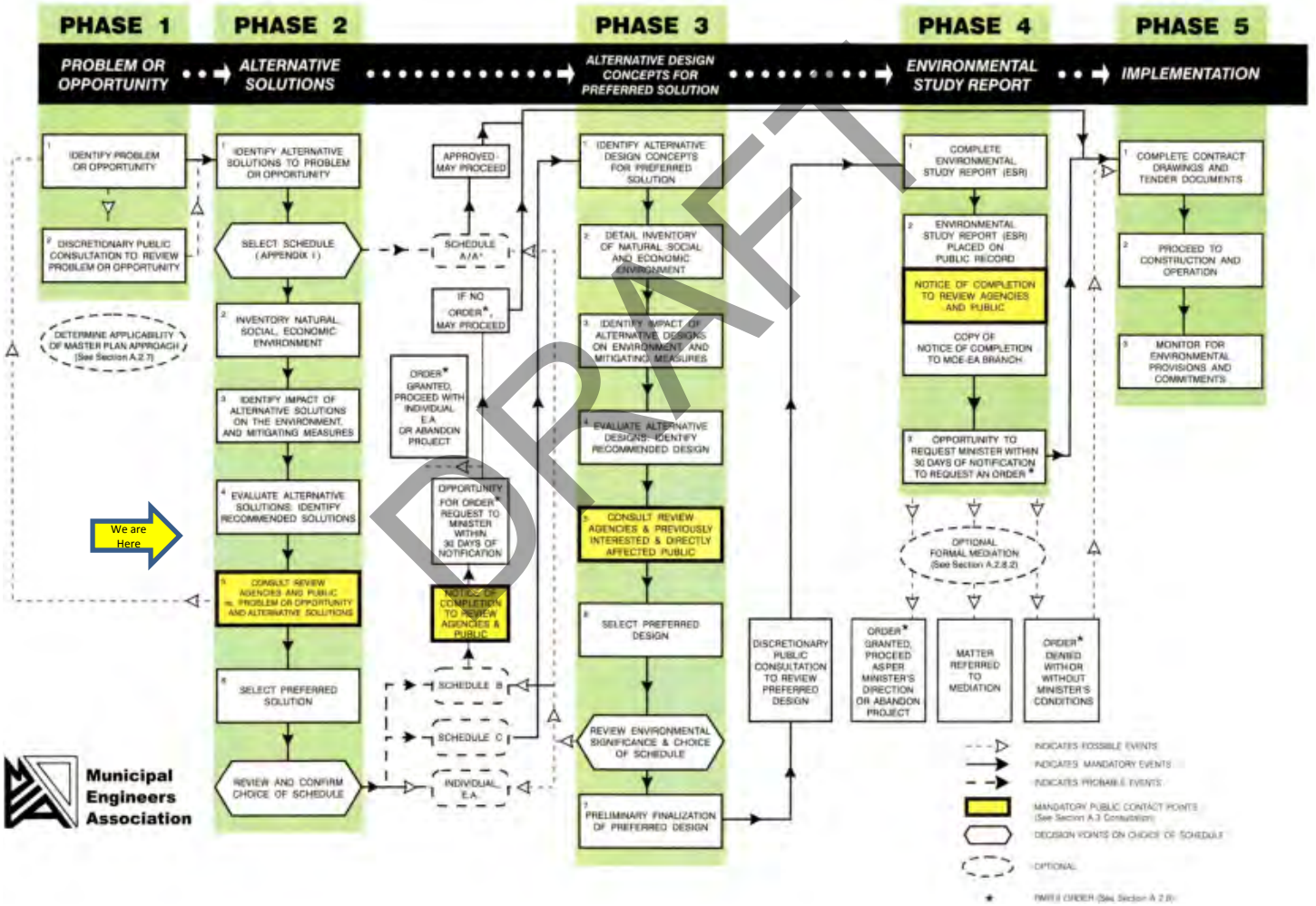
Please:

- Sign In
- Meet with Study Team Members
- Review the display materials and discuss your questions and ideas with the Study Team
- Fill in a comment sheet and return it to the Study Team in person, by email or fax by December 19, 2014

STUDY CORRIDOR

MUNICIPAL CLASS EA FLOWCHART



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Municipal Class EA Process

Phase 1

- Identify Problems and Opportunities
  - Inventory natural, built, social/cultural and economic environments

Phase 2

- Identify Alternative Solutions to Address the Problems
  - Identify all reasonable alternative solutions
  - Consider environmental and technical impacts on each alternative solution
  - Identify preliminary preferred solutions
- Select a Preferred Solution to Address the Problems
  - Evaluate preliminary preferred solutions based on public input and feedback
  - Select a preferred solution to address the problems

We Are Here

Phase 3

- Identify Design Concepts to Implement the Preferred Solution
  - Identify all reasonable alternative design concepts to implement the preferred solution
  - Consider environmental and technical impacts on each alternative design concept
  - Identify preliminary preferred design concepts
- Select a Preferred Design Concept to Address the Problems
  - Evaluate preliminary design concepts base d on public input and feedback
  - Select a preferred design concept to address the problems

Phase 4

- Prepare and File the Environmental Study Report (ESR)
  - Complete an ESR detailing all of the activities undertaken to date
  - Issue the ESR for a 30-day public review period
  - Address any concerns raised by the Minister of the Environment and Climate Change
  - Notify the public and agencies of completion of the ESR and of the Part II Order provision in the EA Act

Phase 5

- Project Implementation
  - Proceed to detailed design and construction of the project
  - Monitor for environmental provisions and commitments

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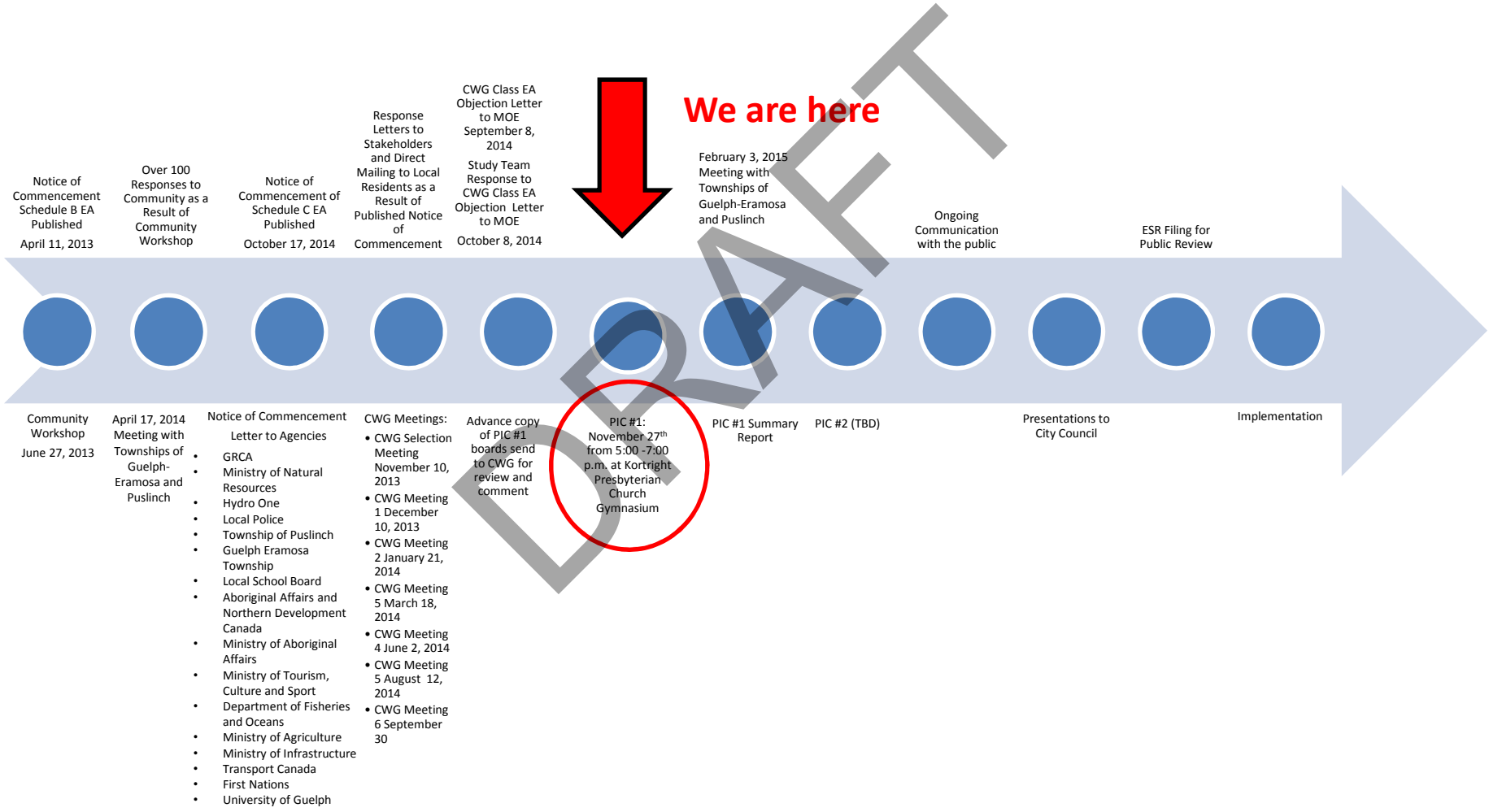
Stakeholder Consultation Timeline



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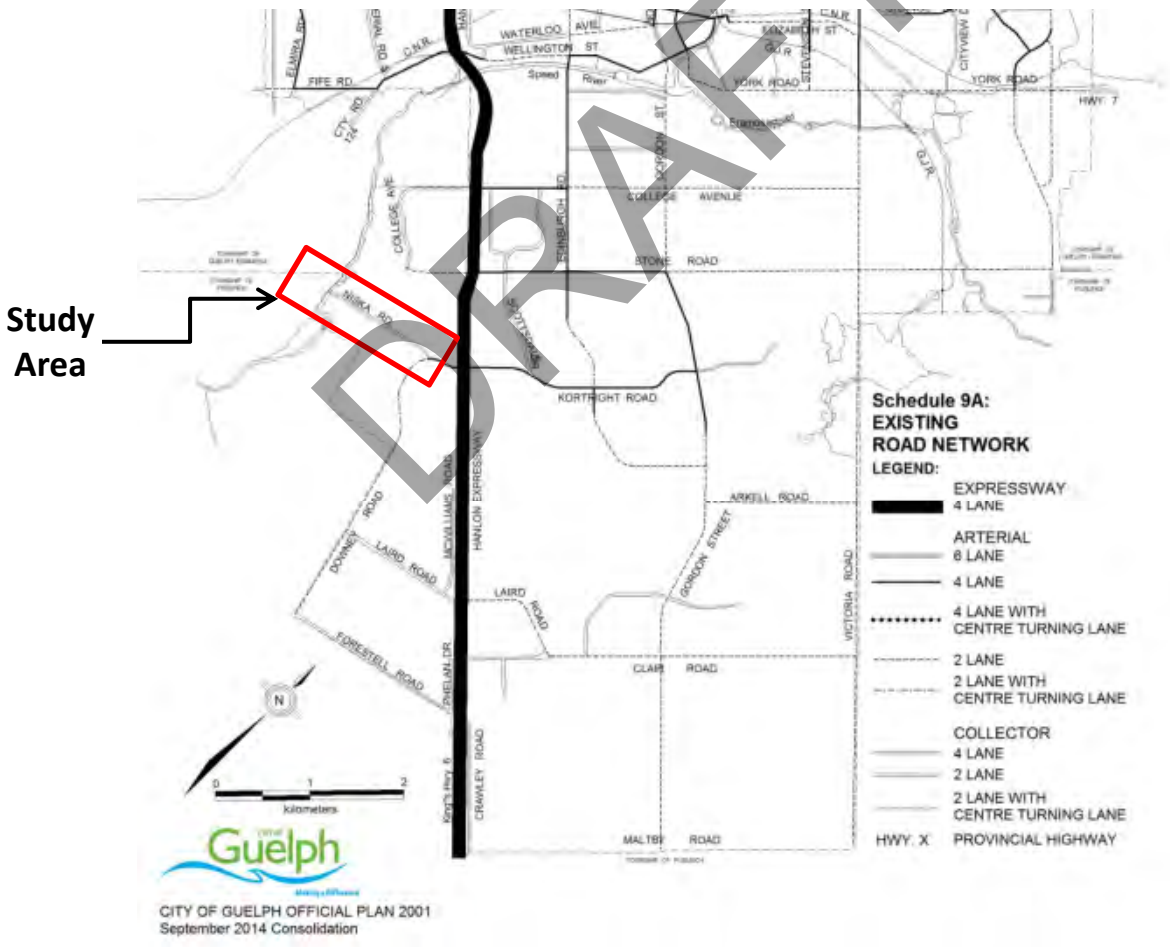
City of Guelph Official Plan: Schedule 9A

8.2.18 The City's functional hierarchy of roads is a component of and ties into the Provincial Highway grid. The Provincial Highway grid through Guelph is illustrated on the Existing Road Network Schedule 9A.

Collectors

Within the City's Official Plan Collector roads hold the following characteristics:

a) 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.
b) Collectors are moderate speed design, having capacity for 2-4 lanes, usually undivided.
c) Parking may be permitted.
d) The desirable *right-of-way width* shall range from 23 meters to 26 meters.



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Community Concerns

Following the initial Notice of Commencement issued in April 2013, the study team received several responses from local residents. The following key concerns were raised. Written responses were provided to all stakeholders.

Comment / Concern	Responses
Request for Schedule C Environmental Assessment Study to be undertaken.	As per the requirements of the Class EA process, originally this study was advertised as a Schedule B. However, after considering concerns raised by the community and requests for a more detailed analysis, the study was elevated to a Schedule C by the proponent – the City of Guelph.
Request for estimated costs for construction of a new bridge.	Once the preferred option chosen, a preliminary cost estimate will be conducted, taking into consideration various bridge design and mitigation measures.

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Community Concerns (continued)

Comment / Concern	Responses
Increased traffic will be dangerous for wildlife and people and will negatively effect neighborhood. Concerned about pedestrian safety and lack of sidewalks on Niska Road.	We acknowledge your concerns about risks to people and would like to note that one of the goals of the EA will be to improve public safety of the road corridor. The City will not be increasing the number of vehicular travel lanes. At present there is one vehicular travel lane in each direction and this will remain. The City is considering implementing sidewalks and/ or bike lanes on both sides of the roadway and bridge, which would provide the public with a safe means of biking or walking through the study area and connecting to the existing trails on the west side of the Speed River.
Impact to fish.	Impacts to fish and fish habitat are avoided using suitable mitigation measures that include: approved in-water works timing windows, fish salvage (if required), water quality monitoring and limiting the duration of in-water work.

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Community Concerns (continued)

Comment / Concern	Responses
Increased traffic will result in increased noise and air pollution.	As part of the assessment process the study team will conduct a desk top review that correlates the noise generated from traffic based in known and future traffic volumes, (based on MTO traffic noise protocols). Given that there are no rear yard recreational areas that are exposed to the road, noise attenuation fences will not be utilized.
Will/Can the EA consider traffic calming measures?	The Project Team will be exploring options for traffic calming measures during the course of the EA study. These measures include: enforcement of truck restrictions, enforcement of speed limits, community signage, consideration for speed humps, and traffic lane markings (such as tiger teeth or hatched areas).

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Community Concerns (continued)

Comment / Concern	Responses
Request for expansion of study area to include Niska Road from bridge to Downey Road.	The EA scope of work includes the upgrading or replacement of the Niska Road bridge. The study area is defined in order to assess natural environmental impacts and mitigations. Even though the upgrading of Niska Road between bridge and Ptarmigan Drive does not require an EA, it has been included as part of the overall study and traffic analysis. The Project Team is addressing the traffic issues on a wider network basis including adjacent road and intersections connected to Niska Road. The City's jurisdiction ends at the west side of the bridge, but the City works with surrounding Townships and County in addressing design and safety issues on common and shared roadways.
Concerned that there are not enough opportunities for public involvement.	The Municipal Class EA process is in the early stages of development and the City is committed to ensuring that there is full community involvement throughout the Class EA process. The City added a community working group to the process and have continued to reach out to key community stakeholders.

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Community Working Group

- In order to encourage active participation and cooperation between the project team and members of the community, a Community Working Group (CWG) was established at the onset of this Schedule C EA.
- The group initially consisted of 14 members of the community, most living within the vicinity of the project area, some from the surrounding community and one representative from Grand River Conservation Authority (GRCA).
- The CWG Terms of Reference stipulated a number of committee meetings would be conducted. To date a total of 7 meetings have been conducted covering all aspects of the Class EA and evaluation process.
- At each meeting, members were provided with materials to be discussed, which related to the project status, evaluation and process in order to promote dialogue and share ideas.

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Community Working Group's Concerns

- At the onset of the CWG meeting process, CWG members were asked to provide a list of what were considered the most important issues.
- These issues were discussed in detail at the meetings.
- The following issues were ranked as most important by the CWG members:

  - Bridge safety
  - Preservation of corridor viewscapes
  - Protection of aquatic and terrestrial wildlife and wildlife habitat
  - Preservation of recreational use of lands (water use, trail use, greenspace, cycling)
  - Volume of truck traffic
  - Volume of vehicular traffic
  - Size of trucks
  - Traffic speed on Niska Road
  - Heritage value of bridge and streetscape
  - Future development plans for GRCA Lands
  - Implementation of traffic calming measures

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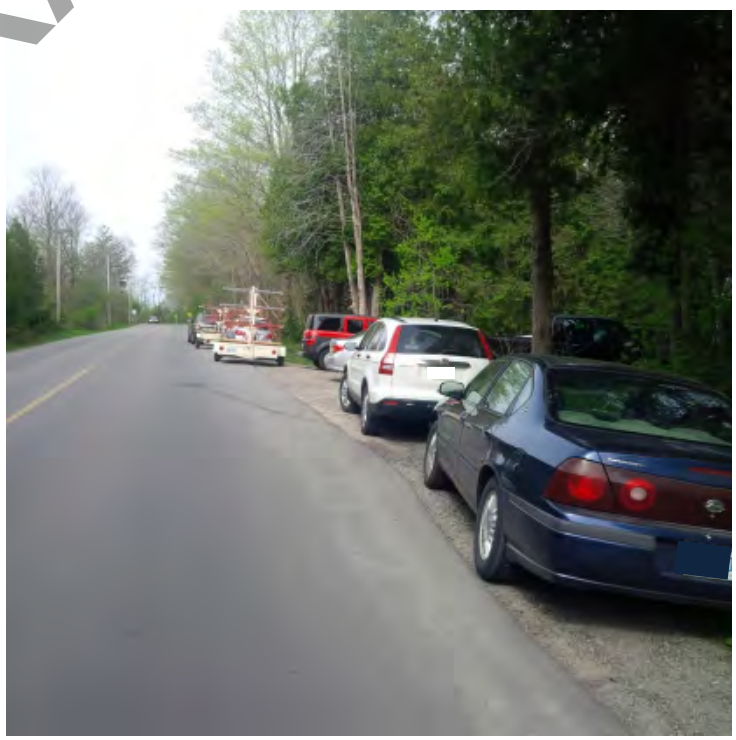
Existing Road Characteristics



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Existing Road Characteristics

- Niska Road is currently classified as a collector road in the City of Guelph Official Plan. A collector road's purpose is to:
  - Collect vehicle trips and provide through movement for travel to/from arterials and expressways
  - Serve land access
- Traffic control on Niska Road is characterized by:
  - All way stop at Ptarmigan Drive and Niska Road
  - Stop sign control at Niska Road and Downey Road
  - 50 km/h speed limit
- Pavement on Niska Road between the Niska Bridge and Ptarmigan Drive is approximately 6 meters wide, with a rural cross section. This section of road:
  - Has severely cracked pavement in both urban and rural cross sections of the road corridor
  - Has eroding ditches creating sedimentation in surrounding natural environment
  - Requires pavement rehabilitation
  - Lacks pedestrian and cyclist amenities
  - Lacks shoulders

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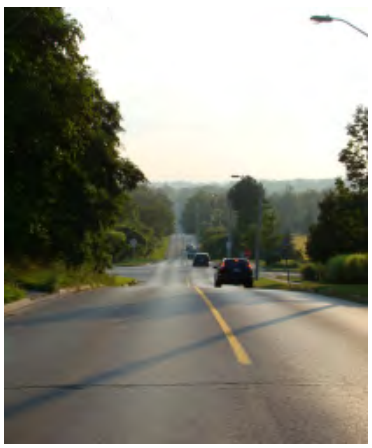

Existing Bridge Characteristics

- The Niska Road Bailey Bridge is a single lane bridge, installed in 1974 as a 'temporary bridge replacement.'
- Currently Niska Bridge is in need of repair due to:
  - Poor structural condition
  - Water encroaching against abutments
  - Absence of pedestrian access
  - Progressive undermining of northwest retaining wall
  - Failure of northwest and northeast embankments
  - Severe corrosion on both embankments
  - Posted 5 tonne load limit
  - High estimated cost of complete repairs ranging from $800,000 to $1 Million based on 2013 Biennial Bridge Inspection Report

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Existing Traffic Safety Conditions

- 16 reported collisions (6 involved personal injury)
- 2 head on collisions, 2 rear end collisions and 1 out of control/excessive speed at the Bailey Bridge
- 5 collisions at Niska/Downey intersection due to failure to yield right of way
- 4 collisions at Niska/Ptarmigan intersection
- 2 collisions on Niska Road between Ptarmigan Drive and Pioneer Trail
- Between April 1, 2008 and April 30, 2013, there were 16 reported collisions, mainly occurring between:
  - 2009 and 2011
  - 10:00 am and 7:00 pm
  - May and September

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Existing Traffic Volume

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

Section of Road	Average weekly 24 hour traffic eastbound	Average weekly 24 hour traffic westbound	Highest weekday peak hour volume eastbound between 5:00 pm and 6:00 pm	Highest weekday peak hour volume westbound between 8:00 am and 9:00 am	# Cyclists
Niska Road between Ptarmigan Drive and Downey Road	1924	2001	248	189	77
Niska Road between Ptarmigan Drive and Pioneer Trail	2405	2247	366	302	111
Niska Road between Pioneer Trail and the Speed River/ Niska bridge	2431	2315	379	302	120

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Existing Traffic Conditions

Summary of Vehicle Speeds obtained from Traffic Studies conducted between October 17-23 2013

	Niska Road Between Ptarmigan Drive and Downey Road	Niska Road Between Ptarmigan Drive and Pioneer Trail	Niska Road Between Pioneer Trail and Speed River/Niska Bridge
85% speed eastbound	60	60	74
85% speed westbound	59	59	70
Total Heavy Trucks	25	20	15

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Notes:

- Note 1: An existing bylaw is in place prohibiting trucks with gross weights of 4, 500 kg or greater from travelling on Niska Road
- Note 2: Total Heavy truck counts are those equal or greater than 4 or more axle units

Niska Road Travel Survey

A traffic survey was conducted on Thursday June 19, 2014 from 7:00am - 7:00pm on Niska Road at the Bailey bridge. Of a total of 2031 respondents:

- 967 were external trips
- 1064 were internal to the immediate neighbourhood
- 76 % of respondents felt that the corridor was important
- 61.5% of respondents were travelling for work

Purpose of Travel Survey - June 19, 2014 from 7:00 a.m. to 7:00 p.m.

Purpose of Travel	Total Respondents
Work	1250
Shopping	125
School	49
Pleasure	409
Other	208

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Origin/Destination of Trips Across Niska Road Bailey Bridge - June 19, 2014 from 7:00 a.m. to 7:00 p.m.

Travel Origin of Trips	Travel Destination of Trips				
		External	HCN*	KHN*	Total
	External	967	237	254	1458
	HCN*	308			308
	KHN*	265			265
	Total	1540	237	254	2031

- *Internal Trips
- HCN: Hanlon Creek Neighbourhood (Edinburgh to Hanlon plus Kortright)
- KHN: Kortright Hills Neighbourhood (West of Hanlon and South of Hanlon Creek)

Evaluation Factors Considered

The following factors were considered during evaluation of alternative options:

1. Socio Economic

- Niska Road transverses residential, open space and agricultural areas, then connects Guelph to Puslinch Township on the west side of the Speed River.
- Areas immediately surrounding the Niska River and Hanlon Creek floodplains, adjacent to the study area have been designated as core greenland.

2. Cultural / Archaeological

- A Stage 1 Archaeological Assessment completed in June 2013 and June 2014 concluded that:
  - Part of the western section of the proposed right-of-way has some potential for both Aboriginal and Euro-Canadian archaeological resources;
  - Some sections of the proposed right-of-way have archaeological potential as located within 300 metres of a source of water and are potentially undisturbed;
  - Other areas either disturbed or are associated with low laying poorly drained lands and therefore do not have archaeological potential; and
  - The right-of-way at the intersection with Downey Drive has potentially undisturbed area with some archaeological potential.
- Stage 1 assessment recommendations:
  - Well drained potentially undisturbed sections of proposed right-of-way should be subjected to a Stage 2 archaeological assessment prior to any construction activities; and
  - No soil disturbance or development activities should take place until after a Stage 2 archaeological assessment has been completed.

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CHER Report Summary

- A Cultural Heritage Evaluation Report (CHER) and photographic documentation was completed in April 2014 by Unterman McPhail Associates
- Through application of the "Criteria for Determining Cultural Heritage Value" and under 'Ontario Regulation 9/06', the Niska Road Bailey Bridge was determined to be of cultural heritage value or interest for design/physical, historical/associative and contextual reasons:

1. **Rare example of a style, type**
    - Is the only identified example of a Bailey bridge within the City of Guelph
    - Is a rare example of Bailey bridge within the Grand River watershed as one of only two examples of its type
    - Is one of a limited number of Bailey bridges located in Southern Ontario
2. **Direct associations with a theme**
    - Is associated with the settlement history of the Township of Puslinch and the City of Guelph
    - Remains an important crossing of the Speed River, providing important transportation links between the City of Guelph to the east and City of Cambridge to the west
3. **Yields information that contributes to an understanding of a community or culture**
    - Structure conveys the evolution of bridge building activities at the site
    - Stone faced abutments would be representative of 19th century construction techniques, while the concrete rubble retaining walls and Bailey bridge structure relate clearly to the 20th century
4. **Character**
    - Bailey bridge structure with wood deck is well suited to its rural location and is important in maintaining the character of the area
5. **Linkages**
    - The Niska Road Bridge is physically, functionally, visually, and historically linked to its surroundings
6. **Landmark**
    - The Niska Road Bridge spans the Speed River, which forms part of the Grand River's Canadian Heritage River designation, and is considered to be a physical landmark within the southwest part of the City of Guelph

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CHER Report Summary

- Despite determination of cultural heritage value or interest, the Niska Road Bridge is not municipally designated under the Ontario Heritage Act (OHA). It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA.

- The following mitigation measures were recommended by the CHER Report:
  - An undertaking should not adversely affect cultural heritage resources, and intervention should be managed in such a way that its impact is sympathetic with the value of the resources.
  - When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources.
  - Mitigation measures may include such actions as avoidance, monitoring, protection, relocation documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.
  - The Niska Road Bailey Bridge has cultural heritage value due to its structure and original use during war time. If bridge removal is chosen, measures will be taken to relocate or document the bridge's significance.

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Evaluation Factors Considered

3. Existing Natural Environment

- The study area is located within lands that have been identified in the City of Guelph OP as part of the **Natural Heritage System**, containing Significant Wetlands, Significant Natural Areas, Significant Wildlife Habitat and Crossings, Significant Valleylands and Significant Woodlands.
- The road corridor may provide **wildlife habitat** for the following species, including: raccoon, skunk, squirrel and beaver. These species are all tolerant to disturbance and are often found in residential areas.
- Lands surrounding the study area including GRCA owned land north and south of Niska Road, contain potential habitat for coyote, frogs, turtles and a variety of breeding birds.
- White-tailed **deer wintering and movement** habitat has been identified by Ministry of Natural Resources and Forests (MNNRF) on the north and south sides of Niska Road. The road design will consider impacts to wildlife movement.
- Salamander road mortality survey completed on April 8, 2014 concluded that Niska Road is **not** being used as **migratory path** for breeding **amphibians**.
- Several **vegetation community** types have been mapped in the study area, including: Mineral and Organic Mixed Swamps, Mixed Forests, Deciduous Forests, Cultural Meadows and Meadow Marshes.

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Species at Risk

- A desktop review of background information sources from government and review agencies indicated the potential for the study area to provide habitat for a number of species listed as significant within Ontario or federally.
- The **Snapping Turtle**, was observed on-site. This species is not federally designated, but is provincially designated as Special Concern, which is not regulated under the Endangered Species Act.
- This specimen was observed in habitat within private GRCA lands. Impacts to this habitat are unlikely. Alternative habitat for these species including wetland and river environments are supported onsite. Mitigation measures will be implemented to prevent potential negative effects, including road mortality.

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Snapping Turtle
Chelydra serpentina

Special Concern
(Provincial)

Aquatic Environment

General Area Description

- Sections of the Speed River Complex and Hanlon Creek are located within the study area.
- Areas directly surrounding these waterbodies designated as Significant Natural Area within the City of Guelph Official Plan. All proposed work would likely occur within the road right of way, however if impacts to the core greenland are assumed, proper mitigation measures will be implemented.

Amphibian Assessments

- Amphibian assessments were conducted at 2 sites within the study area in 2013 and 2014.
    - During the 2013 assessments, only 1 Spring Peeper was heard calling.
    - During the 2014 assessments, several amphibian species were identified, but no Species at Risk (SAR) were observed.

Aquatic Assessments

- Aquatic assessment completed on May 8, 2013 and July 10, 2014 concluded that:
    - A groundwater seep along the bank of the western side of the downstream section which adds a cool/coldwater input.
    - Darters were observed during the 2013 assessment slightly downstream of this groundwater seep. This location has the potential to be darter/cyprinid spawning habitat and existed again during the 2014 assessment.
    - No fish were observed during the 2014 assessment.
    - Potential fish spawning habitat identified within the Speed River, particularly in the deep pools that the bailey bridge abutments have created conditions within the Speed River were not considered ideal for fish habitat, due to low water levels and relatively warm aquatic conditions.

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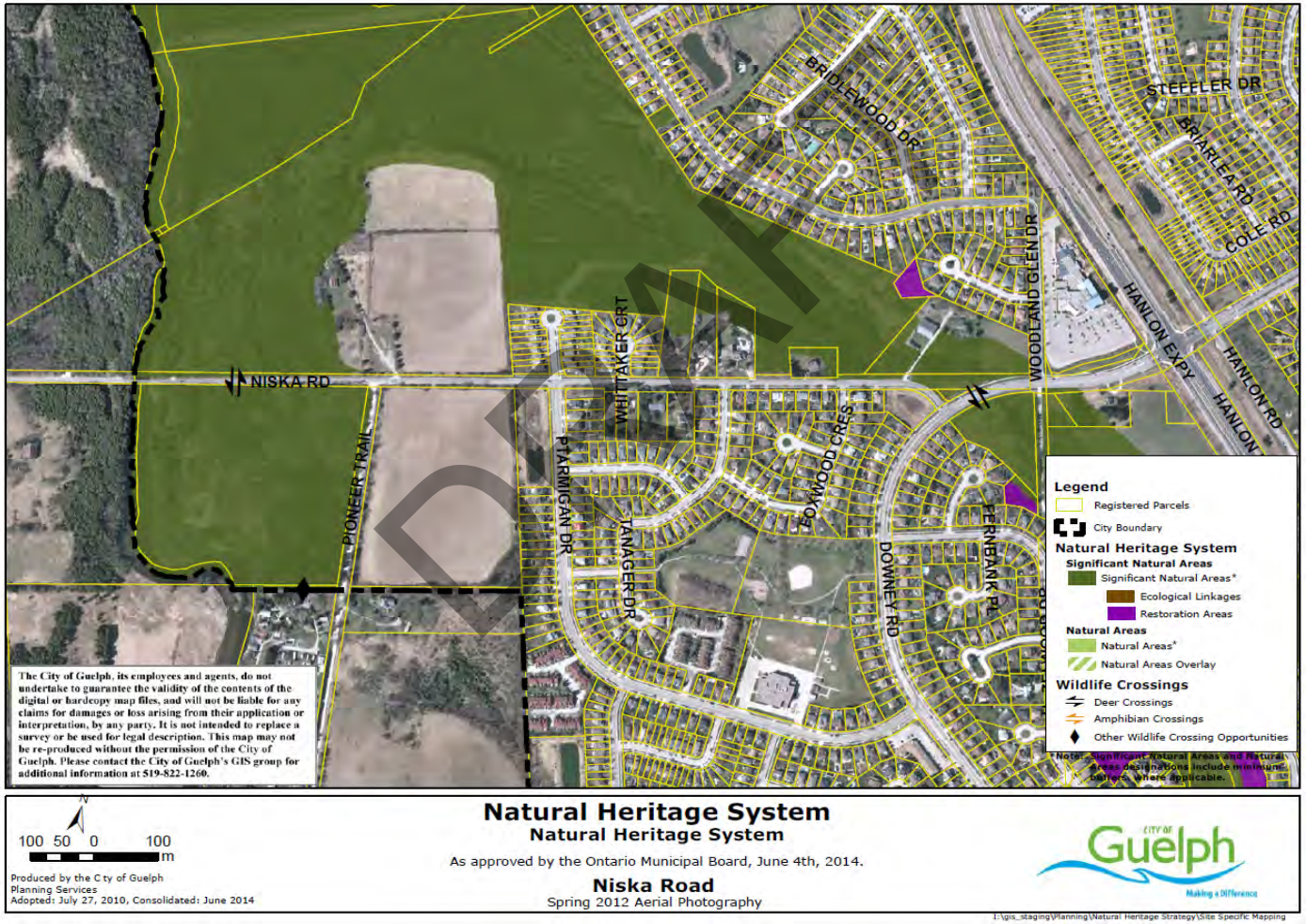
NATURAL HERITAGE SYSTEM



Viewscape: Existing Condition

Puslinch Side Showing Bridge and Viewscape

Looking East on Niska Road toward Guelph

Niska Road at Ptarmigan Drive

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Images provided by Niska Road Community Working Group Member - *March 18, 2014*

Existing Conditions - GRCA Lands

- Sections of Niska Road are flanked by Grand River Conservation Authority (GRCA) owned lands.
- Rehabilitation of the former Kortright Waterfowl Park property has been recently initiated.
- GRCA will be undertaking a master planning process to address the future management and operation their land holdings in the vicinity of the study area.

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Future Traffic Projections

In order to understand and anticipate future traffic growth and road intersection traffic pressures, a peak hour traffic forecast analysis was conducted. This analysis helped to determine the types of intersection improvements that should be considered based on the anticipated volumes.

These peak hour growth numbers are provided below, however the intersection design options will be fully evaluated in the following study phase.

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2013-2031 PM Peak Hour Traffic Forecast
Niska Road and Downey Road Intersection

	2013	2031	Anticipated % Growth
Eastbound Niska Road at Downey Road	200	335	68%
Westbound Niska Road East of Downey Road	200	360	80%

Problem/Opportunity Statement

- The purpose of this study is to undertake a Schedule C Municipal Class Environmental Assessment to assess the rehabilitation and replace options for Niska Road between the Bailey Bridge and Downey Road including improvements to the Downey and Niska Road intersection.

- The current City of Guelph's Official Plan 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 arterial roadways and expressways. A secondary function is to serve land access and to link the Townships of Puslinch and Guelph-Eramosa.

- Segments of the Niska Road through the study corridor are nearing the end of their useful life and the single lane Niska Road Bailey Bridge, installed in 1974 as a temporary replacement, is in very poor condition and is also nearing the end of its life expectancy.

- A solution is required to address the deterioration and increasing maintenance costs to Niska Road infrastructure. 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, aquatic impact, natural environmental impact, archaeological assessments and heritage assessment will all be assessed as part of the Class EA study process. Community safety and road safety will also be examined. Presently, traffic volumes exceed regulatory thresholds and guidelines for a single lane bridge.

- The Local Community has identified 4 important considerations:

    1. Consider how to maintain, preserve and protect natural environment and cultural heritage, viewscapes, historic character of existing road and rural/urban interface.
    2. Consider the cultural and historical evaluation of the existing Bailey Bridge.
    3. Consider health and safety of the local community.
    4. Consider recreational opportunities.

- As an opportunity, the following bridge options shall be considered equally:

    - Consider closing the bridge (i.e. allow pedestrian and bicycle traffic only)
    - Consider rehabilitation of existing bridge
    - Consider bridge removal
    - Consider replacing existing bridge with a one lane bridge
    - Consider replacing existing bridge with a two lane bridge

- The Municipal Class EA process allows for the Study Team to fully examine all options using context based design planning principles to identify and explore reasonable opportunities.

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Alternative Solutions for Road

- **Alternative 1 : Do Nothing / Repair and Maintain**
  - To assess what would happen if no action is taken to address the study concerns
  - Includes efforts to maintain road in a “good state of repair”

- **Alternative 2 : Repave Road Surface**
  - Involves the maintenance of the existing Niska Road which entails the repaving of the existing road from Ptarmigan Drive to the bridge at Speed River

- **Alternative 3 : Reconstruct Road**
  - Involves the full reconstruction of Niska Road from Ptarmigan Drive to the bridge at Speed River

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Alternative Solutions for Bridge

- **Alternative 1: Do Nothing But Repair and Maintain**
  - To assess what would happen if no action is taken to address the study concerns
  - Includes efforts to rehabilitate the existing bailey bridge and maintain it in a “good state of repair”

- **Alternative 2: Close Bridge to Vehicular Traffic and Maintain**
  - Rebuild the existing Niska Road bridge to accommodate pedestrian and cyclist traffic only
  - Bridge would be closed to vehicular traffic

- **Alternative 3: Remove Bridge and Do Not Replace Existing Bridge**
  - Convert Niska Road to a local residential street and cut-off any direct access to the west across the Speed River
  - Involves downgrading Niska Road to local residential status, therefore no need to provide operational enhancements (pedestrian/cycling facilities, traffic calming, etc.)

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Alternative Solutions for Bridge (Continued)

- **Alternative 4: Replace the Existing Bailey Bridge With New One Lane Structure and Provide Operational Improvements to Niska Road**
  - 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 (e.g. truck restrictions; traffic calming; bicycle/pedestrian facilities; and intersection improvements)

- **Alternative 5: Replace the Existing Bailey Bridge with a Two Lane Structure and Provide Operational Improvements to Niska Road**
  - 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

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Evaluation Criteria

Several criteria were used to evaluate each alternative including:

1. **Natural Environment**
   - Protected Areas
   - Terrestrial Habitat
   - Aquatic Habitat and Biology
   - Hazard Lands
   - Surface Water Quality and Drainage
   - Groundwater Quality

2. **Socio-economic / Cultural**
   - Residents
   - Community and Region
   - Heritage Resources
   - Local Economy
   - Pedestrian and Cyclist Accessibility and Safety
   - Lifestyle and Culture
   - Use/Access to Recreational Areas

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Evaluation Criteria (Continued)

3. Financial Factors

- Construction and Demolition Costs
- Operation and Maintenance Costs
- Property Acquisition Costs

4. Technical Factors

- Structural Condition
- Load Capacity and Remaining Life
- Traffic Volumes
- Traffic Impacts
- Geometry – Road Profile and Width
- Roadside Safety
- Vehicular, pedestrian and cycle
- Utility Impacts
- Emergency Access
- Stormwater Infrastructure
- Vehicular Safety
- Use of Road

DRAFT

Evaluation Criteria (Continued)

5. Municipal Factors

- Conformity to City of Guelph Official Plan
- Compatibility with Surrounding Lands
- Impacts to the Functional needs of the Local Community
- Impacts to the Functional needs of the Surrounding 'greater' Community
- Impacts on Future Developments
- Impacts and/or conformity to pass approved Class Environmental Assessment

DRAFT

6. Problem Statement

- Need to address repair / replacement of Niska Road Bridge
- Need to rehabilitate road infrastructure
- Need to address safety, cycling and pedestrian issues, heavy trucks
- Need to bring corridor up to present day standard

Evaluation of Alternatives for Road

B. Socio-Economic

- Residents
- Community and Region
- Heritage Resources
- Local Economy
- Pedestrian and Cyclist Accessibility and Safety
- Lifestyle and Culture
- Use/Access to Recreational Areas

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**

Understanding the Rating System:
Least Preferred to Most Preferred

DRAFT

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**

DRAFT

Understanding the Rating System:

Least Preferred to Most Preferred

Preliminary Preferred Alternative Solution

Based on the evaluation of alternative solutions for both Niska Road and the Niska Road Bailey Bridge within the study corridor, the Preliminary Preferred Alternative Solution to be carried forward into Phases 3 and 4 of the Class EA process is as follows:

DRAFT

Niska Road

- The preliminary preferred solution is to **Reconstruct Niska Road from the City limits to the Downey Road intersection and provide operational improvements to Niska Road**
    - Phase 3 will consider rural, urban and semi-urban cross-sections and pedestrian facilities

Niska Road Bridge

- The preliminary preferred solution is to **Replace the existing Bailey Bridge with a new two lane structure**

Other Considerations

- These are deemed 'preliminary' as public and agency stakeholder correspondence is still being collected
- Comments and input from PIC #1 will be incorporated into the study to assist in selection of the preferred alternative
- The preferred alternative will be presented at the second PIC, after which the conceptual design plan of the technically preferred alternative will be refined.
- In Phase 3, after the preferred alternative is chosen, the following design options will be considered for the Niska Road and Downey Road Intersection
    - Traffic Circle/Roundabout
    - Traffic Signals
    - Stop Control

A Glimpse into the Future
Traffic Calming Options
- Phase 3 Considerations -

Upon completing Phase 2 of the EA process, design options for the preferred solutions are developed. The evaluation of design options in Phase 3 of the EA process continue to take in consideration Stakeholder concerns. As an example, one such concern is the potential of introducing traffic calming measures into the community.

DRAFT

Traffic Calming Measures

Traffic Calming is being requested due to the range of issues related to excessive traffic speeds, high traffic volumes and poor driver behavior within this road corridor.

In an effort to resolve traffic concerns raised by neighbourhood residents, City of Guelph staff will work in a collaborative manner with area residents to develop a traffic management plan to address their concerns.

As Part of this Class EA process the City will explore both traditional traffic control techniques such as stop signs and warning signs, or physical 'traffic calming' measures such as road narrowing and landscaping.

The Class EA process will include options and recommendations identified in the City of Guelph's Neighbourhood Traffic Management Policy.

Next Steps

- Review and finalize preferred solution in light of comments received.
- Develop and evaluate alternative road and bridge design concepts for preferred solution.
- Develop design concept for Niska/Downey Road Intersection.
- Present preliminary preferred design concepts at PIC #2 (tentatively in Spring 2015).
- Based on input, confirm preferred solution.
- Complete technical deliverables including Traffic analysis for existing and future conditions.
- Develop and evaluate design concepts.
- We will present preliminary preferred design at PIC#2.

DRAFT

Invitation for Participation

- Public input is an important component of the decision-making process.
- You are invited to provide comments by completing the forms provided and submitting forms to the Study Team members below on or before **December 19, 2014.**
- We will review all materials presented today and incorporate feedback from public, agencies, property owners, etc.
- We will respond to written questions and comments.
- For further information, please contact either Leonard Rach or Brad Hamilton:

Brad Hamilton, P. Eng.
City Project Engineer
City of Guelph
1 Carden Street
Guelph ON N1H 3A1
T: 519-822-1260 x 2319
E: brad.hamilton@guelph.ca

Leonard Rach, P. Eng.
Consultant Project Manager
R. J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20
Guelph ON N1H 1C4
T: 519-823-4995 x 3043
E: leonard.rach@rjburnside.com

DRAFT

These presentation materials will be available online at:
www.guelph.ca/niskaroad

THANK YOU FOR ATTENDING

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix D

Comment Sheets

DRAFT

Re: Niska Road class EA

Leonard Rach to: Leah Bozic 11/11/2014 09:19 AM

Cc: "brad.hamilton@guelph.ca", Jennifer Vandermeer, Ashley Gallaugher

Good Morning Leah,

The Notice for the Niska EA Public Information Centre (PIC) is scheduled to be advertised in Thursday's local newspaper. For your information the PIC will be held at the Kortright Presbyterian Church Gymnasium on Thursday November 27, 2014 from 5 to 7pm.

I assure you that you are on our mailing list and will receive the full information on our mail outs following the newspaper Notice.

Thank you for your interest in this study.

Leonard Rach P.Eng.
Project Manager

Leah Bozic I'd like to be informed of the progress of the Nisk... 11/10/2014 03:26:10 PM

From: Leah Bozic [redacted]
To: Leonard Rach <Leonard.Rach@rjburnside.com>,
Cc: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Date: 11/10/2014 03:26 PM
Subject: Re: Niska Road class EA

I'd like to be informed of the progress of the Niska Rd EA.
When will the PIC meeting be held?
Please ensure I am on the mailing list.
Thank you

Leah Bozic
[redacted]

On May 5, 2014, at 8:24 AM, Leonard Rach <Leonard.Rach@rjburnside.com> wrote:

> Good Morning Leah,
>
> We are currently collecting and analyzing data relative to the Niska Road EA study . At this time we hope to go to the public at the first of two Public Information Centres towards the end of June.
>
> Thank you for your interest in this study.
>
> Leonard Rach P.Eng.
> Project Manager

DRAFT

<mime-attachment.gif>

Leonard Rach, P.Eng.
Project Manager

R.J. Burnside & Associates Limited
15 Townline
Orangeville, Ontario L9W 3R4
Leonard.Rach@rjburnside.com
tel: 519.941.5331 x 302
fax: 519.941.8120
www.rjburnside.com

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If you have received this communication in error please notify the sender at the above email address and delete this email immediately.

Thank you.

****

DRAFT

From: Leah Bozic [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Date: 05/04/2014 09:11 AM
Subject: Niska Road class EA

I live in the Kortright Hills neighbourhood and would like to know the status of the Niska EA project. I haven't noticed any public meetings as of yet? Is any public information available yet?

Leah Bozic
[redacted]

Fw: Niska Road Improvements
Brad.Hamilton
to:
mspeed
11/20/2014 08:52 AM
Cc:
Leonard.Rach, Ashley.Gallaugher
Hide Details
From: <Brad.Hamilton@guelph.ca>
To: [redacted]
Cc: <Leonard.Rach@rjburnside.com>, <Ashley.Gallaugher@rjburnside.com>

Hi Madeleine,

Thanks for your e-mail and your interest in the Niska Road Class EA study. By copy of this e-mail to our consultant, I will request that your name be included on the project mailing list for the study.

Regards,
Brad

From: Madeleine Speed [redacted]
Sent: Thursday, November 20, 2014 08:44 AM
To: Brad Hamilton
Subject: Niska Road Improvements

As a resident of the Kortright Hills area, I should very much like to be added to the project mailing list for the Niska Road Improvements. Thank you.

Madeleine Speed
[redacted]

DRAFT

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name: Peter [redacted] Lennie

[redacted]

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. My interest is: (please check all that apply)

[x] residential property
[x] member of interest group
[x] natural environment interest
[x] traffic volume interest
[x] corridor importance for travel
[x] other: _____

[x] pedestrian / cyclist / public safety
[x] recreational interest
[x] general interest

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check ( ) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'.
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.
- **Replace existing Bailey bridge with a New One-Lane bridge.**
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout

DRAFT

Comment Sheet

- Traffic Signals
- Stop Signs

Do you support the preliminary preferred options? Yes x☐ or No ☐
Please explain.

It is my opinion and that of some of the business Community in the study area, that, traffic lights would be preferable at Downey, and Ptarmigan from a safety factor and in particular the problem of speeding now that the speed limit has be reduced to 30 kph in the area of Kortright Hills Public school

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Personally I use this road on a daily basis for a variety of reasons and have observed numerous "near misses" caused by inconsiderate road users

4. **Comments/Questions/Suggestions:**

DRAFT

Comment Sheet

Keep up your good work. Several of my contacts have expressed concern regarding future development along Pioneer trail and the possibility of Apartment buildings going up. Despite passing on current status and possible lengthy debate, concern has been expressed. I'd also like to know where the speed valley is located as mentioned on "post box" flyers

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Fw: Niska Road Guelph comments _GaleJ

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 11/20/2014 01:23 PM

Cc: Ashley Gallaugher

----- Forwarded by Leonard Rach/RJB on 11/20/2014 01:22 PM -----

From: jdot gale [redacted]
To: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Date: 11/20/2014 12:15 PM
Subject: Niska Road Guelph comments_GaleJ

Hello,

Please find attached my comments on this issue. I have been a resident on Ironwood Road, Guelph, for 24 years.

Sincerely,

Joanne Gale Guelph Niska EA_GaleJoanne.pdf

DRAFT

Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Joanne Gale
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [ ] traffic volume interest
- [x] corridor importance for travel
- [x] other: canoeist
- [ ] pedestrian / cyclist / public safety
- [x] recreational interest
- [ ] general interest

Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Niska is an important vehicular corridor. The road existed before the fancy houses were constructed, and it represents an important link to Kortright Road and Hwy 24

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the road whenever travelling to Cambridge, Kitchener Waterloo, and when going canoeing. My club, the Waterloo Wellington Canoe + Kayak club uses the bridge when we perform our annual Speed River clean up.
I also travel this road when taking my dogs to the quarry

4. **Comments/Questions/Suggestions:**

Please do not cut down any trees on Niska!

Speed limits should be limited in this area to respect residential neighbourhood.

Traffic circles will help calm traffic at Downey/Niska but slope of road could be challenging.

DRAFT

Re: Niska Road

Leonard Rach to: KEN ROWBOTHAM 11/24/2014 10:25 AM

Cc: "brad.hamilton@guelph.ca", Jennifer Vandermeer, Ashley Gallaugher

Good Morning Ken

Thank you for your response regarding the Niska Road Improvements and Bailey Bridge options. By copy of this email I will arrange to have your email address added to our correspondence file so that we may advise you of study findings.

Leonard Rach P.Eng.
Project Manager

KEN ROWBOTHAM | Comment sheet attached. Thanks, | 11/24/2014 10:17:39 AM

From: KEN ROWBOTHAM [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>, "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>,
Date: 11/24/2014 10:17 AM
Subject: Niska Road

Comment sheet attached.
Thanks,
Ken[attachment "20141124100447357.pdf" deleted by Leonard Rach/RJB]

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Ken Rowbotham
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [ ] traffic volume interest
- [x] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
• **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*	☑
Bridge Alternatives:	
• **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".	☐
• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐
• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☑
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☑
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I use Bailey bridge very frequently. Bridge is a hassle and road is tricky

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Daily commute
Extremely important

4. **Comments/Questions/Suggestions:**

DRAFT

Re: Niska Road

Leonard Rach to: ALAN GREEN 11/24/2014 09:22 AM

Cc: "brad.hamilton@guelph.ca", Jennifer Vandermeer, Ashley Gallaugher

Good Morning Allen,

Thank you for your response to our survey. I will arrange to place you on our study mailing list so that we may keep you posted on the study findings.

Leonard Rach P.Eng.
Project Manager

ALAN GREEN Attached is the comment sheet I completed. Ala... 11/22/2014 06:08:52 PM

From: ALAN GREEN [redacted]
To: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Date: 11/22/2014 06:08 PM
Subject: Niska Road

Attached is the comment sheet I completed.
Alan Green[attachment "Niska Road.pdf" deleted by Leonard Rach/RJB]

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Alan Green
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. My interest is: (please check all that apply)

- [ ] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [ ] traffic volume interest
- [X] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [X] recreational interest
- [X] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I can only support options 1 or 5 for the bridge. Using Niska road for automobiles is too important for the people in the Niska road area and South. when travelling to the Zehrs/ Cosco/ Cambridge shopping areas. If the road is closed the rout is much longer via the Hanlan.

To answer the environmentalists, it is obvious that the shorter rout is much more environmentally friendly. In addition the route has been used by traffic for so many years a recent comment about it interfering with a deer corridor is rather spurious. Apart from the fact that the area from which the deer can travel is rather small.

As long as the bridge is left open any of the road options suite me.

I support a traffic circle at the junction. They are more efficient for moving traffic.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I do not have a daily commute bur I do use the road whenever I go the Cambridge. I am writing more on behalf of frequent users.

4. **Comments/Questions/Suggestions:**

I just think it is important to rout open as it is also important also to get to the trails on the East side of the river. There are always cars parked to access that region. I also understand that there is a chance that the Wild Fowl area may open again. Thus access from the East would be important. It is also possible that Vetor Cycles would be negatively impacted with a closing to traffic.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or tina.mckinnon@guelph.ca.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Monica Noble
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other: _____
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Re: Niska Road Improvement Comment Sheet

Leonard Rach to: wsavich . 11/24/2014 09:26 AM

Cc: brad.hamilton, Jennifer Vandermeer, Ashley Gallaugher

Good Morning Walter,

Thank you for your response to our survey. I will arrange to place you on our study mailing list so that we may keep you posted on the study findings.

Leonard Rach P.Eng.
Project Manager

"wsavich ." Hi, Please find attached my Comment Sheet on... 11/22/2014 11:30:13 AM

From: "wsavich [redacted]
To: brad.hamilton@guelph.ca,
Cc: leonard.rach@rjburnside.com
Date: 11/22/2014 11:30 AM
Subject: Niska Road Improvement Comment Sheet

Hi,
Please find attached my Comment Sheet on above.

Walter Savich[attachment "Niska Road Bridge - Walter Savich 22 Nov 2014.pdf" deleted by Leonard Rach/RJB]

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	WALTER SAVICH
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [✓] residential property
   - [ ] member of interest group
   - [ ] natural environment interest
   - [✓] traffic volume interest
   - [✓] corridor importance for travel
   - [ ] other:_____
   - [✓] pedestrian / cyclist / public safety
   - [ ] recreational interest
   - [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road** - Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

Reconstruction of the Bridge and surrounding road area is way overdue.

3. How do you use this road corridor and / or how important is this road corridor to your daily commute?

I use this road corridor every day to go to Guelph north where I work from Kortright Hills Subdivision. I am not the only one, who is using the same path. Increase usage of this corridor is by people who commute from South (Cambridge, etc.) to Guelph North to work. Traffic on ~~the~~ Downey/ Ptarmigan will significantly increase due to improvements with this project. All the traffic will

4. Comments/Questions/Suggestions:

continues → go through dense residential area and Kortright public school (with speed limit 30 km/hour) Therefore there must be also creation of bypass road from Hwy 34/Downey around this area (may be throug Pioneer Trail, etc.). Without this this project will bring improvement but also significant detirioration of life quality to local residents.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Re: survey

Leonard Rach to: Bonnie Melichercik 11/24/2014 09:18 AM
Cc: brad.hamilton, Jennifer Vandermeer, Ashley Gallaugher

Good Morning Bonnie,

Thank you for your responses to our survey. I will arrange to place you on our study mailing list so that we may keep you posted on the study findings.

Leonard Rach P.Eng.
Project Manager

Bonnie Melichercik From: Bonnie Melichercik <bonmel185@yahoo... 11/23/2014 03:04:27 PM

From: Bonnie Melichercik [redacted]
To: brad.hamilton@guelph.ca,
Cc: leonard.rach@rjburnside.com
Date: 11/23/2014 03:04 PM
Subject: survey

[attachment "PC_0004.pdf" deleted by Leonard Rach/RJB] [attachment "PC_0005.pdf" deleted by Leonard Rach/RJB] [attachment "PC_0006.pdf" deleted by Leonard Rach/RJB] [attachment "PC_0007.pdf" deleted by Leonard Rach/RJB]

DRAFT

Fw: survey
Leonard Rach to: Jennifer Vandermeer, Ashley Gallaugher 11/24/2014 09:19 AM
Cc: Philip Rowe

Part 1
----- Forwarded by Leonard Rach/RJB on 11/24/2014 09:18 AM -----

From: Bonnie Melichercik [redacted]
To: brad.hamilton@guelph.ca,
Cc: leonard.rach@rjburnside.com
Date: 11/23/2014 03:04 PM
Subject: survey

PC_0004.pdf PC_0005.pdf PC_0006.pdf PC_0007.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Bonnie Melichercik
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

see Comment side

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

(1) Use all the time for wkly use
(2) takes away from travelling Hanlon.
(3) Helps support easy access to West side of town and their businesses as well as easy access to Kitchener and Cambridge

DRAFT

4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

(1) too many accidents at corner Niska & Downey. traffic circle would be a recipe for disaster too much traffic : Too many lanes to cross from Niska → Downey.

(2) Niska Rd staying open takes presurre off Hanlon.

(3) Support 2 lane Bridge to help with traffic flow.

(4) Second choice maintain as is

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
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Tel: 1-800-265-9662 x 302
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Jonathan Melichercik
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☐

DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

New bridge is needed, taking it away would be terrible, and 2-lanes would be the best for traffic flow.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

It's how I get to work, enough said!

4. **Comments/Questions/Suggestions:**

DO NOT REMOVE BRIDGE!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

100% do not remove this bridge!

It is essential to my daily commute to Kitchener!

Two lanes is the way to go!

Thanks,

Jon

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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FW: Niska Road
Brad.Hamilton
to:
[redacted]
11/24/2014 11:40 AM
Cc:
Leonard.Rach, Jennifer.Vandermeer, Ashley.Gallaugher
Hide Details
From: <Brad.Hamilton@guelph.ca>
To:[redacted]
Cc: <Leonard.Rach@rjburnside.com>, <Jennifer.Vandermeer@rjburnside.com>, <Ashley.Gallaugher@rjburnside.com>

1 Attachment

2014_11_24_11_09_33.pdf

Hi Julio,

Thanks for returning the completed comment sheet for Niska Rd. By copy of this e-mail, I'll share your comments with our consultant team and request that they include you on our contact list to receive future notices about the project.

Regards,

Brad Hamilton, P.Eng. | Project Engineer
T 519-822 -1260 x 2319 |
E brad.hamilton@guelph.ca

From: Julio D'Antonio [redacted]
Sent: November 24, 2014 11:15 AM
To: Brad Hamilton
Subject: Niska Road

Hi Brad,

Not sure where this is to go but I expect you will redirect if necessary.
Thanks for your work on this. It is long overdue.
Regards,

Julio D'Antonio
[redacted]

DRAFT

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Yuko Ganton-o
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

TRAVEL TO CAMBRIDGE & KITCHENER. THIS AVOIDS TRAFFIC CONGESTION ON THE NORTON.

4. **Comments/Questions/Suggestions:**

GROWTH IN THE AREA HAS CREATED A NEED FOR MORE EFFICIENT MOVEMENT OF TRAFFIC.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Donna Goemans
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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City of Guelph — Building a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐

Please explain.

The bridge and road has been "unsafe" for a long time. The amount of traffic is in excess of what it was meant to have. The truck traffic is not limited or directed effectively and presents like increased wear and tear on the road and bridge. A trailer ban would "help us" better, however would be unfair & detrimental to the trucks.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I live on Niska and therefore use this road 6-8 times per day. Please do not put traffic signals at Downey & Niska. This would cause great delays at times of day when there is much less traffic. All way stop signs would work fine and a round about would help maintain safety when the intersection is busy.

4. **Comments/Questions/Suggestions:**

A height restriction barrier on the two lane bridge would work effectively to deter large trucks from using the road by bypassing the city. The "lighter" trucks from the neighbouring truck park would be limited too. However they can access Pioneer Trail easily from Laird Road / Rd 32, from the w and / or Hwy 6 and Laird from South and Hwy 6 / Niska from North and east.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Logical, collaborative planning for the neighbourhood would be appreciated. If there isn't transparency about the long range vision for the area, area residents lose their trust of the process and will often become closed to any suggestions. Respect for the process will make all the process more forward better.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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City of Guelph Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- will create more traffic.
- speed issue.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

it's not that important
use 50%

DRAFT

4. **Comments/Questions/Suggestions:**

- Stone Rd should connect to Hwy 24 as was planned originally
-

City of Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Tony Noble
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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City of Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

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use 50%

4. **Comments/Questions/Suggestions:**

- Stone Rd should connect to Hwy 24
as was planned originally

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Shirley Szilvasy
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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[redacted]

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- (•) Traffic Signals ☐
- Stop Signs ☐

DRAFT

[redacted]

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

The preliminary option will be too destructive to a natural habitat. Will ↑ road kill of wildlife ↑ vehicle collisions & deer if there are 5 lanes of traffic = people will most certainly not obey speed limits will ↑ risk of pedestrian vehicle collisions be cause a good number of people access the trails

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I often use this road corridor to get from Hwy 124 → Kortright → 2-3x wk
some of the reason why I take it are not just for time - but I enjoy slowing down to drive through a natural area → calming to see the trees - etc

4. **Comments/Questions/Suggestions:**

I don't want to see a natural habitat destroyed if it means closing the road to vehicles I could support that option as well - I would miss driving thru the scenery but I could live & taking an alternate route if it means protecting
I am disappointed & how little care is given to preserving natural habitats in this city - it is one of the things that makes us unique & if we keep destroying & disrupting it we will lose it forever which is a real concern I have

DRAFT

RE: Niska rd comment sheet

Brad.Hamilton to: timm 11/24/2014 01:37 PM

Cc: Leonard.Rach, Jennifer.Vandermeer, Ashley.Gallaugher

1 attachment

DOC112414.pdf

Hi Tim,

Thanks for completing and returning the comment sheet for Niska Road. By copy of this e-mail, I am sharing your comments with members of our consultant team.

Regards,

Brad Hamilton, P.Eng. | Project Engineer
T 519-822 -1260 x 2319 |
E brad.hamilton@guelph.ca

-----Original Message-----
From: Tim Martin [redacted]
Sent: November 24, 2014 12:55 PM
To: Brad Hamilton
Subject: Niska rd comment sheet

Tim Martin
[redacted]

-----Original Message-----
From: Toshiba Scanner [redacted]
Sent: November 24, 2014 12:44 PM
To: Tim Martin
Subject: Send data from MFP07730994

Scanned from MFP07730994
Date:11/24/2014 12:43
Pages:4
Resolution:200x200 DPI

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DRAFT

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	KELLY MARTIN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [✓] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑ Bridge to Ptarmigan only !

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the ~~Niska~~ Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

does not apply

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

mostly !

No need to develop a design concept for the Niska / Downey Rd Intersection (see comments on other side)

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it very rarely

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Bridge Alternatives - Replace with a new two-lane bridge

Road Alternatives - Reconstruct Niska Rd from the new two-lane bridge to Ptarmigan. Make Niska Rd a one-way street from Downey to Ptarmigan. Save millions of $ for taxpayers (no need to widen Niska or add another unnecessary intersection)

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Janet + Mark Weigel
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [ ] general interest

Janet + Mark Weigel

Guelph

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

- One of these day, due to human error, an accident is going to happen on the one-lane bridge. Therefore, for public safety I fully support the 2-lane bridge.
- I would NEVER support eliminating the bridge, as it is an essential road for Kortright Hills residents to access the west side of the city/Hwy 2

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- my Husband takes the road 50% of his time for his daily commute.
- I work throughout the Guelph community and depending on clients, I use the road regularly.
- road essential for our work/travel purposes.

4. **Comments/Questions/Suggestions:**

We feel the 2-lane bridge will NOT negatively impact the environment or walking trails, there are 2-lane bridges beside walking trails throughout the city & province without ill-effects.

DRAFT

Janet + Mark Weigel

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☒

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☒

DRAFT

Janet + Mark Weigel

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Re: Niska Road EA

Leonard Rach to: Ben Coulson 11/25/2014 09:24 AM

Cc: brad.hamilton, Jennifer Vandermeer, Ashley Gallaugher

Good Morning Ben,

By copy of my email you will be added to our Niska Road Project mailing list .

Leonard Rach P.Eng.
Project Manager

Ben Coulson Hi Leonard, Please add me to the mailing list for... 11/24/2014 07:33:29 PM

From: Ben Coulson [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Date: 11/24/2014 07:33 PM
Subject: Niska Road EA

Hi Leonard,

Please add me to the mailing list for this study .

Thanks,

Ben Coulson

[redacted]

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DRAFT

Fw: preserving wildlife on Niska Road

Sarah Draper to: Niska Road 11/25/2014 10:57 AM
Cc: Ashley Gallaugher, Martina Paznar

----- Forwarded by Sarah Draper/RJB on 11/25/2014 10:56 AM -----

From: Jackie Kay/RJB
To: Sarah Draper/RJB@RJB,
Date: 11/25/2014 10:40 AM
Subject: Fw: preserving wildlife on Niska Road

Hi Sarah,

Can you please pass this along to whoever is working on the Niska Rd. project, I've lost track of who is working on what these days.

Thanks,
Jackie

----- Forwarded by Jackie Kay/RJB on 11/25/2014 10:39 AM -----

From: [redacted]
To: <jackie.kay@rjburnside.com>,
Date: 11/24/2014 05:01 PM
Subject: preserving wildlife on Niska Road

Hello Jackie
I live near Niska Road and frequently walk the many trails in the area. I have seen all kinds of wildlife in the area over the years from beaver to otters or mink to deer, foxes, coyotes, even turkeys. I am attaching an article about a long highway in Montana which I am familiar with. They made a concerted effort to preserve wildlife in a state where wildlife is important for hunting and tourism. This might be an interesting approach to the concerns of wildlife crossing Niska Road safely if it is widened.
http://www.extension.org/pages/26900/designing-americas-wildlife-highway:-montanas-us-highway-93#.VHOmIslZ8tU
It could also be found by googling Montana highway 93 wildlife
Thank you for your consideration,
Joan Pollari
[redacted]

DRAFT

Att: Mr. Leonard Koch
Pages: 4
Thank you

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Nather Aziz
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [X] natural environment interest
- [X] traffic volume interest
- [X] corridor importance for travel
- [ ] other: _____
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [X] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☒
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

Many options were studied by all group for both the Road and bridge.
Environmental and safety issues were covered very well

DRAFT

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I am using this road almost every day.
I save time by using this Road -
Avoid traffic
using Niska Road might help avoid heavy traffic on other roads now and later.

4. **Comments/Questions/Suggestions:**

I expect more residential houses in this area.
Some considerations should be, such as the saftey of the people, Noise and Environment Considered
I reammed replacing the bridge with two lanes bridge. Improve Road. Central Bar and bike traffic for the best of safety.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

This Study Was Extensive dealing with Several issues. solve
This Study ~~and~~ project will all the negative parts in the Current Road and bridge.

This area will be populated in the next years to go.

This project/study will be a solution for residents comfort, traffic, environmetal conditions and safety

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Deb Cowan
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I think the road + bridge are fine if budget is an issue. I enjoy the wait + let one or two cars through at a time with a friendly wave. If possible, it would be nice to maintain the natural beauty of the river area + make it accessible to bikes + pedestrians with a 2 way bridge. If this could be done while still maintaining the character of the bridge — yes. I used to live on Watson + miss the Gaw Bridge on Stone Rd.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road several times a week to access the west side of Castco on Elmira.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	LES + BONNIE CASKENETTE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

DAILY USE TO GET TO CAMBRIDGE
WEEKLY USE TO GET TO NORTH-WEST BUSINESSES

4. **Comments/Questions/Suggestions:**

NISKA ROAD NEEDS TO BE IMPROVED AS MUCH AS POSSIBLE. ESPECIALLY IN LIGHT OF CITY'S PLAN TO RECONFIGURE DOWNEY/HANLON INTERSECTION TO ELIMINATE ACCESS TO NORTH-BOUND HANLON. THAT WOULD LIMIT ROUTES TO NORTH-WEST GUELPH TO ONLY NISKA ROAD FROM DOWNEY RESIDENTIAL AREA.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DONALD & CRISANTA DIX
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☒

Bridge Alternatives:

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- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☒

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☒

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

WE USE THIS ROAD WAY OFTEN WHEN GOING WEST ON HWY 24 OR GOING ACROSS WHITELAW ROAD AND ALSO GOING TO BLOOMINGDALE AND S.T. JACOBS.

4. **Comments/Questions/Suggestions:**

A TWO WAY BRIDGE WOULD BE MUCH SAFER AS I KNEW YOUNG PEOPLE WHO WERE KILLED IN AN AUTO ACCIDENT MANY YEARS AGO. ON THIS ONE WAY BRIDGE.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
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Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
NOV 25 2014
PBEE - Engineering Services

Name:	PIERRE FORGET
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
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   - [ ] member of interest group
   - [ ] natural environment interest
   - [x] traffic volume interest
   - [x] corridor importance for travel
   - [x] pedestrian / cyclist / public safety
   - [ ] recreational interest
   - [ ] general interest
   - [ ] other: WHY IS THE CITY RESPONSIBLE FOR BRIDGE REPLACEMENT? IS IT NOT OUTSIDE CITY LIMITS?

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

IT IS THE ONLY ALTERNATIVE TO REACH THE NORTH WEST CORNER OF THE CITY IF THE HANLON IS CLOSED AT THE SPEED RIVER/WELLINGTON OVERPASS.
IT WAS DEMONSTRATED WHEN THE HANLON WAS REPAVED AND IMPROVEMENTS MADE TO INTERSECTIONS AT COLLEGE AND OTHER INTERSECTIONS NORTH OF COLLEGE/STONE.
I USE IT TO REACH HIWAY 24/124. I LIVE ON COLE RD.

4. **Comments/Questions/Suggestions:**

MAKE SURE IT DOES NOT BECOME A TRUCK ROUTE
KEEP TRAFFIC DENSITY IS NOT INCREASED TO PROTECT NATURAL ENVIRONMENT NEAR THE RIVER.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	PAUL & PATRICIA FORTH
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

USE ROAD TO ACCESS Hwy 24 S.
NOT A DAILY COMMUTER.

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4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Joseph Gemin
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☐
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Yes I support the preliminary solution. The existing alignment offers safety concerns to motorists and pedestrians/cyclists. Eliminating this bridge would add significant time and cost to commute times. The amount of GHG emissions during waiting periods is substantial. The confusion during who goes over the bridge and when/how/wants will lead to accidents. This project should be a City priority.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

This road and bridge are extremely important to my daily commute. If the bridge were not there it would add upwards of 15 minutes to my travel time. Therefore much cost including wear and tear on my vehicle. I use this bridge at least twice a day.

4. **Comments/Questions/Suggestions:**

The project if completed will need to be constructed with stringent environmental controls. Method of construction should include modular construction built off site and installed in less time in order to limit downtime for motorists. The road needs to be raised mainly the east side of bridge (Pioneer Trail to a few hundred meters west) to provide positive drainage, limit icy conditions during late fall to early spring)

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	ARLENE MARGOSIAN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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  With pedestrian + bike path option.
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☒
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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

The one lane bridge discourages using the Niska road as a major thoroughfare connecting Hyw 24 and Hyw 6/Downey by commuters in transit rather than living in the Hood.
Niska should not be redeveloped simply to enhance through traffic.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this corridor to go both west and north.
We do not commute by this route.

4. **Comments/Questions/Suggestions:**

A new superior 1-lane bridge with walking / bicycle designed passage will enhance access by the Hood to walks/~~rides~~ recreation along the Speed R, ~~and~~ future & current C-RCA conservation sites west of town without relying on cars. A future bus route up the west side of town connecting the

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Niska Road Improvements
Municipal Class Environmental Assessment Study

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south west corner with the west end Recreation centre + shopping and north end Guelph would also be an asset.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	GILBERT I. TAVES
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
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Please explain.

As a resident of this area these options are essential to maintain the current use and traffic of this route.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Formaatly I do not need or use this corridor very often but, it is very evident to me tha a lot of other people do.

4. **Comments/Questions/Suggestions:**

I would like to see bike lanes and pedestrian walks included in the new structure.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Dr. J. T Trevors
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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RECEIVED
BURNSIDE
NOV 26 2014
PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Charles "Ron" Grainger
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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- [ ] member of interest group
- [ ] natural environment interest
- [x] traffic volume interest
- [x] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
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- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☒
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

to have a wider Rd & 2 lane bridge is a long time coming we have used this Rd for 30 yrs

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use Niska & Bridge daily & it cuts our travel time down. We have seen the traffic grow over the past 30 yrs: its time to fix it.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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15 Townline
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Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
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Email: brad.hamilton@guelph.ca

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PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Wendy Havens
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

A 2 lane bridge would create more traffic faster speeds - Resulting in impact to wild life, river & pollution - not to mention more garbage on sides of road.

As for the round about - There is not enough room at the intersection & many children use this road to go to Kortright Hills public school.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road when coming / going to Cambridge

4. **Comments/Questions/Suggestions:**

This is a lovely quiet area with migrating birds deer & other wild life - Why would you want to wreck it??

Would changes allow for truck traffic as well?

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Consideration to truck traffic and what will the road be like North of the bridge, bycken lanes etc? (outside of the study area)

DRAFT

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NOV 26 2014
PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Karen Hoover
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

If the road is reconstructed and the bridge becomes 2 lanes it will become a freeway through a quiet wooded area.
The road and bridge work fairly well now so why go to all this expense. The only problem seems to be the people who don't know the etiquette of the road. Maybe clear signs as to how to cross the bridge would be needed.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this road as a less travelled route to get to Hwy. 24 and then to Cambridge, Kitchener and Hwy. 7. It is very important to keep this route open as the Hanlon is not a great alternative until it becomes a true expressway, but not in my lifetime, unfortunately.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Janine Lowe Allan Lowe
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Signals ☑
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

There is a lot of traffic in this area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Not daily but I do use this corridor.

4. **Comments/Questions/Suggestions:**

Two lane bridge is my option choice.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

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Brad

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PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Gino Scomazzon
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Traffic needs to move freely. ~~Idling~~ Cars that idle put fumes ~~into~~ into area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

This road is used daily. It is a safe moderately moving road.

4. **Comments/Questions/Suggestions:**

Two lanes would bring the area up to date.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Two lanes on the bridge is essential for the area

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
NOV 27 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Name:	JOSEPH MARIUS JOAQUIN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

For Phase 3 I would Prefer to have — "Traffic Signals."
- a Roundabout could cause confusion + accidents
- Stop Signs - there are a lot of drivers who are impatient as well as do not know the rules for stopping at an intersection or they completely ignore them.

DRAFT

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CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

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NOV 27 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Comment Sheet

Name:	Jane Marilyn Kubiak
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Comment Sheet

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- Traffic Signals ☑ *
- Stop Signs ☐

DRAFT

Niska Road Improvements
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Comment Sheet

Name:	Deborah Maskens
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Comment Sheet

I have travelled this route, over the bridge, for ~~after~~ over 30 years to and from work. Bridge traffic has grown, but 99% of people are courteous and wait, signal, then proceed.

Keep speed limit low. Fix bridge, but do the bare minimum of change / disruption.

When (IF?) the Hanlon Expressway is improved/re-done, that may provide an option but currently the Niska route is my way out of Guelph each day to go to work.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
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Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

See no need for a 2-lane bridge at this time. Leave as is. Repair road and bridge as necessary.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Use 5 days/week to get to work (South Guelph to Waterloo). Have used this route for 20 years.

4. **Comments/Questions/Suggestions:**

Creating a dead-end on Niska would severely affect my commute every day.

With construction "pending" on the Hanlon (Stone Rd & other intersections), this will cause traffic chaos leaving/re-entering Guelph each day.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Catharine Murray
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [4] residential property
- [ ] member of interest group
- [4] natural environment interest
- [4] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [4] recreational interest
- [4] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☑
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑ 4 WAY STOP - cheapest & easiest - could be done tomorrow, VERY MUCH NEEDED!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Absolutely not! This is country NOT City.

You are proposing another commuter route through a charming, natural area where one can SLOW DOWN and "SMELL THE ROSES!!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

To get to North Guelph

To get to Cambridge Country Manor on Kossuth Rd. - my daughter lives there

To get to KW via 7 - my husband has cancer treatments in KW

4. **Comments/Questions/Suggestions:**

The area is a beautiful oasis in a city that is growing.
Niska has become a ~~commuter~~ commuter route - that means more speed, more unsafe passing, more rude, inconsiderate drivers.
I would make it even slower to keep speedsters away.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	
Address:	
Postal Code:	
Phone:	
Email:	

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[✓] corridor importance for travel
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[✓] pedestrian / cyclist / public safety
[ ] recreational interest
[ ] general interest

Nov 30 14 02:20p DENIS FINANCIAL SERVICES p.1

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

The bridge needs to be upgraded to allow better flow of traffic

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Very important to avoid congestion on the Hunter

DRAFT

4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	KELLY MARTIN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [ ] general interest
- [ ] other:_____

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑ Bridge to Ptarmigan only !

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the ~~Niska~~ Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

does not apply

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

mostly !

No need to develop a design concept for the Niska / Downey Rd Intersection (see comments on other side)

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it very rarely

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Bridge Alternatives - Replace with a new two-lane bridge

Road Alternatives - Reconstruct Niska Rd from the new two-lane bridge to Ptarmigan. Make Niska Rd a one-way street from Downey to Ptarmigan. Save millions of $ for taxpayers (no need to widen Niska or add another unnecessary intersection)

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Next Steps

- Review and finalize preferred solution in light of comments received.
- Develop and evaluate alternative road and bridge design concepts for preferred solution.
- Develop design concept for Niska/Downey Road Intersection.
- Present preliminary preferred design concepts at PIC #2 (tentatively in Spring 2015).
- Based on input, confirm preferred solution.
- Complete technical deliverables including Traffic analysis for existing and future conditions.
- Develop and evaluate design concepts.
- We will present preliminary preferred design at PIC#2.

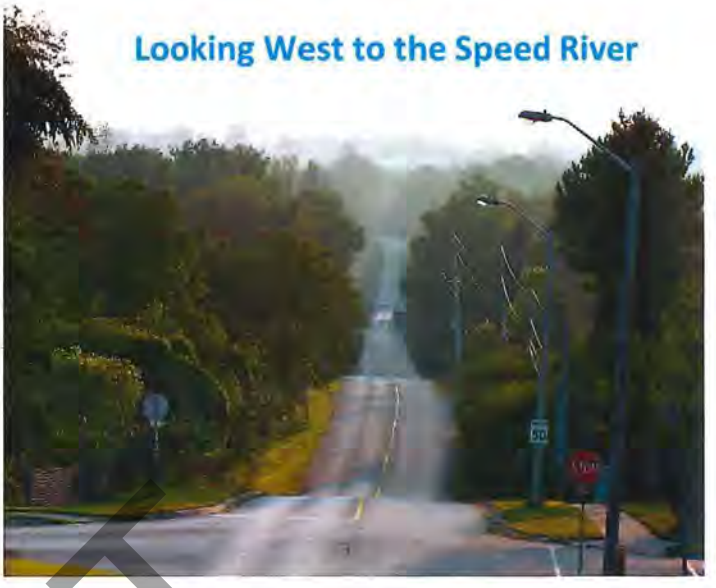
& one-way

DRAFT

Leonard Rach
1-800-265-9662 Ext. 3043

Help Protect Your Neighbourhood!

Are You Worried about a NEW Two Lane Bridge bringing:


Looking West to the Speed River

1. High volume traffic using Niska Road as a short cut from Hwy 124 to the Hanlon? Yes √
2. Oversized trucks rumbling through our neighbourhood? Yes √
3. Excessive speeding? Yes √
4. Higher risk for the safety of our pedestrian children on Niska Road? Yes √

Are you concerned about:

5. Preservation and conservation of the wildlife habitat and wetlands? Yes √
6. Losing our unique viewscape and destroying the Valley Lands forever? Yes √

The City Planning Team is recommending a Two Lane Bridge. They are calling Niska Road a Collector/Connector Road to Hwy 124 and to the Hanlon. It is not. It is a local traffic collector! The City's plan to make Niska Road a high volume, high traffic collector/connector will speed ahead unless we can act to stop it; that action begins at the Public Information Centre #1 (PIC).

Please come to the PIC and let your voice be heard:

Thursday, November 27; 5:00 to 7:00 p.m. It's at Kortright Presbyterian Church, 55 Devere Drive.

We need a BIG LOCAL NEIGHBOURHOOD TURNOUT if we are to change the City's direction.

For more information on what you can do, say or questions you can ask at the PIC, please go to our website or send us an email:

http://protectourspeedriverheritagevalleylands.ca

Email us at: speedriverheritagevalleylands@gmail.com

You can't imagine what might happen without your support...

Note:

This flyer is from the Speed River Heritage Valley Group working on your behalf. Some of our members are members of the City Working Group (CWG)and we did not and do not support the City's "Preliminary Preferred Alternative Solution" of a two-lane bridge.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Joan Acosta
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [X] natural environment interest
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- [ ] other:_____
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [X] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☒
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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Car traffic is destructive to this environmentally sensitive area. It is a Conservation area. That area will become noisey with traffic. We have so few places to go to in the City that are quiet and peaceful.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I ~~really~~ travel use it to commute, I use the Hanlon. I walk in this area This corridor is important to me as an area I can get to easily and quickly, giving me the feeling of being in the country side. I go there to get fresh air and be outdoors

4. **Comments/Questions/Suggestions:**

I don't own property on Niska Road, but if I did, I would be very upset by your "preferred" plan.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

It does not make sense to put in a 2-lane bridge. This area should be conserved in its natural setting to enjoy quiet time in nature. It should be designated as Heritage Land so that it will be protected from development

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Nicole Abouhalka.
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [X] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☒

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

It will increase Traffic
It will increase POLLUTION.

It will Decrease safety for pedestrians & local TRAFFIC

3. How do you use this road corridor and / or how important is this road corridor to your daily commute?

Medium importance

4. Comments/Questions/Suggestions:

GUELPH was Initially a "Green City" a Leader in the Environment.

Why do you want to destroy a Peaceful Green Area.
When other cities on the Grand River are "Preserving IT.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

The Time, Energies & Money Spent on changing the the Residents minds by leaving them out. Would have been better used in Rehabilitating Hwy 124 (24) -

Burnside is an Engineering Co. -

Instead of increasing the Pollution - try to work on Reducing it -

by Contructing a Better transportation system in Guelph - and out of it to connect it with adjacent cities -

by Building a Railway system. Called Intermodal. To free the Hwys from Heavy trucks - et.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
R. J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph, ON N1H 1C4
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Fax: (519) 836-5477
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
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If you would have work for you great grandchildren in Rebuilding Irak, Syria, Ukraine. if you have a way - to stop wars -
Build Schools in Africa, water systems. etc. So people wont have to leave their countrys.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	IAN SMITH
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐
- leave as it is now ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

What are the current plans by MTO / City re on + off ramps to the Hanlon @ Kortright / Downey? Last we heard traffic lights are planned by the YM/YWCA. What happens there will affect the Downey / Niska intersection.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

for the most part. We support the 2-lane bridge totally. As I don't know the volume of foot & bike traffic over the bridge I am not sure that we need bike lanes & sidewalks through that area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this road corridor to get to Cambridge, K-W Costco + the auto mall area. This is an important corridor for getting anywhere west & north of Kortright Hills.

4. **Comments/Questions/Suggestions:**

Unless the extension of Ptarmigan west to link up with 124 is re-opened as an option, the Niska corridor is the only route with a bridge over the river & is a necessity for homeowners living in the Kortright Hills area.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Susan Cullis
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [ ] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [x] pedestrian / cyclist / public safety
- [x] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☑
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☑ **Please explain.**

see below

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it on occasional to head west. I could easily use Downey to Manlon to #124.

4. **Comments/Questions/Suggestions:**

Please close the bridge so that we residents of the area may enjoy a safe & quiet neighbourhood. Keep open for pedestrians & cyclists! Maintain green space or environmentally approved space. Thank you ~

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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R. J. Burnside & Associates Limited
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Brad Hamilton, P. Eng.
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City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DONNA + JOHN CORE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☒ NOPE!
- **Replace existing Bailey bridge with a New Two-Lane bridge.** ☐ ABSOLUTELY NOT!
  (currently identified as the Preliminary Preferred Option)
  ↗ THIS COMMENT IS VERY MISLEADING. IT IS NOT THE PREFERRED OPTION OF THE RESIDENTS OF KORTRIGHT HILLS!

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐ WOULD BE VERY DANGEROUS - NO! THERE ARE HOUSES TOO CLOSE TO WHERE A ROUNDABOUT WOULD BE. IT WOULD ENCOURAGE PEOPLE TO USE NISKA - A RESIDENTIAL RD = SPEED + VOLUME WOULD INCREASE
- Traffic Signals ☐
- Stop Signs ☑

FOR YEARS WE HAVE BEEN TOLD, BECAUSE NISKA INTERSECTION IS AT THE BOTTOM OF A HILL + ON A CURVE, TRAFFIC SIGNALS COULD NOT BE INSTALLED ... WHY THE SUDDEN CHANGE? LIGHTS AT WOODLANDS GLEN WOULD MAKE SENSE TOO, BUT WE'VE BEEN TOLD IT TOO IS ON A HILL + CURVE + WOULDN'T BE SAFE. WHAT'S THE DIFFERENCE BETWEEN NISKA @ DOWNEY + WOODLAND GLEN @ DOWNEY. BECAUSE OF THE HILLS + CURVES, DOWNEY SHOULD NEVER BE AN ARTERIAL ROAD

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No! ☑
Please explain.

WE DO NOT SUPPORT BAILEY BRIDGE BEING 2 LANES. THE TRUCK TRAFFIC, AS WELL AS VOLUME OF TRAFFIC ON NISKA, DOWNEY & PTARMIGAN, WILL INCREASE. LARGE TRUCKS ARE PROHIBITED IN THE KORTRIGHT HILLS AREA, BUT WE STILL SEE THEM ON A DAILY BASIS. IF BAILEY BRIDGE IS 2 LANES THAT WILL ONLY ENCOURAGE TRUCKS TO USE THE BRIDGE.
SPEED IS AN ISSUE ON NISKA - 2 LANES WOULD ADD TO THE PROBLEM. THE 1 LANE ACTS AS TRAFFIC CALMING.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

WE USE NISKA ABOUT ONCE/WEEK. WE USE IT WHEN GOING TO THE N.W. PART OF THE CITY - (COSTCO, AUTO MALL ON WOODLAWN). IT'S CONVENIENT, BUT NOT NECESSARY. THE HANLON PKWAY COULD BE USED JUST AS EASILY.

4. **Comments/Questions/Suggestions:**

THIS IS 'VOX POPULI', THE VOICE OF THE PEOPLE!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	BETTY-LOU CLARK
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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1. **My interest is: (please check all that apply)**

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- [X] member of interest group
- [X] natural environment interest
- [X] traffic volume interest
- [ ] corridor importance for travel
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [X] general interest
- [ ] other: historic interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☒
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* NO ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

THE SAFETY ASPECTS MUST BE ADDRESSED BY CLOSING THE BRIDGE TO VEHICULAR TRAFFIC WOULD SOLVE THIS PROBLEM COMPLETELY

IT MAKES NO SENSE TO EVEN CONTEMPLATE #5 – TWO LANE BRIDGE IS INSANE

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I USE IT FOR SEASONAL DRIVES TO ENJOY THE NATURAL SETTING DURING THE CHANGE OF SEASONS.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECOGNIZE THE NEED TO RECOGNIZE ~~SAFETY~~
SAFETY FOR PEOPLE, MIGRATING ANIMALS.

CONSIDER THE AREA'S HISTORIC VALUE.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	BARBARA SMITH
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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   - [ ] member of interest group
   - [X] natural environment interest
   - [X] traffic volume interest
   - [X] corridor importance for travel
   - [ ] other:_____
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   - [X] recreational interest
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☒

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

4. **Comments/Questions/Suggestions:**

THIS STREET IS AN ACCIDENT WAITING TO HAPPEN. I LIVE ON THE NISKA/PTARMIGAN INTERSECTION AND HAVE SEEN CAR AFTER CAR ROLL THROUGH THE STOPS & SPEED ON DOWN TO THE BRIDGE. CONSIDERING THE AMOUNT OF CHILDREN, CYCLISTS, DEER CROSSING ETC. - IT REMAINS A MIRACLE NOBODY HAS BEEN SERIOUSLY HURT. THE AMOUNT OF PEOPLE USING THIS AS A CUT THROUGH FAR OUTWEIGHS ROAD SAFETY. PLEASE CONSIDER STRONG TRAFFIC CALMING MEASURES TO DEAL WITH A FURTHER VOLUME A TWO LANE BRIDGE WILL CREATE! ("SLOW DOWN" SIGNS WILL NOT CUT IT)

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Ingrid Neufeld
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [✓] natural environment interest
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

as a short cut

4. **Comments/Questions/Suggestions:**

make it into a Park for walking and bykes and picnics - parking at the family park if created and then walks or bike the trails

- find another way to get to Hwy 24

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	George Renninger
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Study does not address fact that 2/3 of traffic is bypass traffic, not residential. Why wasn't study structured like Cambridge Black Bridge study??

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Biking to side road 10
Hiking along Speed River
Observing wildlife including amphibians

4. **Comments/Questions/Suggestions:**

See above

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	CYNTHIA FOLZER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- ✓ **Do Nothing** - The road will be maintained in a 'good state of repair'. ☒
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
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- Traffic Turning Circle/Roundabout ☐
- ✓ Traffic Signals ☒
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Study does not address fact that 2/3 of traffic on Niska Rd is bypass traffic - not residential. The Carlisle Black Bridge study is designed to address bypass traffic problem

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Not important for daily commute. I use it for biking & hiking.
Natural environment along road and river is of utmost importance

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Elly Skarratt
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Too many people would use Niska as a commuter route

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I don't use it on a daily basis

4. **Comments/Questions/Suggestions:**

I would hate to see the natural setting of the area destroyed. Increased traffic in the area would be detrimental to public safety and wildlife and green space.

DRAFT

Niska Road Improvements
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I do not understand why the engineering company that has been awarded the contract is also doing the environmental assessment. That to me is a clear case of conflict of interest. It's interesting to note that the most expensive solution is the preferred one.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Dianne Mackié
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

- Beautiful scenic area - a pleasure to drive through - don't destroy it
- No trucks; no high volume of traffic, let it be
- Bridge has a history & is well known through city
- safety of local residents - increased traffic volume through area up to Paisley.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- Travel Whitelaw Rd to South end Guelph occassional basis
- Enjoy scenic area & happy to slow down @ one way bridge.

4. **Comments/Questions/Suggestions:**

Burnside - obvious conflict of interest - why are they doing environmental assessment???

They will be designing their preferred option - the most expensive of course.

Didn't the city sue Burnside @ one point?

Oh yes, This comment sheet goes to Burnside?

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Dear city of Guelph show for once you care about what your residents say. Care about our beautiful city. Care about the green and natural areas and wildlife.
Leave all alone.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	SUSAN RATCLIFFE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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✓ heritage

- [ ] other: _____

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

We do not need another traffic condor in the midst of a natural area, especially in the immediate proximity of the river. A two-lane bridge would promote speed pollution and increased development at either end, putting the river and the environment at risk.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Not part of my daily commute but part of the City's whole system so all citizens should be concerned.
Road corridors are not as important the natural heritage of the city!

4. **Comments/Questions/Suggestions:**

This proposal does not show the larger context of the proposed development of lands around Niska Road. Is this part of a larger development plan to destroy the Waterford Plain lands and to develop lands on the Cambridge side of the river. We need to put people and natural heritage before roads and traffic improvement.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Danish Abdali
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

we do not need two lane bridge, Bring more traffic and noise to a quite neighbourhood.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

very important. I am a business owner of Nasty Market at 115 Downey Rd - Lot of my employees and customers uses that bridge every day. My other business is at 159 Fife Road so I and my employees travel several times during the day through this bridge.

4. **Comments/Questions/Suggestions:**

Just replace single road bridge to another new bridge of single lane. I am not in favor of 2 lane Bridge. I am not in favour of bicycle lane or Pedestrian walkways because roads before and after bridge are very narrow.

DRAFT

Niska Road Improvements
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We want to keep the bridge available for this corridor. It cuts a lot of extra driving time for me. Also cuts gas expenses for me and my employees.

DRAFT

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Niska Road Improvements
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Comment Sheet

Name:	L Collins
Address:	[redacted]
Postal Code:	
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Email:	

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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I would not welcome a 2 lane road. It will add to the busy-ness of a tranquil setting.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road to get to hwy 24 but not daily.

4. **Comments/Questions/Suggestions:**

I love how people show patience & thank one another with a wave of the hand as they leave the bridge. It will remove that personal / friendly touch if a 2 lane road is built.

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Name:	DENNIS & BETTY ANN CONNELLY
Address:	[redacted]
Postal Code:	
Phone:	
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Please explain.

LEAVE BRIDGE IN, IF POSSIBLE CHANGE BRIDGE DECK TO SOLID IF POSSIBLE REBUILD THE ROAD ~~[illegible]~~ SHOULDERS ~~[illegible]~~ AND PUT IN GUTTERS & CURB

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

TO CONNECT TO HWY 24 ~~[illegible]~~ TO GET TO ACCESS #32 N.

4. **Comments/Questions/Suggestions:**

NO ROUND-A-BOUT AT DOWNEY & NISKA - LIGHTS ~~[illegible]~~ PUT IN
COMPLETE SIDEWALKS TO PTARMIGAN ~~[illegible]~~ ON SOUTH SIDE
PUT LIGHTS AT PTARMIGAN SO KIDS CAN SAFELY TO BUSES
SPEED BUMPS ON WEST END OF BRIDGE AND EAST
LIGHTS
A BAR ACROSS BRIDGE TO DETER TRUCKS

DRAFT

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Comment Sheet

Name:	Elaine Williamson
Address:	[redacted]
Postal Code:	
Phone:	
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DRAFT

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The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [4] residential property
- [ ] member of interest group
- [4] natural environment interest
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- [ ] corridor importance for travel
- [4] pedestrian / cyclist / public safety
- [4] recreational interest
- [ ] general interest
- [ ] other:_____

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☒
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

The existing roadway meets all my requirements.

4. **Comments/Questions/Suggestions:**

I'm very concerned about a two lane bridge being constructed, as it will cause much heavy traffic including more large trucks using this & causing a bottle neck of traffic at Downey Rd. There is already lots of traffic including large trucks which are not to be there.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Barb Mckechnie
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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- [X] corridor importance for travel
- [ ] other: preserving history - not every thing needs to be so controlled - been using this bridge for decades & most drivers respectful.
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Niska Road Improvements
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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

I agree the road needs to be upgraded. Sidewalk/ bike paths should be installed.
Lower speed limits.
Consider bumps nearing bottom of hill on Niska going west.
Enforce 'no trucks'
Please do not come in, develop properties Commercialize This is a true hidden gem in the city. Respect nature + wildlife.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

1-2 x / week.
Use sometimes for work - quicker path.
Much more fun / interesting to take this route. Admire nature deer.
1 x / wk - personal use to head out of town.

4. **Comments/Questions/Suggestions:**

No commercial development on protected land.
Consider making part of Green Belt.

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	LOUISE COBEY
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

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Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

☒ yes on certain conditions

- I would support a 2-lane bridge if and only if there were extensive traffic calming & truck control measures put in place. Every day, my kids have to wait for ages until a car finally stops at Harmsen & Niska to let them cross for school!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- I do use this road as a corridor but if changing to a 2-lane bridge increases the amount speed of traffic & number of trucks (and I'm sure it will) then I would rather maintain it as a 1 lane bridge or close it to vehicular traffic

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Larry Erickson
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Comment Sheet

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- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

- Bridge must be replaced.
- 2-lane option probably necessary
- road improvements needed to accommodate new bridge etc

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Not used daily but important for trips to north & north-west of city

4. **Comments/Questions/Suggestions:**

Many conflicting views on what is necessary/desirable, but the final decision must reflect needs of larger community, not just those in immediate neighbourhood.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	David Welke
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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- Traffic Turning Circle/Roundabout ☑ As many as possible, this is the best design and is self policing
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Invest in turning circles first

① At Ptarmigan

② At the death trap intersection Yield @ 24

③ ~~At~~ Downey

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Daily Use both ways

4. **Comments/Questions/Suggestions:**

Don't Cheap Out... The one lane bridge is a unique feature. Keep it and invest in the intersections.

Please make it a ~~One~~ Unique, slow + steady traffic area. Keep the commercial traffic out with physical barries. Enforcement + signage will not be a problem when physical barriers are in place

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Improve R24, make it the preferred alternative.

DRAFT

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Niska Road Improvements
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Comment Sheet

Name:	John Vollhaver
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Please explain.

A Two lane bridge is long overdue, we cannot risk any more human life for childish environmentalists thinking this area is their own personal play grand. The bigger bridge will in fact have a less environmental impact than sealing it off and congesting other roads.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

It is very important it provides much needed access to our neighboring cities and provides an alternative to the Hanlon

4. **Comments/Questions/Suggestions:**

The round-about idea at Niska would be a better solution.
Keep traffic moving and there will be far less problems from congestion to pollution.
I have lived here since I was born 35 years ago WE true Guelphites want a two lane bridge.

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Niska Road Improvements
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Comment Sheet

Name:	JANE POTTS
Addres	[redacted]
Post Cod	
Phon	
Email:	

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Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

No. I do not want the Bailey Bridge turned into a 2 lane bridge. I want it either closed or kept at one lane. Our neighbourhood is a short cut to everywhere and a 2 lane bridge will make it worse. Speeding and trucks are already a mess and traffic volume is too high.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We live on Whittaker Court & use (Niska) it every day. - we don't use the bridge to commute and rarely use it at any time.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
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Brad Hamilton, P. Eng.
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1 Carden Street
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	G. N Potts
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [✓] pedestrian / cyclist / public safety
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

WILL INCREASE TRAFFIC / TRUCKS / ENDANGER CHILDREN ON NISKA & PINEWOOD.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

LIVE ON WHITTAKER CRT - WILLING TO DRIVE AROUND IF BRIDGE CLOSED

4. **Comments/Questions/Suggestions:**

NO ONE THAT I HAVE TALKED TO WANTS TO SEE THE BRIDGE TWO LANE OR ROAD UPGRADED

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MARTIN HODGSON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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DRAFT

Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

If you replace the Bailey Bridge the Traffic flow through the residential area will increase!
You should look at the big picture into the future and reroute the Traffic around the residential neighborhood utilizing Laird Road Towards the Hanlon, by reinstalling the bridge that was removed some years ago over the Speed River, that would connect Whitelaw Rd, Sideroad #10 with Laird Rd, then ato Downey Rd & the Hanlon Expressway

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Family is in Cambridge and I travel that route 5 x per week

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
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Do not improve the bridge it will increase the traffic flow beyond a residential area safety amount. If you change the bridge "they will use it".

Re-direct the traffic around the residential area utilizing side road # 10 with new Bridge across the speed bushing up with Laird Rd. The roadway right of-way is there before or just to instate it!

DRAFT

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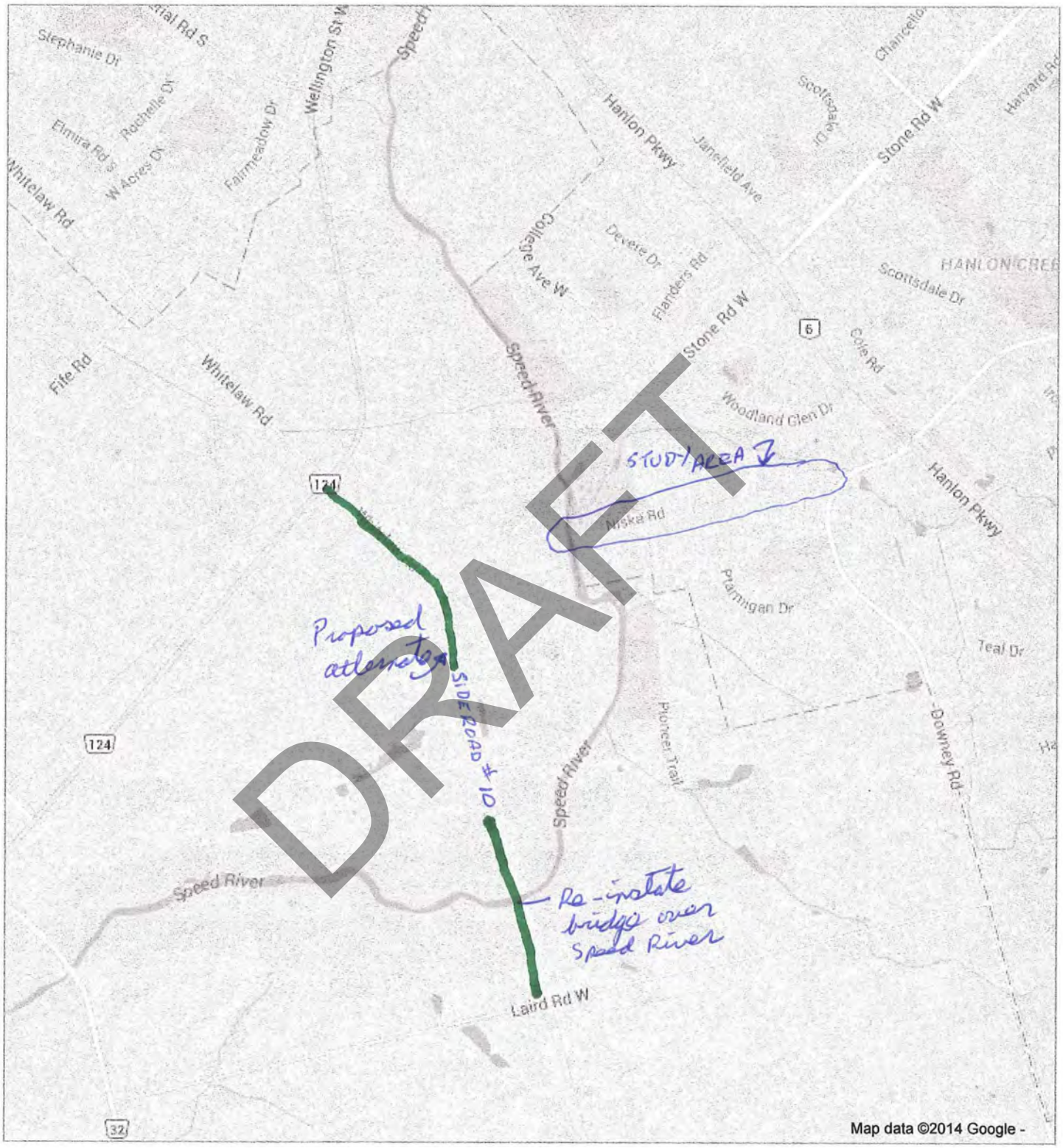
Google

To see all the details that are visible on the screen, use the "Print" link next to the map.



DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Keith Brown
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [x] natural environment interest
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I do believe that for safety reasons the bridge needs to be replaced. I am not so convinced that a bigger two lane bridge is the way to go

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the road corridor to access the trails on the west side

4. **Comments/Questions/Suggestions:**

If the preferred option does go ahead would there still be a place/places to pull in and get to the trails.

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	WINSTON WELLMAN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

NO

4. **Comments/Questions/Suggestions:**

Clear the Bridge

DRAFT

Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Mark Eby
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Comment Sheet

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

This is an engineering decision and the road is heavily trafficed. The road should have been upgraded to a two lane bridge 20-30 years ago.

This is a south end a Guelph bridge and access, not just residents of the immediate area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I do use this corridor. As a resident of the south end it is an alternate route to the Hanlon to access the north west corner of Guelph. It is also another access to Wellington Road 124 to get to Cambridge Kitchener and Waterloo

4. **Comments/Questions/Suggestions:**

Do not succumb to the NIMBY pressures of the local residents. No additional road widening will be necessary and the existing wetland beside the road edge is not quality.

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Niska Road Improvements
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Comment Sheet

The existing road is unsafe as it is.
The bridge is unsafe as it is.

Replace the bridge with a two lane facility and allow the south end Guelph traffic access to WR 124.

*** Or ** Upgrade the Hanlon to a true control access highway so traffic can move quickly from north to South in ~~Gue~~ Guelph.

DRAFT

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Niska Road Improvements
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Comment Sheet

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Postal Code:	
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Comment Sheet

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The County intends to do signal and turning lane up grades at the intersection of Wkpdy and Whitelaw Road.

The decision as to what happens with the bridge will affect what we need to do at the intersection.

Please include us in correspondence related to the bridge decision.

DRAFT

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71

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DON MACAULAY
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other: _____
- [✓] pedestrian / cyclist / public safety
- [ ] recreational interest
- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic -** Bridge will remain open to accommodate pedestrian and cyclist traffic. ☑
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

Need to consider Woodland Glen as part of the problem/solution - none of these consider Woodland Glen

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Preferred option would be to close bridge to vehicles (which would not require additional road maintenance/rebuilding)
~~CWG minutes~~

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We occasionally use this corridor (for north Guelph / K-W / Cambridge / 401 W access) Not used daily.
Also provides bicycle access for bicycle rides on various county roads.

4. **Comments/Questions/Suggestions:**

CWG Minutes make very few references to traffic proliferation on Ptarmigan Dr. When EA was first proposed, I understood that any area impacted would be included. That seems not to be the case - many comments in Committee minutes suggest areas are outside the boundaries of the EA. (e.g. Whitelaw Rd).

→

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Both the CWG Minutes, and the Evaluation Tables mention Traffic Calming not working as intended. Even though "not intended", I believe increased traffic (through) would result from widening the Nicka Rd bridge, and "improving" the roadway to Ptarmigan Dr.

In my opinion, the ~~proposed~~ preliminary preferred solutions are based on too narrow a view. ~~Just as~~ the Stone Road extension ~~wasn't~~ didn't go anywhere according to earlier studies, yet the traffic on 124 is bumper to bumper at times, and some of it comes out of Kortright Hills

[Sorry - I need more room to explain my thinking regarding intention, result, and lack of comprehensiveness.]

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	PETE TYLOESLEY
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

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- [ ] recreational interest
- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
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Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☑
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	PATRICK BRUDER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [ ] general interest
- [ ] other: SAFETY FOR COMMUNITY Traffic Volume!

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑ for Downey & Niska
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

The working committee does not support the recommendations of the engineers from the city.

The community does not support changes to the bridge.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use it to go shopping.

The Niska Rd. is too busy to even walk my dog along Niska.
Experience the thrill of walking along Niska with the SPEEDERS!

Police support the speeders idea.

4. **Comments/Questions/Suggestions:**

Scrap this process.

The community that does not support a 2 lane bridge.

L. Burden

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

The city really does not listen to the concerns of the voters.

Very bad planning.

This ~~xxxx~~ does not make sense.

I realize that someone in a position of authority is not as competent and lacks integrity.

The needs of the people in the community are LESS IMPORTANT than the WANTS OF THE people OUTSIDE of the community.

J. Bruder

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Penny McDonald
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

There is too much traffic & noise. Nothing is enforced as to size of trucks, speeding traffic and load. Maybe if there is traffic & truck were controlled the condition of the road & bridge would not be so bad.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it to go to a friend's house but would be quite happy to use alternate route (detour) if the area is closed to traffic.

4. **Comments/Questions/Suggestions:**

Better traffic & truck control
Traffic calming curves speeds
Make bridge for pedestrian use only.
This road is being used as a short cut to #24 Eastbound, Hanlon & Cambridge
DO SOMETHING !!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I hope that the comments from our neighbourhood regarding this problem will be heeded.

It seems from reading the info that the reasons conclusion is to leave things as they are. We do not want this! We should not have to argue to keep our neighbourhood from becoming a shortcut to highway.

Does it really do any good to make comments & attend meetings - the old "can't fight City Hall" saying comes to mind.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	FRED NEUFELD
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

USED FOR TRAVEL TO BRESCIA
" " " KITCHENER

4. **Comments/Questions/Suggestions:**

PRESEVE THE NATURAL ENVIRONMENT

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Linda Forster
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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   - [ ] general interest
   - [✓] other: Safety issues, large truck traffic increased pollution.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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This choice because we feel traffic calming/truck issue will not be dealt with properly/supported by city.

Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

We know that traffic calming issues will not be resolved (big trucks)

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- Occasional use of bridge
- daily use of Niska to Downey (going out to Hanlon)

4. **Comments/Questions/Suggestions:**

A two lane bridge will lead to increased heavy truck traffic on Downey Rd as heavy trucks will use Downey to travel to the Hanlon Business Park - I have not read anything about this being addressed!!
- Use a height restrictive device so that heavy trucks cannot access the neighbourhood.

You must work to preserve our neighbourhood.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

On the Travel Destination of Trips Chart - VERY DECEPTIVE!!

HCN and KHN are Not immediate neighbourhoods

- "1064 were internal to the immediate neighbourhood" - how can HCN be part of the KHN? They are divided by the Hanlon!! Also - data collected BEFORE Costco opened!! Data would be very different now. New data collection should happen!

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Linda Forster
Address:	[redacted]
Postal Code:	
Phone:	
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I am adding to a previously submitted form 3

Our neighbourhood nuds to be protected – new/bigger is NOT ALWAYS better!

DRAFT

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Project Manager
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Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Greg Forster
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [x] residential property
   - [ ] member of interest group
   - [x] natural environment interest
   - [x] traffic volume interest
   - [x] corridor importance for travel
   - [ ] other:_____
   - [x] pedestrian / cyclist / public safety
   - [x] recreational interest
   - [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

traffic calming will not be adequate with 2 lane bridge because we feel

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

As per note on previous page re traffic calming

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Occassional use of bridge
Daily use of road to Downy & Niska

4. **Comments/Questions/Suggestions:**

Concerned about implications of development of Harlon Business park and route from Hwy #24 to this area

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Were bridge numbers done before or after Costco opening?

Would be good to understand changes in #'s.

We do not consider HCN part of the neighbourhood and find this deceptive in communications since it is on the other side of the Hanlon.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Tony Noble
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

will create more traffic
- speed issue

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

it's not that important
use 50%

4. **Comments/Questions/Suggestions:**

- Stone Rd should connect to Hwy 24 as was planned originally

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Manila Noble
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- will create more traffic.
- speed issue.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

it's not that important
use 50%

4. **Comments/Questions/Suggestions:**

- Stone Rd should connect to Hwy 24 as was planned originally
-

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MARK RUTLEDGE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

Depends on above

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I do not support turning Niska Road into a linking road between 124 & Highway 6. The inclusion of a 2-way bridge and the changes in the Downey Road / Niska intersection will change the nature of traffic flow along Niska

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I commute to Cambridge for work. It is my preferred driving route

4. **Comments/Questions/Suggestions:**

I think the current design is a fair compromise between traffic flow & local community needs. I think ~~the~~ improvements and upgrades should not change the basic purpose of Niska road.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I do not want to see the Niska road + bridge upgrade used as a leverage point for greater development in lands near the Speed River

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	CHRISTINE WHEELHOUSE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Not important only use to get to Highway 24 but willing to use alternate route rather than see the bridge made into a 2 lane Road.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DAVID & CHRISTINE WHEELHOUSE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

1. AFFACT LOCAL Wildlife & CONSERVATION AREA.
2. TOO MUCH TRAFFIC.
3. HEAVY TRAFFIC NOT ACCEPTABLE MORE DISRUPTIVE

3. How do you use this road corridor and / or how important is this road corridor to your daily commute?

We use regularly. for commute to work - and access to north of city, to Cambridge.

4. Comments/Questions/Suggestions:

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

adding 2 lanes to Niska bridge will cause heavy traffic congestion. This is a residential area with families (children) this area is natural beauty used for people. If allowed to go ahead, what is the limit for heavy goods (weight) & what times will they be allowed.

Is this designed for an alternative to Hanlon. If so - improve Hanlon - 1 roundabouts instead of stoplights will improve traffic flow.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Peter Villhauer
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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	Preferred Options
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• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☑
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☑
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

Support bridge to be expanded to 2 lanes for vehicular traffic plus bike lanes and sidewalk. It is too dangerous as is. The traffic flow is heavy already. As the city expanded housing in the area, the traffic increased with it.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road to cross town to support local business, to exit the city and as an alternative when there is traffic congestion on the existing routes

4. **Comments/Questions/Suggestions:**

If we build housing in an area, we must also accommodate it's accompanying traffic. Roads in any area belong to the entire city not just as a local play ground.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
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R. J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
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Brad Hamilton, P. Eng.
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Mark Ladouceur
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Please explain.

from what I've heard at PIC #1 there is no plan so far to upgrade the Ptarmigan Road & Niska Road intersection. This concerns me greatly due to the high traffic volume when kids are going to school. People don't obey the 4-way stop, they don't yield to pedestrians, and they cause noise pollution accelerating away at a high rate of speed. Creating a 2-lane bridge will increase (likely) traffic and increase the problems I've cited.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

It's important to my commute. I use it daily. I also live along it.

4. **Comments/Questions/Suggestions:**

Guelph traffic operations needs to seriously consider how to handle increased traffic along this corridor and along connecting routes, such as Ptarmigan Drive from Niska to Downey. There is currently insufficient pedestrian crossing combined with high rush-hour traffic volumes and high speeds.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	[redacted]
Address:	
Postal Code:	
Phone:	
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✓ Heritage landscapes.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Short-sighted
Sloppy consulting - at least as presented in info session - how does one conclude "that Niska Road is not a migratory path for bird populations based on" a few observations of salamanders, no apparent analysis of similar bridge/landscape/urban growth boundaries

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the corridor occasionally.

4. **Comments/Questions/Suggestions:**

Consider the option with the least impact on natural heritage, cultural heritage & community feeling for residents.

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Colin Oaks
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Both would be but span needs to be larger to better span river valley

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Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

So long as the impact to Natural Heritage is kept to a minimum and the bridge span is increased to give the river a more natural channel.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

only use in maybe one or twice per year in recent history.

I use the river + trails far more often.

4. **Comments/Questions/Suggestions:**

you mention midigations for wildlife what are these? it makes it hard to judge your plan without this information. Since there are important but also costly.

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Niska Road Improvements
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Comment Sheet

Bridge was installed in 1974 according to one board but CHER Report road says it has value as a one lane bridge?

Natural heritage Existing board says 1 survey for Salamanders on April 8, 2014 is not enough to say the road is clear of amphibians as you have not looked for frogs.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	CLAUDE CHARPENTIER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- Additional traffic including trucks would add to safety concerns noise etc
- reduction of safe access to trails / recreation area
- An increase in traffic volume / noise would have a detrimental effect on property values.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- used for access to Cambridge, Costco etc but not on a daily basis
- I would definitely not like to see a pedestrian / cycle only bridge as such a situation would increase traffic flow in other areas

4. **Comments/Questions/Suggestions:**

- traffic bumps or humps would slow down actual traffic on Niska
- Exiting from Foxwood an issue (esp in winter because of snowbanks adding to sight reduction because of the hill). Additional traffic and possible speed infractions would aggravate the situation

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Turning left from NISKA to Downey is very difficult at rush hour. Should a decision to go with Traffic Circle or three way stop be made - driver education will be necessary as it is very obvious that people either ignore or are unaware of right of way in such situations.

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Niska Road Improvements
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Comment Sheet

Name:	Paul Goeman
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

↳ Traffic will only get worse

- Better sidewalks
- join existing sidewalks to complete the walk between Ptarmigan and Tonge
-

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- live on the corridor
- would like to slow traffic and limit it as a corridor between neighborhood.

4. **Comments/Questions/Suggestions:**

*

DRAFT

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25 truck in 12 hr period - Must be addressed!!

DRAFT

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Comment Sheet

Name:	Gary Svoboda
Address:	[redacted]
Postal Code:	
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Do you support the preliminary preferred ~~options~~ solution? Yes ☑ or No ☐
Please explain.

The current one-lane bridge is a constant problem. As a 20-year resident who frequently uses this road, every time I use it I am uncertain with respect to ~~oncoming~~ oncoming traffic. So safety is #1. Secondly, a two lane bridge would ease congestion ~~to~~ during busy periods

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I travel frequently to UW & Cambridge from my home office on Tanager Drive.

If this bridge was closed for example, it would add 10 minutes to drive to certain parts of Cambridge or UW.

4. **Comments/Questions/Suggestions:**

My no. #1 concern is safety & traffic safety is not promoted with a one-lane bridge

#2 - Traffic congestion during peak periods can be significant

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Sally White
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [ ] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____

- [✓] pedestrian / cyclist / public safety
- [✓] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☑
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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

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CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Maintaining the tranquility + restful nature of the area is important to me and my family.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use on average 1+ week on Sun to and from Cambridge.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph, ON N1H 1C4
Tel: (519) 823-4995 x3043
Fax: (519) 836-5477
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Jayce Johnson
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [x] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest
- [x] other: prevent loss of pleasant residential neighbourhood

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑ Every road adjacent to residential areas should have bike paths. More importation on Downey than Niska

Bridge Alternatives:

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals No No NO ☐
- Stop Signs ☐

DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Improving the bridge to 2-lane will only encourage increased traffic (truck and vehicle) through a residential neighbourhood. Traffic has other options - beautiful access to Hanlon at Wellington and Laird. County Road 32 can be used to bypass the city. Speeders going through on Starmingan a risk for schoolchildren at the school crosswalks.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

If going to Kitchener, we use Niska to get to Hwy 24. If going to west Guelph, may use Whitelaw Road rather than the Hanlon.

4. **Comments/Questions/Suggestions:**

We would be very unhappy to have truck company on Whitelaw decide they need Niska for access to Hanlon. I think this is the thin edge of the wedge. As soon as we get used to more traffic, why not trucks maybe we should consider people before the 2-3 minute convenience this route would afford travellers using Niska as a short cut.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Fw: Niska Road Improvements Comment Sheet

Leonard Rach to: Jennifer Vandermeer 12/01/2014 09:23 AM
Cc: Philip Rowe, Ashley Gallaugher, Martina Paznar

----- Forwarded by Leonard Rach/RJB on 12/01/2014 09:22 AM -----

From: "Powell, Roy" [redacted]
To: "'leonard.rach@rjburnside.com'" <leonard.rach@rjburnside.com>, "'brad.hamilton@guelph.ca'" <brad.hamilton@guelph.ca>,
Date: 11/28/2014 10:43 AM
Subject: Niska Road Improvements Comment Sheet

My comment sheet on the Niska Road Environmental Assessment is attached.

I have another comment though:

> The high levels of traffic on Niska road would go away if HWY 6/Hanlon was turned into a proper limited access highway so that it isn't a race from light to light like it is now. The problem is that it takes forever to get through all the lights during rush hour.

Regards,

Roy Powell

[redacted]

DRAFT

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20141128103714813.pdf

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Roy Powell
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [✓] pedestrian / cyclist / public safety
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- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Preferred options are the best choice by far.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Rarely used.

DRAFT

4. **Comments/Questions/Suggestions:**

Closing the bridge to vehicle traffic or removing the bridge are not realistic options unless there are plans for a new road to replace Niska.

Rehabing the existing bridge sounds like ~~you~~ we would be wasting money

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
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Orangeville, ON L9W 3R4
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Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
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Re: Niska Road Improvement Municipal Class Environmental Assessment Study - Comment Sheet Response
darlene.halliwell
to:
Leonard Rach
12/04/2014 06:42 AM
Cc:
brad.hamilton, Jennifer Vandermeer, Philip Rowe, Ashley Gallaugher, Martina Paznar
Hide Details
From: [redacted]
To: Leonard Rach <Leonard.Rach@rjburnside.com>,
Cc: brad.hamilton@guelph.ca, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>, Philip Rowe <Philip.Rowe@rjburnside.com>, Ashley Gallaugher <Ashley.Gallaugher@rjburnside.com>, Martina Paznar <Martina.Paznar@rjburnside.com>

Thank you.

Email: [redacted]

From: Leonard Rach
Sent: Monday, December 1, 2014 9:08 AM
To: [redacted]
Cc: brad.hamilton@guelph.ca; Jennifer Vandermeer; Philip Rowe; Ashley Gallaugher; Martina Paznar
Subject: Re: Niska Road Improvement Municipal Class Environmental Assessment Study - Comment Sheet Response

Good Morning Darlene,

We thank you for your response and comments. I will arrange to have your name placed on our study contact list so that we may inform you of our study findings and any future meetings.

Leonard Rach P.Eng.
Project Manager

DRAFT

Leonard Rach, P.Eng.
Project Manager

R.J. Burnside & Associates Limited
15 Townline
Orangeville, Ontario L9W 3R4
Leonard.Rach@rjburnside.com
Office: 519-941-5331
Direct Line: 519-938-3043
www.rjburnside.com

Please Note: Our company has a new direct dial telephone system. You can now reach me by calling our general office line or by calling my direct office telephone number. Refer to my email signature for updated contact information.

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If you have received this communication in error please notify the sender at the above email address and delete this email immediately.

Thank you.

****

From: [redacted]
To: leonard.rach@rjburnside.com, brad.hamilton@guelph.ca,
Date: 11/29/2014 09:08 AM
Subject: Niska Road Improvement Municipal Class Environmental Assessment Study - Comment Sheet Response

DRAFT

Hello,

Please find below my responses and comments to the Niska Road Improvement Municipal Class Environmental Assessment Study - Comment Sheet

[redacted]

Questions: (Note: I will only be providing my response not repeating the question and all options)

1) residential property & pedestrian / cyclist / public safety

2a) Reconstruct the road

2b) Replace existing Bailey Bridge with a new two lane bridge. (additional comment, it would be nice if this could include a walking / cycle lane and road closed to Transport Trucks similar to Fife Rd)

2c) this is tough: I would recommend traffic circle as it would keep traffic flowing off Hanlon, allow flow into the YWMCA, yet address the flow of traffic onto Downy from Niska. Traffic lights would really need to be synchronized to Hanlon and Scottsdale if this was the preferred option. Stop Signs don't work with the volume.

2d) Yes - spending the money now and getting it right will save money in the future.

3) I am a daily commuter to Waterloo. I travel between 7:45am - 8:15am in the morning and between

5:45pm - 6:45pm in the evenings. I also use the road to travel to Westend of Guelph for groceries, movies and restaurants. We also, use to travel to Cambridge for shopping.

4) It is a lot of work and consideration to make these changes, thank you for doing a good job of communicating. I apologize, if there was an Online Survey and I missed it.

Cheers,
Darlene Halliwell

[redacted]

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	
Address:	
Postal Code:	
Phone:	
Email:	

DRAFT

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[✓] pedestrian / cyclist / public safety
[ ] recreational interest
[ ] general interest

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

The bridge needs to be upgraded to allow better flow of traffic

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Very important to avoid congestion on the Hanson

DRAFT

4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	KAREN BARR / JOHN BARR
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I prefer a one lane new bridge. This road is not designed to be a shortcut for traffic from the Hanlon to HWY 24 or 7. A one lane bridge is in keeping with the ~~fact~~ fact that there is the former conservation area which still is a wildlife habitat.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We constantly use this road to access the west side of Guelph, the Woodlawn businesses, Cambridge, Kitchener & the 401. Because we live in the neighborhood it connects us with the city. Close this road to traffic and we are only left with Downey Rd.

4. **Comments/Questions/Suggestions:**

I strongly oppose closing this road to vehicular traffic. For the entire subdivision the Downey / Kortright - Hanlon intersection and this road are the only links we have to Guelph ~~road~~

Over the years, we have noticed that the one lane bridge acts as a traffic

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R. J. BURNSIDE & ASSOCIATES LIMITED

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

control in the sense that having to stop acts as a speed control in an area where it is easy to speed.

Also, I feel it is important to minimize the impact on the environment and neighbourhood while allowing people in our neighborhood to enter & exit

DRAFT

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RECEIVED
DEC 0 1 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	BRENDA M. CAMPBELL
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☒
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☒
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

USE IT WEEKLY.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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RECEIVED
DEC 0 1 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	WALTER JAMESON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [X] residential property
   - [ ] member of interest group
   - [X] natural environment interest
   - [X] traffic volume interest
   - [ ] corridor importance for travel
   - [ ] pedestrian / cyclist / public safety
   - [ ] recreational interest
   - [ ] general interest
   - [ ] other:_____

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I support the proposal to upgrade the road and realize the bridge should be replaced. However, at present, there is a very busy traffic corridor. There are vastly too many cars using this small road as a short-cut to the Hanlon or south Guelph

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I live in the area just off Niska so this is an important access route to NW Guelph and highway 24. But it should be a LOCAL traffic corridor

Usually between 5-6:00 PM, it is a long wait at the NISKA-DOWNEY intersection due to the heavy traffic on both Downey & cars using NISKA as a short cut

4. **Comments/Questions/Suggestions:**

NISKA road should be a low-traffic LOCAL road. A one-lane bridge may deter too much traffic if there is a good alternate route

① extend STONE ROAD thru to WHITELAWS / HWY 24. Stone is already a good traffic corridor & no property backs onto STONE west of the HANLON.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. A bye-pass around the SW corner should be Hwy 24 to CR 32 to LAIRD Rd to the HANLON. This would be more acceptable to traffic if the circle at LAIRD & HANLON was not such a STUPID design. Regardless, this would keep thru traffic out of Town.

(3) NO access to the Hanlon at KORTRIGHT. This would discourage thru traffic thru NISKA.

(4) A truck barrier at the bridge to prevent Big Trucks on NISKA.

(5) A traffic circle at NISKA - GORDON. BUT - something also needs to be done at WOODLAND GLEN & GORDON.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 1 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Name:	Ray & Carol Jones
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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[✓] corridor importance for travel
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[ ] pedestrian / cyclist / public safety
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[✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the road to travel south and to Cambridge

4. **Comments/Questions/Suggestions:**

I recomend repairing/replacing the bridge south on Whitelaw Rd. This would relieve traffic on Niska, Downey and Pioneer Roads.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Why Did He Come *Anyway?*

DRAFT

Christ came into the world nearly two thousand years ago. This is a fact of history. All over the world in different languages and cultures, the arrival on planet earth of the Son of God is celebrated annually. *But why did He come?*

The Bible tells us why. We read in 1 Timothy chapter one at verse fifteen—*"Christ Jesus came into the world to save sinners."*

It is obvious that there is something fundamentally wrong with the human race. Vice and violence, cruelty and corruption, greed and godlessness abound everywhere.

Society has tried various methods to deal with these problems. However, the weary trail of broken hearts, lives and homes is irrefutable evidence that, in spite of millions of money, brilliance of brains, and triumphs of technology, nothing has improved. The problems remain and increase daily.

God has a word for this universal problem: *Sin!* Every human ill is but a symptom of this moral disease. Sin is man's greatest problem. It defiles his mind and body; it demands his energy, disturbs his home, distresses his soul, dulls his conscience. Man is an eternal being, and if your sin is not forgiven, it will at last keep you out of heaven and eternally separate you from God.

Man has coined a new vocabulary to describe sin and make it easier on his conscience, using words like "a white lie," "an affair," "a mistake," "an orientation." However, until we are willing to accept God's diagnosis, we will never seek the only effective remedy.

What is that remedy? It is not our religious endeavors and good works, our sacrifices and prayers. These will not take away sin from the sight of a holy God.

The remedy we need is found in the answer to our question, "Why did He come anyway?" Just why did the Son of God leave His throne of glory, stepping down from the infinities of uncreated light, to arrive in a world where there was no room for Him? He came to live among those who would revile Him, despise and reject Him. He came, not to

DRAFT

the kiss and the crown, but to the spittle, the thorn, the spear and the cross. But why?

Read the answer again in 1 Timothy 1:15, *"Christ Jesus came into the world to save sinners."* He did not come to be the leader of a new religion or to be a noble martyr. He came in infinite love to die for sinners, to die for you. If you receive Him simply by faith and rest in His sufficient sacrifice, He will give you salvation from your sin.

For a moment forget the toys, the trees, the tinsel, and the tinkling of the cash registers. Turn to Him from everything else just now. If you do, He will surely keep His promise, *"He that heareth My word, and believeth on Him that sent Me, hath everlasting life, and shall not come into condemnation; but is passed from death unto life."* (John 5:24)

Then you will have discovered the answer to the question, "Why did He come anyway?"

He came for you! *—J.B.N.*

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DRAFT

DEC 0 1 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	JIM TARDIFF
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☑
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I DON'T SEE THE VALUE TO ADD THE "PEDESTRIAN FRIENDLY FACILITIES"
HAVE YOU STUDIED THIS?

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I USE IT DAILY

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	RALPH & DEBORAH BENNETT
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
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- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

DO NOTHING BUT MAINTAIN IN GOOD REPAIR.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

TRAVEL DAILY TO WORK AND BACK - WIFE GOES SHOPPING TO STONE ROAD AREA VIA BAILY BRIDGE NISKA ROAD. FOR YEARS MY WIFE WENT TO WORK VIA THIS ROUTE AND WOULD HATE TO SEE IT CHANGED.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
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Comment Sheet

Bigger TRUCKS WILL USE THIS ROADWAY IF a NEW BRIDGE IS PUT IN PLACE. WE SEE these trucks more and more now. THE AREA should remain a peaceful drive from the growing CHAOS of everyday HANLON and 401 TRAFFIC.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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From: [redacted]
Sent: December 1, 2014 3:40 PM
To: Stephen Robinson
Subject: RE december 8 hertiage guelph meeting

Hello.

I would like to know please if our September 3, 2014 specific request to Heritage Guelph for a Cultural Heritage Landscape Technical Study which includes the Speed River valleylands, the historic pioneer Niska Rd. and the Bailey bridge will be on the December 8th agenda of Heritage Guelph.

If it is not on the Dec. 8 20014 Agenda please indicate when it will be brought to Heritage Guelph.

At the Niska EA PIC on November 27, 2014 it was mentioned that the Niska Rd. Environmental Assessment Study Team had already received comments from Heritage Guelph .

If this information is correct could you please provide me with the comments that Heritage Guelph sent to the EA Team?

DRAFT

Laura Murr

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DRAFT

Re: Fatality at the Bridge?
Vince Hanson
to:
Philip Rowe, brad.hamilton, Jennifer Vandermeer
12/03/2014 08:00 PM
Cc:
Leonard Rach, Jennifer Vandermeer, Ashley Gallaugher
Hide Details
From: [redacted]
To: Philip Rowe <Philip.Rowe@rjburnside.com>, brad.hamilton@guelph.ca, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>,
Cc: Leonard Rach <Leonard.Rach@rjburnside.com>, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>, Ashley Gallaugher <Ashley.Gallaugher@rjburnside.com>
Security:
To ensure privacy, images from remote sites were prevented from downloading. Show Images

Thank you. I knew about that as I lived on Niska then. A couple of people asked me about a fatality during the PIC. Someone mentioned there was something on the Boards or someone was talking about it as a single fatality. Thanks again. Vince

---

From: Philip Rowe
Sent: Wednesday, December 3, 2014 7:45 PM
To: [redacted] brad.hamilton@guelph.ca; Jennifer Vandermeer
Cc: Leonard Rach; Jennifer Vandermeer; Ashley Gallaugher
Subject: Re: Fatality at the Bridge?

This issue was mentioned or referenced a number of times at a number of meetings, including at the very first workshop by the Police.

The bridge was the scene of a crash that killed three people in 1993.

This is news well known by the community.

Here is a web link to an article done by the Guelph Mercury dated August 17, 2014

http://www.guelphmercury.com/news-story/4762411-that-night-on-niska-road/

or

http://www.cambridgetimes.ca/news-story/4762411-that-night-on-niska-road/

The article is called:

That Night on Niska Road
How the death of three Guelph teens helped change Ontario's driving legislation

DRAFT

From: "Vince Hanson" [redacted]
To: "'Leonard Rach'" <Leonard.Rach@rjburnside.com>,
Date: 12/02/2014 03:34 PM
Subject: Fatality at the Bridge?

Hi Leonard. Someone asked me at the PIC meeting about the fatality at the Bridge. I meant to ask you about it. Can you please tell me when that was and how it was related to the bridge? Was it a head-on collision? Or something else? Thanks.
Vince

BURNSIDE

Philip Rowe, C.E.T.
V. P. Environmental Planning and Assessment

R.J. Burnside & Associates Limited
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Mississauga, Ontario L5N 8R9
Philip.Rowe@rjburnside.com
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Direct Line: 905-821-5915
www.rjburnside.com

DRAFT

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Niska Road Improvements
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Name:	HUBER
Address:	[redacted]
Postal Code:	
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Niska Road Improvements
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Please explain.

only 5 th Ln

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used regularly

4. **Comments/Questions/Suggestions:**

DRAFT

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Municipal Class Environmental Assessment Study

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Do not disturb the nature park areas.
Protect the deer etc.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

[redacted]**nard Rach, P. Eng.**
oject Manager
. J. Burnside & Associates Limited
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Orangeville, ON L9W 3R4
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Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Jim Hutchison
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
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- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☑
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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

NUMBER 1 FOR ROAD AND BRIDGE.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

IT IS COUNTRY PROPERTY - LEAVE IT THAT WAY.
I TRAVEL TO POINTS NORTH & WEST OF THE CITY FOR WORK & PLEASURE

4. **Comments/Questions/Suggestions:**

DO NOT TURN IT INTO A HEAVY EQUIPMENT THOROFARE - THERE ARE ALREADY TOO MANY LARGE TRUCKS ON IT -

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

REPLACE APPLES FOR APPLES - IT IS IN THE COUNTRY -

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	NORMAN LAW / BARBARA LAW
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
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We feel with the ever increasing flow of traffic over the Bailey Bridge that a new 2 lane bridge is warranted for future safety.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Ken Marchant
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Single lane bridge works well as a traffic calming structure. Opening a two lane bridge would result in increased vehicle velocity and pose a danger to cyclist and pedestrians. Also, this is a major wildlife corridor and any new bridge should have a wildlife tunnel for deer, and other mammals as well as reptiles and amphibians. Anything to slow the traffic down.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use it several times a week to access Highway 24 and the N/W corner of the City. Important to leave open.

4. **Comments/Questions/Suggestions:**

Anything other than a full roundabout at Niska/Downey would be stupid. This is a dangerous intersection at present. No more bloody traffic lights - please.
Maintaining the Speed Valley as a primary wildlife corridor is paramount to this project. Construction should be as unobtrusive as possible.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Ideally, a roundabout should be constructed at its junction with Highway 24 – remove the light there.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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[redacted]

Our Fax Number [redacted]

Message From: Raymond Reid

Message To: LEONARD RACH. Date Sent: 2 DECEMBER 14

Business Name: R.J BURNSIDE & ASSOC.

Your Fax Number: 519-941-8120

Total pages including Cover Page: 7. If there are Missing Pages, please phone (519) 763-4000

Message: PLEASE FIND HEREWITH, MY COMMENTS REGARDING THE MSKA ROAD BRIDGE ALONG WITH MY LETTER TO THE TOWNSHIP OF PUSLINCH. THANK YOU FOR INVITING INPUT FROM THOSE OF US WHO ARE TOWNSHIP RESIDENTS. ALL THE BEST

RAYMOND REID

[redacted]

DRAFT

Raymond Reid
[redacted]

December 2, 2014

[redacted]

Attention: Mayor Dennis Lever and Township Council

Re: City of Guelph Proposal for Bridge Replacement on Niska Road

Dear Sirs:

As you know, the City of Guelph is proposing to make improvements on Niska Road which currently is the subject of a Municipal Class Environmental Assessment Study for which they are currently circulating the neighbors and soliciting input.

As an affected resident and ratepayer, resident in the Township of Puslinch, I and others have been notified of the various options being considered at present. Clearly, the existing Bailey Bridge needs to be improved or to be removed to ensure safety for the traveling public.

I understand the need for progress and am not negative to any of the proposals in general terms. However, if the bridge is improved to a two-lane structure sufficient to carry heavier vehicles, there is little question that substantially higher traffic volumes in general, and heavy truck traffic in particular, will eventuate.

The City of Guelph is also proposing changes in conjunction with the above to alleviate the traffic bottleneck currently experienced at the junction of Niska Road and Downey Road which could entail traffic lights or a roundabout. A reasonable person can only assume that if more traffic comes off 24 Highway on route to the Hanlon Expressway and if the junction of Downey Road impedes those vehicles, they will quickly learn to turn south on Pioneer Trail to Laird Road in order to gain access to #6.

Pioneer Trail currently has a 40 foot wide road allowance, a gravel surface and two steep hills. Currently, this road, being adjacent to the city limits, is a favorite walking place for our city neighbours and their dogs. Many times one has to crowd beyond the center of the road at the top of the hills to be respectful of pedestrians and pets while still taking care to avoid oncoming traffic. Being a resident of Pioneer Trail, I am concerned about my safety and that of my family and neighbors as well as the well-being of the through traffic, the many pedestrians and the plethora of mammals which pass along the wildlife corridor that crosses Pioneer Trail at the intermediate creek and woods.

DRAFT

The above problem can be addressed in a number of ways. The simplest and most effective is to choose one of the alternatives noted by the City of Guelph as "Close bridge to vehicular traffic". This would probably be my first choice. However, in practical terms I rather doubt this option will be selected, in which case two simple changes may mitigate the problem to some extent.

Firstly, if the existing bridge is replaced with a new structure, a maximum load limit should be posted and the bridge should be equipped with a horizontal bar installed so as to limit the height of heavy trucks and transports that are allowed to cross. Secondly, the Township should install three or four "No Truck" signs along Pioneer Trail. None of these alternatives would be cost prohibitive and would, in my opinion, go some distance to alleviate the problem. Of course, I have no question that high-speed motorists in automobiles will still use Pioneer Trail as a morning and evening speedway. I myself have been forced to brake abruptly many times over the years at the entrance to Riverbend Trailer Park. Some drivers meandering along the interior park roads seem to lulled into a mental disconnect and often pull out onto Pioneer Trail without looking.

The ultimate solution, and that within the sole prerogative of Puslinch Township council, would be to convert Pioneer Trail into a cul-de-sac immediately south of the city limits. This would force people to take Country Road 32 to Laird and then turn west to the Hanlon, continue on 24 to the Hanlon, or persevere with the four-way stops and then work their way along Niska Road at a slower pace.

I look forward to your reply in due course and if you deem it reasonable to write to the City's engineers, I would appreciate a copy of the correspondence.

In the meantime, I send every good wish for the upcoming festive season to each of you.

Respectfully,

RAYMOND REID

DRAFT

c.c Brad Hamilton, P. Eng
Project Engineer
City of Guelph
1 Carden Street
Guelph, Ontario
N1H 3A1
Delivered By Fax To: (519) 822-6194

cc. Leonard Rach, P. Eng.
Project Manager
R.J. Burnside & Associates Limited
15 Townline
Orangeville, Ontario
L9W 3R4
Delivered By Fax To: 519-941-8120

City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	RAYMOND REID
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

SEE ATTACHED

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I USE THE ROAD ON A DAILY BASIS BUT WOULD PREFER TO SEE IT CLOSED

DRAFT

4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

PLEASE SEE ATTACHED. LETTER.

DRAFT

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Niska Road Improvements
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Name:	Rob & Heather Ridpath
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Please explain.

I Lane Bridge forces people to slow down, so its better for wildlife + less likely to be used by more vehicle

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Use it almost daily + also cycle or run on it.

Would take alot longer to go other roads for commuting

4. **Comments/Questions/Suggestions:**

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Comment Sheet

Name:	WILLIAM HELENA RYDER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

This has become a very busy connection especially at rush hours

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use it almost daily to & from our residence to ~~work~~ HIGHWAY 7W end to top end of Hanlon.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

We see the need to repair and update Niska road and the bridge. It is also important to consider the environmental effects. But this connection has become almost essential to residents of Ptarmigan and Downey apart from drivers using it as a short cut at rush hours -

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Engineer
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Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

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Comment Sheet

Name:	Heidi Schumacher
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [X] natural environment interest
- [X] traffic volume interest
- [X] corridor importance for travel
- [ ] other:_____
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

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- Traffic Turning Circle/Roundabout ☑
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- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I use the Niska Road bridge on a daily basis, whether to drive to work on the weekdays or to access downtown Guelph, Cambridge or Kitchener-Waterloo on weekends * It is a vital part of my accessibility. A two-lane bridge would provide a safer method to cross the bridge as some drivers tend to barge across, not waiting their "turn".

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road corridor for my daily commute to avoid the heavily congested Hanlon Parkway. I avoid the "Hanlon" at all costs as it's volume of traffic backlogs creates frustration and a significant loss of time for me.

4. **Comments/Questions/Suggestions:**

In addition to a traffic circle at Downey/Niska may I suggest a roundabout at Niska and Ptarmigan? I have seen too many vehicles sail through the "4-way stop" creating very dangerous and tense moments.

I myself was issued a "failure-to-stop" traffic violation as I drove uphill →

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

to the 4th way (approach was from the bridge)

removing
Besides ~~adding~~ a place for police to lay in wait for traffic offenders, a roundabout would help keep traffic flow in a (hopefully) less risky manner.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	RICHARD SIZER AND PAMELA SIZER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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[ ] residential property
[ ] member of interest group
[ ] natural environment interest
[ ] traffic volume interest
[✓] corridor importance for travel
[ ] other:_____

[ ] pedestrian / cyclist / public safety
[ ] recreational interest
[ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Turning Circle/Roundabout ☑
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- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

WE BELIEVE IT IS IMPORTANT TO PROVIDE THE APPROPRIATE INFRASTRUCTURE FOR THE TRAFFIC THAT USES THIS CORRIDOR. IT IS AN IMPORTANT ROAD CORRIDOR AS IT IS ONE OF THE FEW THAT CROSSES THE SPEED RIVER. THERE ARE NO CROSSINGS THAT CONNECT TO STONE OR COLLEGE ROADS THAT ARE AVAILABLE FOR PEOPLE LIVING IN THE WEST SIDE OF GUELPH.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

WHEN WE COMMUTED TO MISSISSAUGA AND BEYOND WE USED THIS ROAD CORRIDOR EVERY DAY. WE NOW USE IT REGULARLY AS A TRAVEL ALTERNATIVE TO THE SOUTH-END OF GUELPH, ESPECIALLY WHEN THE HANLON PARKWAY IS OPEN CONGESTED.

4. **Comments/Questions/Suggestions:**

WE FELT IT WAS IMPORTANT TO RESPOND TO THIS SURVEY BECAUSE YOU MAY NOT HEAR FROM THE SILENT GROUP WHO SUPPORT YOUR PRELIMINARILY PREFERRED OPTIONS.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	RUTH ANN SMIT
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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1. **My interest is: (please check all that apply)**
   - [✓] residential property
   - [ ] member of interest group
   - [✓] natural environment interest
   - [✓] traffic volume interest
   - [✓] corridor importance for travel
   - [ ] other: Senior who drives this route often plus I like to walk & bike this route - need to feel safer walking & biking the route.
   - [✓] pedestrian / cyclist / public safety
   - [✓] recreational interest
   - [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

- Please reconstruct bridge to two lanes but also to include safe opportunities for pedestrian sidewalks and bike lanes
- I use it alot for walking + biking and would like to have an alternative that is SAFER than current one.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- use it very frequently to get to locations to the NORTH (highway 124; Woodlawn / Speedvale, etc)
- Use this route above as alternative to using Hanlon.
- Recently retired school teacher. When I was still working - this was my daily route to get to work (downtown).

4. **Comments/Questions/Suggestions:**

Roundabout option: I have lived and driven in New Zealand where I was first introduced to round-abouts - Great, efficient strategy.

- Roundabout at Downey + Niska would "fit" / facilitate calming traffic using Downey Road.

A Stop light would be problematic to traffic using Woodland Glen / Y traffic (intersections too close to one another - congestion at busy times of day)

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

- I like the idea of keeping the bridge (rural feel)
- but it needs to be 2 way with safe bike and pedestrian option
- Niska Road also needs to be reconstructed to add safe options - walking + biking.
- I really feel it is important to facilitate safe walking + biking - beautiful natural "gem" environmentally - lets encourage safe use of this route (walking, biking)!

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Melanie Stronach
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I really like this route to avoid the Hanlon!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this route twice a day, four times a day on weekends and so it is very important to me.

4. **Comments/Questions/Suggestions:**

I love the idea that cyclists and pedestrians could be safer here along with the traffic

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

See reverse

Please do not close to vehicles

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Vince Timpano
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

Improvements should be made for safety reasons. I believe that there have been 2 deaths around the bridge since we have moved into the area in 1988. There should be a safer exit route in case of emergency than just the one lane bridge.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road daily to leave ~~me~~ or return to my home

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Brad -
No Name on envelope or on Comment sheet?

Dan

BURNSIDE

Niska Road Improvements
Class Environmental Assessment Study

Comment Sheet

eliminary preferred options? Yes ☐ or No ☑

I would like to see 1 single for traffic 2 singles for Bikes, One side walk.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the Bridge once a week to go to Cambridge every Saturday morning One single lane slows down the traffic Every weekend no one seems to mind waiting ~~Not a problem~~ on each others

4. **Comments/Questions/Suggestions:**

It is a very colourful drive and I would hate to see it leave!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I like the single ~~Bridge~~ Bridge St. slows people to sit on them for a few secs.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MARTIN ALDERWICK
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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1. **My interest is: (please check all that apply)**

- [X] residential property
- [ ] member of interest group
- [X] natural environment interest
- [ ] traffic volume interest
- [X] corridor importance for travel
- [ ] other:_____
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [ ] general interest

Guelph

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Stop sign at Niska / Downey should be adequate
Downey not always heavy traffic

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
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Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road** - Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☒

Bridge Alternatives:

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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☒

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☒

DRAFT

Guelph

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

Should be a Clare bridge

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

use to go to Waterloo and parts of Cambridge from time to time

DRAFT

4. **Comments/Questions/Suggestions:**

RECEIVED
DEC 0 3 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	FRANCIS BAYNE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

THE ROAD RECONSTRUCTION & REPLACING OF THE BRIDGE ALONE WILL ENSURE A LONG LASTING SOLUTION

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I USE THIS ROAD TO GET TO HWY 6 NORTH WHEN I AM GOING TO TORONTO OR GOING TO THE SOUTH END. ALSO TO GET TO THE AREA BRIDGE PATH DR

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	PAUL CLARK
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

the rd takes some traffic off of Hanlon/Wellington St access to Highway 24 — an area that is only going to get more busy as time goes on!!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this rd to access Highway 24 - it is a quick access to the main rd!

4. **Comments/Questions/Suggestions:**

You have made the correct/obvious decision! there was never a question about the end result SO WHY DID we waste ALL this money on this assessment?? now the project is costing the tax payer more money than was necessary!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

do not waste more money! do the job that needs to be done! we knew the job before we started this process — we wasted money — tax payer money!

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	PERRY GRIMES
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

IT WOULD TURN INTO ANOTHER OUTSIDE THE COMMUNITY ACCESS TO THE WEST OF GUELPH. (VERY BUSY ROAD). THERE IS PLENTY OF ACCESS NOW @ 401, 24 AND 7 AS WELL AS MANY OTHER SMALLER ROUTES.
IT WOULD COMPROMISE THE GREEN BELT AND BECOME OPEN TO MORE RESIDENTIAL COMMERCIAL AND INDUSTRIAL DEVELOPEMENT OVER TIME.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

OCCASIONAL USE. COULD LIVE WITHOUT IT

4. **Comments/Questions/Suggestions:**

ACCESS TO WEST SIDE OF THE SPEED FOR PEDESTRIANS + CYCLISTS IN ORDER TO TAKE AVAIL OF THE TRAILS ALONG THE WEST SIDE OF THE SPEED RIVER. THERE ARE TOO FEW AREAS REMAINING NATURAL INSIDE CITY LIMITS NOW

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I FEAR THIS WHOLE IDEA OF "PREFERRED OPTION" IS ABOUT FUTURE DEVELOPMENT AT THE EXPENSE OF OUR LOCAL COMMUNITY AND WETLAND. ANOTHER ASSAULT ON THE WETLANDS AND NATURE WHICH IS PRECIOUS TO ME.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Sandra Grimes
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [x] natural environment interest
- [x] traffic volume interest
- [ ] corridor importance for travel
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest
- [ ] other: worried about loss of natural green space, preservation forest, damage to River.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Guelph

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- Speeding is already a problem on Niska. To add another lane would encourage more speeding

-

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- This area is very natural + beautiful. Many people use it to walk + enjoy nature.

- I walk it everyday + see first hand how many people speed here + thru Niska.

4. **Comments/Questions/Suggestions:**

- Maintain this area as a nature preserve for the citizens of Guelph.

- Establish trails for walking, jogging, X-country skiing + other family activities.

- Educational + Historical signs + posters through the areas. (P.H.S. + ... + ... + ...

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

RECEIVED
DEC 0 3 2014
PBEE - Engineering Services

Comment Sheet

Name:	Bruce & Sharon Hollyer
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

bike lane on new bridge useful even if there for future use; will add to safety and can connect to future bike lines if not in place west of bridge.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

1) We use for access to #24 and for travelling to Kitchener; not for daily commute.
2) Also use for hiking
3) We also access trails for walking west of the bridge.

4. **Comments/Questions/Suggestions:**

traffic lights at Niska / Downey would aid safety given alignment of intersection and sight lines.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	KIM JONES
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Municipal Class Environmental Assessment Study

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DRAFT

City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

IT IS A GREAT WAY TO EXCLUDE TRUCKS. AND KEEP SPEEDS DOWN. I LIKE THE ONE-LANE BRIDGE BUT MAKE IT A MORE PERMANET STRUCTURE WITH BIKE LANE. IT IS A GREAT WAY TO ACTUALLY HAVE TO BE COURTEOUS + ACKNOWLENGE OTHER DRIVERS. I ALSO AARRECIATE THE SCENERY AND LOOKING FOR LOCAL WILDLIFE WHILE WAITING FOR TRAFFIC.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I PREFER TO TRAVEL ON "OFF" RORDS SO USE IT TO GET TO WORK + CHURCH + LOCAL GROCERY SHOPPING. I TRAVEL PERIODICALLY TO KITCHENER AND CONESTOGO AND USE THIS AS A SHORTCUT.

4. **Comments/Questions/Suggestions:**

THANK YOU FOR ALL YOUR TIME + EFFORT AND TRULY INVITING THE "NEIGHBOURHOOD" TO MAKE PROPER + DEMOCRATIC DECISIONS. YOU HAVE OFFERED STUDIES, SURVEYS, THIS INFORMATION SHEET AND MANY MEETINGS. I APPRECIATE THE SERIOUSNESS

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
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Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
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Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3
PBEE - Engineering Services

Name:	Katie Krant
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [x] natural environment interest
- [ ] traffic volume interest
- [x] corridor importance for travel
- [ ] other:_____
- [x] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑

Bridge Alternatives:

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- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I would prefer the one lane bridge to the two lane. I suspect the two lane bridge would mean clearing of the woods to expand the bridge. I hope the traffic study supports the need to widen the bridge!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

This road is part of my daily commute. Driving a different route would increase my commute time substantially.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3 2014
Engineering Services

Name:	Ralph Macartney
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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From [redacted]

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

From [redacted] SIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I support the preferred option of a reconstructed roadway and 2 lane bridge as this would provide a safe environment for bicyclists, walkers and travellers. Commuters would continue to have ready access to businesses in the south end of Guelph incl. the industrial park. Performing the road reconstruction & new bridge (2 lane) is the most efficient use of taxpayer dollars when compared to continual repairs to existing roadways & bridge.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I travel on the road corridor once or twice weekly to visit friends, attend sport events in the Hespeler area of Cambridge.
I also purchase vegetables & other foods at the 2 farmers markets on Wellington 32 (in 3 seasons of year).
I value the area for hiking during 3 seasons of year.
This corridor is valuable as I don't have to rely on the Hanlon with the huge number of cars and trucks and the stop light.

4. **Comments/Questions/Suggestions:**

Further comments include the preferred option's that it provides an alternative way to move around the south western part of the city should a major (serious) accident occur on the Hanlon (which has happened in the past) and resulted in the highway being closed due to an investigation.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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BURNSIDE
DEC 0 3 2014
EE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	JAMES E. MACNEIL
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [✓] general interest
- [ ] other: Re-Move the Bridge

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☑
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
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Bridge Alternatives:	
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• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☐
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

We don't want a two lane bridge. Because we have tractor trailers and tankers using PTARMIGAN DR ~~Rd~~ and there is a school there. They come up from Downey from the Manor to get a short cut to Highway 24 to Cambridge and the police do nothing about it. A new two lane ~~brid~~ Bridge would mean more Big trucks. Take the bridge out and leave it closed or leave it alone.

All the part is Kelling the speed ruses anyway.

Thanks.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Beverly + Scott McEwen
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☒

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐ 4
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☒ 1
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐ 2
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐ 3
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐ 5

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☒ 1
- Traffic Signals ☐ 2
- Stop Signs ☐ 3

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

We do not support replacing the bridge as this will increase unnecessary traffic. Access to highway 24 should be stopped. Too many people use it as a short cut when they could use the proper 24 access at the Waterloo intersection. The intersection of Downey & Niska does need improvement & the pedestrian + bike safety of Niska need fixing.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use Niska as our main access to the city. We rarely use the Niska bridge + would adapt to its absence.

4. **Comments/Questions/Suggestions:**

Side walks are needed on the north + south sides of Niska. People drive too fast on Niska + Ptarmigan.

Do not remove the 4 way stop at Niska/Ptarmigan!! People often use rolling stops here but at least the 4-way slows them down. Do not put a round about here.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3 2014
ring Services

Name:	McKILLOP
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☒
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DRAFT

I support taking steps to ensure the bridge is safe and can be properly maintained. If it is necessary to replace the bridge to achieve this goal, I am ok with that. If the existing bridge is safe, and can be properly maintained, this would be my preferred choice.

I think any steps that have the effect of facilitating Niska as a shortcut for northbound Hanlon traffic destined for Cambridge to use Niska instead of proceeding up the Hanlon to 24 South should be discouraged. Already we see a large volume of traffic coming through this route that does not seem to originate in, or be destined for Kortright Hills. With what must be +1000 residents in Kortright Hills itself now, there is significant traffic volume without encouraging additional traffic to move through the neighbourhood simply to avoid following the existing highways.

At the moment, heavy truck traffic is not permitted on Niska. This should be maintained. With the number of transport truck terminals now built at Whitelaw and Hwy 24, there is a regular trek of large trucks searching for a fast way to their terminal by coming through the neighbourhood and then being faced with the bridge. (I'm guessing the poor trucker's GPS device is identifying Niska/Whitelaw as a 'best route' option instead of taking them up to Hwy 24.) Better signage has been provided, but transport trucks still seem to find their way onto Niska with the intent of reaching Hwy 24.

Some solution is needed for the intersections of Niska/Downey and Woodland Glen/Downey. These intersections are so close together that turning left off of Niska or Woodland Glen is becoming difficult. Downey traffic is (I suspect) largely a function of the many homes in Kortright Hills. But the backups on Niska to turn out onto Downey seem to arise because of traffic transiting the neighbourhood from the bridge shortcut (in that the big backups seem to happen at 'rush hours'.) Any improvements that encourage increased vehicular traffic will probably create even bigger bottlenecks. A roundabout might be a good idea – but it would almost need to be a double roundabout to also handle Woodland Glen/YMCA traffic . Canadians still seem to be figuring out single roundabouts. Whether we are ready for a roundabout that leads into another roundabout would be an interesting study.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3 2014
gineering Services

Name:	DOREEN PASCOE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Considering the poor condition of both the road & bridge, I feel we should do the reconstruction well & right. Spend money wisely so costly repairs & traffic disruptions will be minimized in the future.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road corridor almost daily. It certainly is helpful to avoid the Hanlon & its traffic congestion.

4. **Comments/Questions/Suggestions:**

I do not agree with arguments I've heard of increased noise, more traffic or negative environmental concerns. I do not think people avoid this corridor because the bridge is one-lane.

I think it's time to get with the times & increase safety (reducing or eliminating fatalities) by making the bridge two-lane.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 03 2014

Name:	NICK C PESTILL
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [ ] residential property
   - [ ] member of interest group
   - [ ] natural environment interest
   - [ ] traffic volume interest
   - [✓] corridor importance for travel
   - [ ] other:_____
   - [✓] pedestrian / cyclist / public safety
   - [ ] recreational interest
   - [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑

Bridge Alternatives:

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- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

THIS IS AN IMPORTANT LINK OVER THE SPEED RIVER TO THE WEST.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

USE IT ALMOST DAILY FOR GROCERY SHOPPING, TO TRAVEL TO KITCHENER/WATERLOO/CAMBRIDGE

4. **Comments/Questions/Suggestions:**

A TWO LANE BRIDGE WITH PEDESTRIAN AND BIKE LANES IS YEARS OVERDUE

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

LETS DO THE COMMON SENSE APPLICATION WHICH IS A TWO LANE BRIDGE WITH PEDESTRIAN & BIKE LANES LONG OVERDUE

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
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City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Judy Reinhart
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [x] traffic volume interest
- [x] corridor importance for travel
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- [x] pedestrian / cyclist / public safety
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- [ ] general interest

City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐ No !!!

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

City of Guelph

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I think the road should be made pedestrian friendly.
If you make it a 2-lane bridge, this will increase the number of cars driving on Ptarmigan as well as Niska (as well as the speed).

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road to commute to my job in Waterloo.

I also use this road when going downtown or north of downtown to avoid traffic on Downey Rd, as well as the Hanlon.

4. **Comments/Questions/Suggestions:**

I do not want this changed to a 2-lane bridge!! We do not need more traffic on Ptarmigan or Niska Rd. There is already too much traffic at the lights at the corner of Whitelaw & Hwy 24 (and only a 2-lane road). It would be nice to have space on at least 1 side of the road for cyclists & pedestrians.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Name:	Jim + Anne Sanders
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [x] traffic volume interest
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- [x] pedestrian / cyclist / public safety
- [x] recreational interest
- [x] general interest
- [ ] other:_____

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

See #4

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Do not use this corridor on a daily basis. Use to connect to #24 or Elmira Rd.

4. **Comments/Questions/Suggestions:**

Will two lanes be added between the bridge and highway 24? If not, widening from bridge to Downey is not helpful.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
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Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
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Tel: 519-822-1260 x 2319
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 0 3 2014
PBEE - Engineering Services

Name:	Valerie Smith
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
• **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*	☑
Bridge Alternatives:	
• **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".	☐
• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐
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Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☑
• Stop Signs	☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

I support paving the road and putting in bike lanes. As it is, it's very dangerous for cyclists.

I've never seen any unsafe driving at the bridge itself. People are careful, slow and courteous, and it's not so busy that you ever have to wait. One lane is working right now.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this route 3 days a week to get to Kitchener. I travel during off-hours.

With so few ways to get over the river in Guelph, getting rid of a bridge should NOT be an option.

4. **Comments/Questions/Suggestions:**

I'm concerned that constructing a two-lane bridge will increase traffic. We also use the walking trail along the river regularly, and I'm concerned about the environmental impact on the trail system.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
R. J. Burnside & Associates Limited
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Do not use on a daily basis. Do use 3 or 4 times a month visiting family

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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DEC 04 2014
PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	SUSAN BROCON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☑
Please explain.

YES AND NO – WHILE I UNDERSTAND THE NEED TO CONSIDER IMPROVEMENTS WHEN LOOKING AT THIS ISSUE, I AM INCLINED TO SUPPORT REPAIRING AND STABILIZING THE EXISTING ROAD AND REPLACE THE BRIDGE WITH A NEW ONE LANE BRIDGE. THE NATURAL BEAUTY AND TRANQUILITY OF THE AREA WOULD BE LOST WITH OTHER SOLUTIONS.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I HAVE RECENTLY RETIRED BUT I USED THIS CORRIDOR TWICE A DAY FOR 19 YRS GOING TO AND FROM WORK. THE CORRIDOR PROVIDED ~~FOR~~ ME WITH A LITTLE RESPITE FROM THE MADNESS OF HWY RD 124. BEING ABLE TO USE THIS ROUTE ~~WAS~~ DAILY WAS A REMINDER ~~TO~~ SLOW DOWN AND ENJOY THE MOMENT.

4. **Comments/Questions/Suggestions:**

ANOTHER BENEFIT ~~SIDE EFFECT~~ OF HAVING A ONE LANE BRIDGE ON NISKA IS THAT IT SLOWED TRAFFIC AND PEOPLE HAD TO WAIT ~~THERE~~ THEIR TURN TO CROSS. MOST PEOPLE ACKNOWLEDGED THE COURTESY WITH A RECIPROCAL WAVE OR NOD. I FOUND THAT DRIVING HABITS IMPROVED AT THE BRIDGE.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

ON OCCASION IN THE WINTER THE ROAD WOULD BE VERY SLIPPERY WITH ICE OR SNOW. NO MATTER WHAT THE OUTCOME OF THE DECISION WINTER MAINTAINANCE OF THE ROAD WILL REQUIRE MORE DILIGENCE.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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DEC 0 4 2014
TO BE Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MARTIN EVANS
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

SHORT CUT FROM HIGHWAY #6.
NOT USED AS A COMMUTE

DRAFT

4. **Comments/Questions/Suggestions:**

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

My main concern would be the increase in traffic volumn on Whitelaw if a two lane bridge was built.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name: Ms. JANE McCULLOCH

Address: [redacted]

Postal Code:

Phone:

Email:

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [x] corridor importance for travel
- [ ] other: _____
- [x] pedestrian / cyclist / public safety
- [x] recreational interest
- [x] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☑
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

To reconstruct road and re-build bridge as a two lane thoroughfare would not only prove detrimental to local wildlife but would greatly increase the speed of traffic travelling that road - A "NO WIN" situation all round, I fear

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We travel to Cambridge fairly regularly and use this pleasant route to join up with Hwy 24. We also take nature walks & take photographs of creatures & birds in their habitat -

4. **Comments/Questions/Suggestions:**

So many buildings and land areas in and around Guelph have been destroyed, all in name of "progress". Guelph is no longer the unique town it used to be, world known for it's University and wonderful green space - People comment these days that it has become

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BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

just another suburb of Toronto with an ever-increasing series of "little boxes" taking over everything green. Please, for once, leave this little corner of Guelph alone; repair the bridge or rebuild it if you must, but let it remain a single lane thruway - it's a marvelous way of slowing down the (all too often) speeding traffic and will certainly reduce the amount of animals killed or maimed on the road.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
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BURNSIDE
DEC 0 4 2014

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

PBEE - Engineering Services

Name:	P. McNamara
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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   - [ ] member of interest group
   - [x] natural environment interest
   - [x] traffic volume interest
   - [x] corridor importance for travel
   - [ ] other:_____
   - [x] pedestrian / cyclist / public safety
   - [x] recreational interest
   - [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Short-term - rehabilitate the existing bridge - it is a traffic control feature.

Longer term - 2 lane bridge, but with some traffic control (speed) features and/or bike lane. This route is a significant bike route within the city + out into the country side.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Quite important
- vehicle commuting route to south part of city
- bike route to the south of the city with minimal traffic - Hwy 24 is + Reg. Road 32 are unsafe to bike on.

4. **Comments/Questions/Suggestions:**

Niska Road is the only minimal traffic road from the west to south end of the city (and south into the country - it is critical that this be maintained

If the road is ~~only~~ reconstructed/replaced, a sidewalk is not necessary but a bike path is.

- sidewalk is expensive and won't be used that much. The pedestrians that would use it can use the bike path.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 05 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Name:	Porchia Cruz
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

1) * For safety mainly, also I hope they put light posts in NISKA it's really dark in there. Its hard to see pedestrians at night.
2) convenience - not having to wait for other cars. - to cross the bridge

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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DEC 05 2014

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Sue Dunsmore
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- bridge is needed - 2 lane is preferred but single lane would be alright.

- do not see the need for pedestrian or bike accomodations - I do not see this as a concern or need. (I have never needed to slow or allow walkers / bikes to go over the bridge)

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- not part of daily commute to work, however use it about 2 times per week to travel in that direction

4. **Comments/Questions/Suggestions:**

- through traffic is very important for people who live in this neighbourhood

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
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Fw: Public Feedback

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 12/08/2014 10:18 AM
Cc: Ashley Gallaugher, Martina Paznar

FYI and file - I've responded. Len
----- Forwarded by Leonard Rach/RJB on 12/08/2014 10:17 AM -----

From: Julia Forward [redacted]
To: leonard.rach@rjburnside.com, brad.hamilton@guelph.ca,
Date: 12/05/2014 03:28 PM
Subject: Public Feedback

Thank you for your consideration.

NiskaRoad_PIC1StudyInformationCommentForm_13November2014.pdf

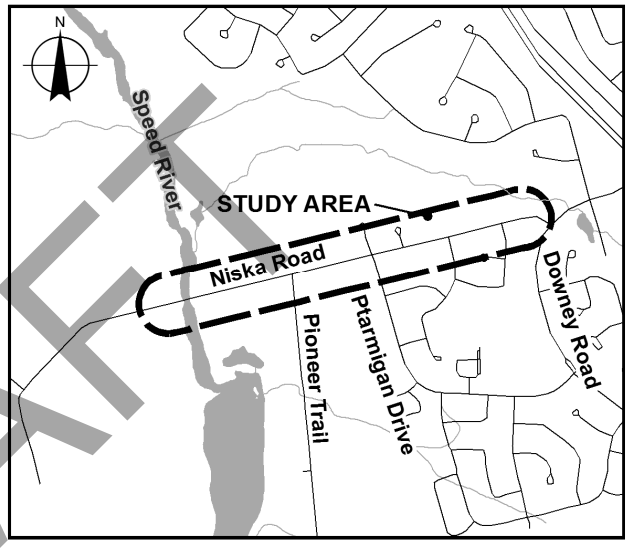
DRAFT

NOTICE OF PUBLIC INFORMATION CENTRE #1
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Niska Road Improvements
From the City Limits at the Speed River to the Downey Road Intersection

The study
The City of Guelph (City) is undertaking a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey 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 several alternative solutions for the road, improvements to the Downey Road intersection, impacts to the environment and community road safety issues, a range of alternative bridge solutions have been examined. The approximate extent of the Study Area is shown on the map.



The process
The Environmental Assessment is being conducted as a Schedule C Project in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007 and 2011) which is an approved process under the Ontario *Environmental Assessment Act*. The Class EA process includes public, stakeholder and review agency consultation; an evaluation of alternative solutions to address the problem; alternative design concepts for the preferred solution; an assessment of potential environmental effects of the proposed improvements, and identification of reasonable measures to mitigate any potential adverse impacts.

Opportunity to participate
The first of two Public Information Centres (PICs) will present the study's problem/opportunity statement, results of environmental and technical studies, the alternative solutions considered for the road and bridge, and the preliminary preferred solutions as determined by the study team.

DATE: Thursday November 27, 2014
TIME: 5:00 pm – 7:00 pm
LOCATION: Kortright Presbyterian Church Gymnasium
55 Devere Drive
Guelph, Ontario

This location is wheelchair-accessible.

For more information
Further details, including the list of alternative solutions, are provided in the enclosed **Study Information Sheet**. Feedback on the study can be provided on the enclosed **Comment Sheet** or provided on-line at http://guelph.ca/niskaroad. If you have questions or comments, or would like to be added to the project mailing list, please contact one of our study team members.

Brad Hamilton, P. Eng.
City Project Engineer
City of Guelph
1 Carden Street
Guelph ON N1H 3A1
T: 519-822-1260 x 2319
E: brad.hamilton@guelph.ca

Leonard Rach, P. Eng.
Consultant Project Manager
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Orangeville ON L9W 3R4
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(This notice first issued November 13, 2014)

DRAFT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Niska Road Improvements
From the City Limits at the Speed River to the Downey Road Intersection

STUDY INFORMATION SHEET

The study
The City of Guelph (City) is undertaking a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey Road. Both the road and bridge are in poor condition and require improvements. The EA study aims to improve the road and bridge in order to ensure access and safety for the nearby and surrounding community, while reducing the need for costly repairs.

Public consultation
Public consultation is integral to the EA Process. A comprehensive consultation program has been followed for this study, including consultation with affected stakeholders such as regulatory agencies, aboriginal groups, local residents and the establishing of a Community Working Group (CWG). All feedback received during the course of the EA has been recorded and responses provided. This consultation process is used to contribute to and enhance evaluation criteria when examining and evaluating alternative solutions. Feedback is also used when determining mitigation measures and design options during the detailed design phase of the EA. The collection of correspondence from a variety of stakeholders is integral to ensuring that chosen solutions best serve the community and surrounding areas.

Community Working Group
In order to enhance public involvement in the study process, the City convened a Community Working Group (CWG) which consisted of 13 members from the community. The CWG and the study team, which includes representatives from the City and the consultant team met to discuss all aspects of the study including, but not limited to: the natural environment, community safety, community heritage, transportation and traffic, fiscal responsibility, and impacts and mitigation measures of alternative solutions. The City obtained input from the CWG through the 6 evening meetings conducted.

Study update
The EA Study is currently in Phase 2 of the Municipal Class EA process. Several alternative solutions were identified by the study team with input from the CWG.

The following **preliminary alternative solutions** were identified for the **road**:
1) Do nothing but maintain road in a "good state of repair";
2) Repave road; and,
3) Reconstruct road.

The following **preliminary alternative solutions** were identified for the **bridge**:
1) Do nothing but rehabilitate existing bridge and maintain it in a "good state of repair";
2) Close bridge to vehicular traffic but maintain bridge to accommodate pedestrian and cyclist traffic;
3) Remove bridge and do not replace existing bridge (involves converting Niska Road to a local residential street and would cut-off all direct access to the west across the Speed River);
4) Replace existing Bailey bridge with a New One-Lane bridge; and,
5) Replace existing Bailey bridge with a New Two-Lane bridge.

A detailed evaluation of each preliminary alternative solution was completed based on five major criteria: natural environment; socio-economic environment; cultural environment; financial factors and technical factors. The study team reviewed input and feedback provided by the CWG, Grand River Conservation Authority, review agencies City staff and involved stakeholders. Following the evaluation, the **preliminary preferred solutions** being put forward by the study team are: **Reconstruct road** and **Replace existing Bailey bridge with a New Two-Lane bridge**. These preliminary preferred solutions will be presented at the first Public Information Centre (PIC).

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Public Information Centre #1
As part of the consultation process, PIC#1 is being held on November 27, 2014.

PIC#1 is your opportunity to…

- **review** the results of the EA study to date
- **engage** in meaningful discussions with community members and the Study Team
- **provide** comprehensive comments on the study

City staff and the consultants will be on-hand to answer any of your questions.

Information to be presented at PIC#1 includes the problem/opportunity statement, results of environmental and technical studies, alternative solutions considered for the road and bridge and the preliminary preferred solutions (noted above). A Notice providing the details of PIC#1 including the location and timing of this meeting will be published in the Guelph Tribune, will be made available on the City of Guelph website (guelph.ca) and will be circulated to all stakeholders who have indicated an interest in study to date. The public is encouraged to attend the meeting to learn about and participate in the project. A copy of the PIC boards will be available on the City of Guelph website on November 28, 2014 for reference.

Next Steps
Based on input obtained at the first PIC and ongoing engagement with agencies and other key stakeholders, the Study Team will look to complete Phase 2 of the Municipal Class EA process by selecting the Preferred Solution for the road and bridge. The Study Team will then proceed into Phase 3 of the Municipal Class EA Process where alternative design concepts will be identified and evaluated. Preliminary preferred design concepts will be presented at the second PIC in order to obtain input from the public. Consultation will be ongoing and feedback is encouraged throughout all stages of the EA.

Providing Comments
A **Comment Sheet** has been enclosed to allow opportunity for your feedback. Your feedback on the preferred solutions presented above is important to the study and is greatly appreciated. The information you provide will help the study team gather suggestions and understand the level of acceptance or disagreement with the preliminary preferred solutions. You may complete the attached Comment Sheet on-line at http://guelph.ca/niskaroad, or submit by email, mail or fax to the Study Team members listed below. For more information regarding this project, to provide questions or comments or if you would like to be added to the project mailing list, please contact either one of our project team members:

Brad Hamilton, P. Eng.
City Project Engineer
City of Guelph
1 Carden Street
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T: 519-822-1260 x 2319
E: brad.hamilton@guelph.ca

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15 Townline
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E: leonard.rach@rjburnside.com

Published: November 2014

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Julia Forward
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☒

Bridge Alternatives:

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- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☒

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☒
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

The road has its foremost importance to me as a commuter, but I also enjoy using the trail near the bridge for recreational purposes, and cycling along this road since there is not a lot of traffic generally.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

This road is very important to my commute. My husband and I go over it 4 times a day to drop off and pick up my child from daycare at the YMCA. We also use it to access the South End of Guelph. The alternative is to take Wellington and Hwy 6. This route would add about 10 minutes of commute time each way, for a total of about 40 additional minutes each day in the car, between my husband and me.

4. **Comments/Questions/Suggestions:**

Turning left from Niska onto Downey during rush hour periods is difficult with the current stop signs. I feel traffic lights would be overkill sine the Hwy 6 lights are so close and already very long. My perception is that cars are speeding quite a bit when they travel along Downey past Niska. A roundabout would have the desirous effect of slowing down speeders and also allow left turning off Niska during peak times.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
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Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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DEC 05 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	H Salon
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [ ] residential property
   - [ ] member of interest group
   - [✓] natural environment interest
   - [ ] traffic volume interest
   - [ ] corridor importance for travel
   - [ ] other:_____
   - [✓] pedestrian / cyclist / public safety
   - [ ] recreational interest
   - [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

We are in support of repairing the bridge, and implementing bike lanes, as well as sidewalks.

3. How do you use this road corridor and / or how important is this road corridor to your daily commute?

N/A

4. Comments/Questions/Suggestions:

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph, ON N1H 1C4
Tel: (519) 823-4995 x3043
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Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
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Tel: 519-822-1260 x 2319
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Guelph
Making a Difference

BURNSIDE

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R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	GUS SARANTAKOS
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☑
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- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Yes I support the options, but mainly for
1) improving the bridges condition
2) include sidewalks for pedestrian use
3) keep/preserve the natural environment.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road corridor because it is the best direct corridor towards Cambridge and the 401 West.

My wife also uses this corridor to get to work in Cambridge.

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Rebecca Stokes (Classical Aesthetics)
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [ ] recreational interest
- [X] general interest
- [X] other: business owner (limit access to clients.)

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it to and fro work each day. I have employees that use it aswell as clients on a day basis.

4. **Comments/Questions/Suggestions:**

Single lane bridge with pedestrian and bike lanes on each side.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Jenny Van de Kamer
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☐
• Stop Signs	☑

DRAFT

Niska Road Improvements
~~Municipal Class Environmental Assessment Study~~

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

The bridge is unique and should be maintained. It provides a natural traffic calming which is of concern for residents. If ~~it is to~~ be, separate walkway & bike paths are put in the to the north side of the road (now Farmer's field) I would support that (separate from road)

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I do not use this road to commute but use it daily for walking trails.

4. **Comments/Questions/Suggestions:**

Listen to the working group and their recommendations

DRAFT

Fw: Niska Road Improvements , comment sheet

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 12/08/2014 09:56 AM

Cc: Ashley Gallaugher, Martina Paznar

FYI and file - I've responded. Len

----- Forwarded by Leonard Rach/RJB on 12/08/2014 09:55 AM -----

From: "Holly Tyszka" [redacted]
To: leonard.rach@rjburnside.com, brad.hamilton@guelph.ca,
Date: 12/07/2014 10:59 AM
Subject: Niska Road Improvements, comment sheet

Please see attachments for my comments on this issue.

Regards,
Holly Tyszka

doc05322120141207104732.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Holly Tyszka
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

As a motorist approaching the bridge it can be difficult to determine if oncoming traffic has right of way to cross first. Two lanes would help with this. Pedestrians have every right to use the bridge to cross, but it is not the safest route for them, and can be a concern to motorists. No one wants an accident.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the road corridor at least once a week to access the southend when shopping or visiting my family. This corridor allows me to avoid the Hanlon, especially during rush hour times, which I appreciate.

4. **Comments/Questions/Suggestions:**

The current state of the corridor is satisfactory. While pedestrian friendly facilities and two lanes would be an improvement, my main concern is being able to access the corridor for travel. Closing this corridor is not, in my opinion, the preferred solution.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Fw: Niska Survey

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 12/08/2014 01:09 PM
Cc: Ashley Gallaugher, Martina Paznar

FYI and files. I've responded. Len
----- Forwarded by Leonard Rach/RJB on 12/08/2014 01:08 PM -----

From: Denise & Andre Tel [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>, "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>,
Date: 12/08/2014 12:40 PM
Subject: Fw: Niska Survey

Please see attached for Niska Road Survey.

20141208123350476.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Denise Tel
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

We feel that a new bridge with a pedestrian/cycling lane would be beneficial. A two-lane bridge will only increase speeds on that stretch.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

This route is used daily for commute to work at North/West part of Guelph. Also used for travel to Hwy 24 / Cambridge routes & access to Zehrs/Costco at the West End.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Leonard Rach, P. Eng.
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	NORA & BARRY ATHOE
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other: _____
- [✓] pedestrian / cyclist / public safety
- [ ] recreational interest
- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☑
• **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*	☐
Bridge Alternatives:	
• **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".	☑
• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐ NO
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐ NO
• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐ → IF Necessary for safety reasons
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☐ NOT
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☐
• Stop Signs	☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

(1) We/I prefer to keep it as a one lane bridge. We have always been amazed and delighted at the courtesy of drivers stopping for other drivers.
(2) Less truck traffic
(3) Less noise
(4) Fewer alterations to existing natural environment
(5) There are other routes to Hwy 24 more conducive to heavy traffic - leave us this one as is.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

It's very important to us - less traffic of going south or west - & pretty too! Why spoil it with more traffic & pavement? It's not a commute route for us

4. **Comments/Questions/Suggestions:**

That wee stretch of road is so unique and rare, so close to a city where, as in other cities the people are so busy rushing to and fro. It needs to be kept so people can slow down, appreciate nature and be courteous to one another - even if it's just for a short distance.
We don't need more highways at the expense of the existing Bailey Bridge

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

see reverse side

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Doug & Deborah Cunningham
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [ ] traffic volume interest
- [ ] corridor importance for travel
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest
- [ ] other: Having continued good access to that area.

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☑
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
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Bridge Alternatives:	
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• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐
• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
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Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☑
• Traffic Signals	☐
• Stop Signs	☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Rehabilitation of existing bridge and maintaining the road to a "good state of repair" should keep existing car traffic to lower speeds. Also keep large, heavy truck traffic out of the area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this road corridor as a pleasant and easy access to the Niska Road - Downey Road area.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Hello,
We both appreciate the opportunity to express our opinions.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Chris & Jennifer D'Aoust
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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   - [✓] recreational interest
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
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Intersection Alternatives:	
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• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☑
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

Yes But keep Bridge Single lane.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- It is important as alternative to West End community centre and shopping.
If travelling to Kitchener or Cambridge good alternative route.

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Bill & Cindy Daw
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [✓] corridor importance for travel
- [✓] pedestrian / cyclist / public safety
- [✓] recreational interest
- [✓] general interest
- [ ] other: Should be a 2 Lane Bridge c/w Sidewalks (Safety)

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Reconstruct the Existing Road c/w Sidewalks & Street Lights
Needed to Connect to Hwy #24 & Whitelaw Road

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use the road to connect to Hwy #24 and to connect to Whitelaw Road (ie) 2 hrs (ie) Costco (ie) Family

4. **Comments/Questions/Suggestions:**

Speed slowing bumps should be used to control traffic

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	TERRY AND JUDY FLANIGAN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [x] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

We use this route (and bridge) regularly and feel it should be kept open as a fully supported traffic route, between the Hanlon / Kortright area and the west side of Guelph, as well as Kitchener, Cambridge etc.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this road corridor whenever we are driving to Kitchener or any area West of Guelph. This could be 2-3 times weekly.

4. **Comments/Questions/Suggestions:**

Roundabouts are NOT considered safe for pedestrians so do NOT think it would be appropriate to put one in this area which has many children going to and from the YM-YWCA and local schools.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
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Comment Sheet

Name:	Anna Goetz
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

There is too much traffic using Niska Rd. to by-pass the Hanlon Expressway.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this corridor to get to Hwy. 24 ~~Hwy~~ Cty. Rd. 32 & to the west end to get to Woodlawn Rd.

BUT I think it is time to close the bridge to traffic & open the area to people as a quiet area for walking & enjoying the river.

4. **Comments/Questions/Suggestions:**

Also, I think the bridge should be named properly with a sign. Benches would be nice also. I think keeping the bridge for pedestrians is a nice "look-out" point for people. Perhaps stairs from the bridge to the river below, open the preservation park to the neighbourhood; but have vehicle traffic come in from Hwy. 24 & park in the farmers field.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

NO → round-about!
NO → STOP signs!!!
NO → traffic lights!!!
} on Niska @ Downy.

Keep traffic from the Hanlon Business Park off Downy Rd. & keep the km./hr. low.

Thank you!

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Cathy Kelly
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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- [✓] corridor importance for travel
- [ ] other:_____
- [✓] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☐
• **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*	☑
Bridge Alternatives:	
• **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".	☐
• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐
• **Replace existing Bailey bridge with a New One-Lane bridge.**	☑
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☐
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☑
• Traffic Signals	☐
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

As important FOR Downey Road as it is FOR NISKA in terms of traffic. However, would like to see the road kept to as little Additional traffic as possible.
See #4

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

→ I use it as part of my walking/hiking trail for exercise.

→ I use it when travelling for shopping / Appts going to Cambridge / Kitchener - approx 4-5 times per week.

4. **Comments/Questions/Suggestions:**

Coming OFF ~~Woodland~~ Woodland Glen onto Downey is a nightmare turning left when traffic volume is increased (rush hours) Either lights OR a round-about at NISKA will help with that (I think). BUT If opening NISKA up to a two lane traffic road I am afraid will produce even more volume.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Thank you for allowing me to voice my thoughts. Unfortunately I couldn't make the meeting on Nov 27.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Brad Hamilton, P. Eng.
Project Engineer
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Niska Road Improvements
Municipal Class Environmental Assessment Study

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Comment Sheet

Name:	Torrey Mackintosh
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [✓] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

(1) Reconstruct Road - I do not support this as I am strongly against taking away any of the existing greenspace on either side of the road to create cycling paths and sidewalks. Fast traffic is not heavy in that area and cyclists and larger vehicle drivers have been using the road safely as it currently operates.
(2) Two-Lane Bridge - I even more strongly

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road approximately twice daily as I travel to and from the 401 to my home. It is very important to my daily commute. In addition, I frequently hike the trails on both sides of the Bailey Bridge (10-15 times per month).

4. **Comments/Questions/Suggestions:**

oppose a two-lane bridge for several reasons. One, the increased amount of traffic that this would draw onto Whitelaw and Fife directly (and negatively) affects my property and the traffic I would now have to contend with on my street. Secondly, the amount of natural space that would be disrupted would negatively impact the natural environment of many species of animals. We should not be destroying their homes for the sake of an (unnecessary) two-lane bridge. Finally, as a hiker and photographer I am firmly against any increased traffic that would disrupt the peaceful →

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

green space, trails and general charm of the area.

I would prefer the reconstruction of a one-lane bridge that becomes a permanent fixture of the area (not the "temporary" one that has been there for years). In addition, sidewalks and cycling paths are unnecessary as the foot traffic is not heavy (thus not requiring sidewalks) and cyclists and car drivers have been safely co-using this road/bridge for many years.

You change the bridge, you lose the charm.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	R JOHN McANDREW
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [X] traffic volume interest
- [X] corridor importance for travel
- [ ] other:_____
- [X] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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Bridge Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

WE NEED A TWO LANE BRIDGE. ONE LANE IS DANGEROUS AND CAUSES UNNEEDED DELAYS

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I USE THIS ROAD ABOUT TWICE A MONTH. IT IS NOT THAT IMPORTANT BUT IT DOES SAVE ME TIME

4. **Comments/Questions/Suggestions:**

BUILD THE TWO LANE BRIDGE AND UPGRADE THE ROAD AND ALSO INCREASE THE POLICE PRESENCE TO CONTROL SPEEDING

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Mavis McIntyre
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☑

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

It would be great to see the road reconstructed to accomodate bikes and pedestrians. Perhaps the land on the north side of the road will be cleaned up and look like it did 35 years ago.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this road to travel to different places in Guelph.
I use it also when I go to Cambridge and Kitchener. I feel that I save time by using this road - I also feel like I am enjoying a bit of country life!

4. **Comments/Questions/Suggestions:**

I am amazed that people cross the bridge so well - everyone takes turns and it works out well - but I still want changes.
I have some concern for the wild life but I don't think another bridge will make much difference.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Notice of Public Information Centre #1
Municipal Class Environmental Assessment study

Niska Road Improvements from the City Limits at the Speed River to the Downey Road Intersection

The following alternative solutions were identified and evaluated for the road:

1. Do nothing but maintain road in a "good state of repair";
2. Repave road; and,
3. Reconstruct road.

The following alternative solutions were identified and evaluated for the bridge:

1. Do nothing but rehabilitate existing bridge and maintain it in a "good state of repair";
2. Close bridge to vehicular traffic but maintain bridge to accommodate pedestrian and cyclist traffic;
3. Remove bridge and do not replace existing bridge (involves converting Niska Road to a local residential street and would cut-off all direct access to the west across the Speed River);
4. Replace existing Bailey bridge with a New One-Lane bridge; and,
5. Replace existing Bailey bridge with a New Two-Lane bridge.

DRAFT

Submitted on DEC 1 2014 (date)

Submitted by:

Name ANTONIETTA SIGNORETTA

Address [redacted]

Email

Phone Number [redacted]

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Attn: Brad Hamilton

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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E - Engineering Services

Name:	Alain THOMAS
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [ ] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [ ] corridor importance for travel
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- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout (lots of space for that fluidity guaranteed) ☑
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

That option would encourage Trucks to use Niska as a shortcut from Hwy 6 to/ Hwy 24, and would increase noise, pollution and other traffic problems in the area.
I purposely bought property in this residential area because it is quiet and close to a river and a park.
I would prefer to keep it that way.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the eastern part (east of Foxwood) daily, the rest occasionally by car. I also often use Niska on foot to go down to the park.

4. **Comments/Questions/Suggestions:**

1. The current connection between 6 and 24 (at Wellington) seems adequate for commercial traffic and I don't see the need to add the Niska option.

2. A roundabout at the Niska/Downey intersection would be welcome and would increase fluidity, regardless of decisions made on the bridge and the road.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Karen Wegner David Anthony
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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   - [x] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☑
Please explain.

I travel Niska Road via Ptarmigan several times a week. I do not have a problem waiting for a few seconds for oncoming traffic to cross the bridge. I believe that the one lane bridge definitely discourages big trucks from using this route. Making the bridge 2 lanes would greatly increase the traffic volume

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use this corridor to reach Highway 24 as I prefer the commute to Kitchener now that Fairway Road crosses the Grand River this is much preferable to travelling on Highway 7. I also use this corridor to reach my business in the North end & to get to appointments in that part of the city as well as to travel to Elmira & Listowel where I have family.

4. **Comments/Questions/Suggestions:**

There's been a lot of noise about traffic on this road. However, the traffic there is far less than lots of other routes that Nothing has been done about. I've heard something was being done with Highway 7 for the last 40 years. Not that's where there is congestion!!

Quite frankly, I feel that a lot of the hoopla regarding Niska Road is nothing more than homeowners wanting to protect their property values. I lived on Maltby Road for

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

no has ever tried to close the road or restrict who may use it. I believe there are other roads in the city that are more in need of attention than Niska Road.

I want to see Niska remain Open. For sure with the one-lane bridge being kept in good repair.

Sidewalks might be nice - but would people use them.

Quite frankly the Cryptobees on Niska Road should just up all a mess!

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

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PBEE - Engineering Services

Comment Sheet

Name:	DOUG GRUBER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [✓] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

See over

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I have used this road for over twenty years. I mainly use it on my bike, and as part of a bike through the countryside

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

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The road and bridge need to be double-laned, with the addition of cycling/pedestrian paths, including access to the bridge.

About 20 years ago I witnessed a vehicle crash on the bridge, caused by a young man failing to yield to a speeding motorcycle already on the bridge. I was on my bicycle waiting to cross the bridge. I provided an eye-witness report to the police. However I find cycling across is safer, and it won't significantly impact the surrounding farmland and residents.

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
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Guelph, ON N1H 3A1
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DEC 10 2014
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 10 2014
PBEE - Engineering Services

Name:	BETTY WEBSTER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Niska Road Improvements
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Comment Sheet

The intersection at Downey Rd is very dangerous as it is now. Many drivers coming off the Hanlon, will get in the wrong lane and signal to turn onto Niska, only to change their minds at the last minute and continue up Downey. Too many drivers speed on Downey, so I dont think stop signs would work there. We have stop signs at Starmington & Niska and still many drivers speed right through the intersection, They don't even slow down.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

I believe sidewalks should be added, for the safety of the many pedestrians who use this area for recreation.
I believe a two lane bridge would greatly increase traffic volume, and reduce the esthetics of this area.
I would personaly prefer traffic signals at the intersection, but a roundabout would also work

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I am retired, so I don't have a daily commute, but 99% of the times that I leave my home, I use Niska Rd. 80% of the times I use the Bailey Bridge. I do not mind waiting 2 or 3 minutes for the opposing traffic to cross. It is worth it to keep the traffic volume down, and to slow traffic.

4. **Comments/Questions/Suggestions:**

If the bridge were to be closed to vehicular traffic, I would be forced to drive many miles out of my way, which would cost me time and money. The bridge is very important for me.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 11 2014
BEE - Engineering Services

Name:	Alan + Isabelle Arneill
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Stop Signs ☑

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

See comment section!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Occasionally use the road as well as enjoy the natural environment and the historic nature of the "One lane" Bailey Bridge – it is unique and should remain.
We do not use it for daily commute, nor do we believe it should be used by commuters looking for a shortcut and/or avoided construction.

4. **Comments/Questions/Suggestions:**

Commuters to and from the West end of Guelph, Hwy # 124, and the Hanlon Expressway as well as Developers should not be forcing their personal choices on those that make up the immediate neighbourhood community; even if some of the drivers currently live in the neighbourhood, and travel out of the City for employment. Over the last ten plus years there has been a steady increase of traffic in the area because of previous poor planning on the part of the City & Developers.

continued →

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Niska Road Improvements
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Comment Sheet

Now, neighbourhood residents, as well as the City are paying the price of heavy truck traffic on the Bailey Bridge.
The natural wild life & beauty of Niska Road, as well as the historic nature of the One Lane bridge needs to be preserved. Switching it to a two lane bridge will further increase traffic of all types of vehicles. Traffic will also continue to be amplified on College Ave, Kortright Rd & Scottsdale Dr because commuters and truck traffic are looking for shortcuts, whether it be because of construction on the Hanlon or to avoid the many bicycle lanes that now adorn many former multi lane arterial roads within the city; ie Gordon St, Edinburgh Rd, etc, etc, etc.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 11 2014
- Engineering Services

Name:	Monica Bibby
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☒ or No ☐
Please explain.

I think a 1 lane bridge is dangerous. Was in an accident there recently.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Do not commute daily but do use this road + bridge often for shopping at Costco + to go to Cambridge, Breslau + Kitchener

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Name:	Sue Wagner
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Please explain.

Will increase traffic through the area. The bridge area is one I go to regularly for walks, Kayaking, etc. Many families use the trails, is becoming increasingly busy / dangerous. I would like to preserve the natural environment / park-like setting.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Do not use for regular commute.

4. **Comments/Questions/Suggestions:**

Making this route more accessible will only increase the use which will have a direct negative effect on the existing natural area.
This indirect route feeds traffic directly up to my street which has seen increased volume since Costco.

DRAFT

Niska Road Improvements
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Whitelaw Rd. is a residential street. People speed through on their shifts at the industrial area north of here or to shop.
I feel the traffic will be even worse if the bridge is widened.
Traffic needs to be directed to Elmira Rd. which can accommodate, but is not as busy as Whitelaw.

DRAFT

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Comment Sheet

RECEIVED
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Engineering Services

Name:	Catherine A. WILSON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

Regarding the proposed changes for the Downey, Niska intersection, PLEASE DO NOT put in a stop light. We and many other families living in Kortright Hills already find the light at Kortright Rd + Hanlon blocks our access to get into Town to get to work in the 8^00 am - 9^00 period. Stop signs will be just fine there. Thankyou, respectfully.

Niska Road Improvements
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RECEIVED
DEC 15 2014
R.J. BURNSIDE & ASSOCIATES LIMITED

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MAVIS OMOTO
Address:	[redacted]
Postal Code:	
Phone:	
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Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 15 2014
PBEE - Engineering Services

Name:	ELIZABETH HARRINGTON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [ ] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☑
  OR
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☑
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

- Traffic volume and safety issues are a big concern.
- Green space will be comprimised
- Niska Road will be widened and used as a by-pass route.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- Personnel Use Only
- This is a neighbourhood (and we use the walking trails)

4. **Comments/Questions/Suggestions:**

- Spending 2-3 million to widen the bridge and (the) Niska Road is unnecessary.
- A two lane bridge will not control speed. Any accidents on this bridge have been due to SPEED (not the one lane bridge).

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- Niska Road should stay as a collector road - with improvements to Hwy 124, the volume of traffic should be taking 124.

- A two lane bridge will be cutting back a number of trees to accomodate the two lane plan (or four lanes with bike lanes and sidewalks.) Will this increase the volume of traffic more than it is now?

- Guelph is slowly destroying our Green space - which prides itself as being an environmental city.

* Nothing was mentioned about Niska Road being ONE WAY WEST!

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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- Traffic Signals ☒
- Stop Signs ☐

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EE - Engineering Services

Name:	Christine Shannon
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout 1 ☑
- Traffic Signals 2 ☑
- Stop Signs ☐

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Niska road naturally gets a heavy volume of traffic, so it's best to have a 2-lane bridge and reconstruct the road to accommodate pedestrians as well. For anyone who lives in our area it is ~~unreadable~~ best way to get to the North / West of Guelph or to Hwy 7 or 24.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We don't use it for daily commute, but as a bypass to the Hanlon to go to west end family & shopping, or to go the K-W / Cambridge. (Costco) (7) (24)

The Hanlon is very frustrating & we avoid it when possible, especially at rush hour.

4. **Comments/Questions/Suggestions:**

I believe the road could be expanded to reduce long term costs and to be safer for drivers & pedestrians without compromising the environment. If those who live there (or near) oppose the reconstruction then maybe they should move. I live on Ironwood and the city bus and other cars drive very quickly down our street, but I could move if it bothered me that much. Part of living in an urban area. I believe this expansion is required for the good of most.

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I don't believe the reconstruction will increase traffic volume as the one-lane bridge does not deter me for taking Niska now. I think it should be replaced w/ 2 lane to reduce long term costs & for safety. I will still take Niska regardless.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
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Comment Sheet

Name:	Larry Harron
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☐

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Do you support the preliminary preferred options? Yes ☑ or No ☐
Please explain.

Do it once and do it right. Definitely need a two lane bridge.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Use to travel to hwy. 24 and to west side of city. Not used for daily commute.

4. **Comments/Questions/Suggestions:**

I assume this is being planned with full consideration for MTO's proposed plans for the Hanlon and Kortright road intersection.

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Niska Road Improvements
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Comment Sheet

Name:	BHAJU TAMOT
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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- [ ] other: Higher risk for the safety of our pedistrian children

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2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
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Intersection Alternatives:	
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• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☐
• Stop Signs	☑

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Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I only support preferred options #1 DO Nothing; Road Alternative #2 Bridge Alternative - Do Nothing and STOP Sign for Intersection Alternatives

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Niskd Rd. is listed as a collector Rd. I use the Rd. regularly. Infact currently, the one lane bridge maintans traffic flow both side. 50 KM zone, but most of the commuters do not follow.
Night time drivers are even worse. My house is next to NISKA Rd. some time I woke up at middle of night because of Noise Sound pollution. City has not been able to control in day How you going to control traffic of NIght?

4. **Comments/Questions/Suggestions:**

Currenty Niska Rd being used to funnel traffic from & highways.
when Niskd Rd has been upgraded from local collector Rd to "ROAD CORRIDOR"?
protect and preserve the piece of Guelph Heritage for generation to come
what happen to our view expressed in the last meeting which we expressed in the Comment Sheet?
what happen to the NOISE bylaw enforcement? OVERSIZE TRUCKS — MOTORCYCLES

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We are already getting crushed by high volume of transient vehicular traffic - short cut traffic from Wellington 124 & Hanlon/HWY 6 vice versa by one lane bridge.
More traffic, NOISE sound, gas pollution and loss of peace of our quite community.
put STOP sign at either side of the bridge.
NO TWO LANE BRIDGE.
NO SHORT CUT TRAFFIC.
keep open NISK Rd and Bailey bridge (one lane) with a local traffic
STOP oversized trucks rumbling through our neighbourhood
Excessive speeding at night is very danger.
I have been trying to contact with Guelph city office to find out the sound pollution level (decibel unit) till to day I have not heard from them.

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	B. Ayanbadejo
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Ayanbadejo

3/4

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- Traffic Turning Circle/Roundabout ☒
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Ayanbedejo 3/4

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
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Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

If a two lane bridge is put into place the speed along Niska Rd will increase. This road has become so busy over the years and no one takes the time to look @ what is going on in regards to speeders. When we moved into our home 14 yrs ago we didn't have to worry about cars coming around the bends @ high speed.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

DRAFT

4. **Comments/Questions/Suggestions:**

no it can take up to 5-10 mins to get out of the driveway and you are always watching because someone will come flying around that bend. We had to put our neighbours mailboxes on our driveway or they won't bring out our mail because of the traffic and they said it wasn't safe for the drive.

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So many people go into the ditch and most of them never get reported because they people to pull them out and it is not only in the winter it happens all year. They need to stick to the orginal plan and take Ptarmigan and Open it Hwy #24. There is also alot of big trucks that go over the bridge and because no one monitors they get away with it. I really hope alot of thought goes into this because something need to be done and I hope the right decision is made.

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DEC 16 2014
Engineering Services

Name:	Kerri Liddle
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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- Traffic Turning Circle/Roundabout ☑ preferred.
- Traffic Signals ☑
- Stop Signs ☑ 4 way Stop

DRAFT

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Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Adding a 2 lane bridge only encourages increased traffic on Niska Road. Fix 124 to handle the increased traffic congestion!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

not very - my husband heads off in another direction & I am a stay-at-home mom.

4. **Comments/Questions/Suggestions:**

I already feel there is far too much traffic on Niska Road, I would rather see Rd 124 reworked to accomodate more traffic. Niska is a quiet residential type street... lets keep it that way.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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COR Dec 15/

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 16 2014
PBEE - Engineering Servic

Name:	C O'BRIEN
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [ ] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [x] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [x] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
Road Alternatives:	
• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☐
• **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	☑
• **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).*	☐
Bridge Alternatives:	
• **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".	☐
• **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic.	☐
• **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	☐
• **Replace existing Bailey bridge with a New One-Lane bridge.**	☑
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☐
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☑
• Stop Signs	☐

DRAFT

CVR Deals

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

It would encourage too much traffic for this area – important area for wildlife/animals.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

sometimes – not a lot
i use it to go to Highway 24 – 3 or 4 times a month
– not important for daily commute

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

RECEIVED
DEC 16 2014
PREF - Engineering Services

Name:	Grant Parkinson
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☒
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Road - Yes
Bridge - No

My daily experience is that the low volume of traffic and mostly courteous drivers do not justify a 2 lane bridge. A 2 lane bridge would lead to a significant increase in traffic.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Use road and bridge everyday for commute to work, shopping, access to Highway 24 (County Rd. 124) Road is very important.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
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TAX OFFICE

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DEC 16 2014
PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Karin Tremaine
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

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- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☒
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

1) The land was purchased as conservation land and should be preserved for current and future recreational use. The best way to make sure this happens is to prevent future development in the area and to limit road development. Research is increasingly showing that good access to recreational areas is important to the health and well being of urban populations, and with the projected growth in the City of Guelph, it's important to protect and build the park & recreational space for its residents
→ see below for #2

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Primarily for recreational use, infrequently for commute

4. **Comments/Questions/Suggestions:**

Continued from above

#2) Downey Road is already a heavily overused transit corridor, which is significantly increasing the safety risks of the residents, especially children that need to cross the street to go to school, visit friends, or use the parks on either side. There is only one crosswalk along the entire length of the neighborhood and vehicles using Downey Road routinely exceed the speed limit. There are also several blind spots that make it difficult to see on coming traffic.

Cars and trucks do not slow down or stop for pedestrians trying to cross at other intersections along the street. Often a

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Niska Road Improvements
Municipal Class Environmental Assessment Study

#2 continued **Comment Sheet**

leaving people trapped in the middle of the road with traffic on both sides, waiting for the traffic to clear. Adding more traffic to Downey will dramatically increase the possibility of a tragic accident

Question Q.7
I would like to see the City of Guelph take a more proactive and long term planning vision that focuses on making Guelp a more livable city, where active transportation (walking, cycling, etc) is encouraged

I understand the need for an effective system of roads. However, the few minutes saved by using Niska rather than the Hanlon does not warrant putting a transportation corridor through conservation lands, increasing traffic in a local neighborhood to unacceptable levels when there are better alternatives

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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The distance from the Whitelaw and Niska turnoff to the Hanlon cannot be much more than 3km. It would be much more effective to complete the Hanlon upgrades so that traffic can move quickly and safely on roads designed to carry commuter and business traffic.

DRAFT

From: Martin Collier [redacted]
To: <leonard.rach@rjburnside.com>,
Date: 11/27/2014 11:05 PM
Subject: Niska PIC Follow-Up

Hi Leonard,

It was a pleasure meeting you at the Niska Bridge PIC tonight. Especially interesting to hear that you were the author of Gardiner East dismantling report – which was one focus of my planning thesis in 2004! That was a new approach to road infrastructure in 1999 (too bad Sam Cass didn't act on your tunneling idea years before) and now Toronto is taking a new approach to street lane widths, too.

As mentioned, Ed Levy attended my Transport Futures Road Pricing & Parking Workshop on Monday. He is writing the second edition of "Rapid Transit in Toronto". I've been planning to get Ed up to Guelph to talk about the book so, given your collective road and transit experience, it would be interesting to have each of you share stories – maybe provide comments on what you think transportation systems will look like in the future, too. I'll pass along your regards to Ed but you can reach him at [redacted]

Cheers,
Martin

Martin Collier, MES (Pl.)
[redacted]

DRAFT

Fw: Ninja rd problem.

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 12/18/2014 09:10 AM
Cc: Ashley Gallaugher, Martina Paznar

----- Forwarded by Leonard Rach/RJB on 12/18/2014 09:10 AM -----

From: [redacted]
To: leonard.rach@rjburnside.com,
Date: 12/17/2014 07:40 PM
Subject: Ninja rd problem.

Sent from Samsung Mobile

To whom it may concern.

I think the city of Guelph should consider re doing the section of road shown on the proposed plan, reconstruct the bridge, 2 lanes, including bike lanes, and then maybe ask the province to fund a project that connects hwy 24 to stone rd. Taking stress off of wellington and promoting easier access to our mall and university from the much more immediately populated western neighbors of kw. I realize this project would be expensive being that the path crosses a river and is wetlands, but i still think you should consider it.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	J D. COOPER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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[ ] pedestrian / cyclist / public safety
[ ] recreational interest
[✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

	Preferred Options
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• **Do Nothing** - The road will be maintained in a 'good state of repair'.	☑
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• **Replace existing Bailey bridge with a New One-Lane bridge.**	☐
• **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*	☐
Intersection Alternatives:	
In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.	
• Traffic Turning Circle/Roundabout	☐
• Traffic Signals	☑
• Stop Signs	☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

HOLD OFF ON THIS UNTILL THE HANLON NORTH & NEW HIGHWAY TO KW IS COMPLETED.
IF BRAD HAMILTON & LEONARD RACH LIVED IN THIS AREA THEY WOULD NOT WANT ANY CHANGE! IN OTHER WORDS THEY WOULD NOT WANT A MINI HANLON ON THEIR DOOR STEP. & THAT WILL HOW IT WILL END UP IF THIS HIGHWAY IS APPROVED. IT IS NOT REQUIRED BY LOCAL RESIDENTS, ONLY BY COMMUTERS. THE NEXT THING WILL BE IS A HIGH RISE CONDO NEXT TO PIONEER TRAIL & STORES. WHICH DOES NOT BLEND INTO THE AREA AS THIS BRIDGE & ROAD WILL.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

NO COMMUTE.
TO GET TO HIGHWAY #24 ABOUT TWENTY/THIRTY TIMES A YEAR.

4. **Comments/Questions/Suggestions:**

MANY VISITORS REMARK HOW NICE IT IS TO HAVE A BEAUTIFUL GREEN/COUNTRY SPACE WITHIN THE CITY. THESE VISITORS ARE FROM EUROPE & U.S., NOT JUST LOCALS.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Cindy + David Della Croce
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [ ] pedestrian / cyclist / public safety
- [✓] recreational interest
- [ ] general interest

CITY OF Guelph Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* WORST OPTION

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐
- Do nothing - the turning lane works great

DRAFT

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

We love that bridge as is. People know the system and politely wait for their turn to pass over the river. There are lots of deer and wildlife in there to be protected. That road was never intended to be a major connecting road. We knew this since we moved in 1997. That is why we chose this area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Twice a week we drive our daughter to work. We used that route if we drive to Cambridge or Kitchener. It is more convenient at times than sitting forever at the Hanlon lights. That bridge should primarily be used by our neighborhood, not as a "cut through."

4. **Comments/Questions/Suggestions:**

This bridge has never been so busy that a new bridge is needed. That is fine with our neighborhood. Just enough traffic goes through the Ptarmigan / Niska intersection. We certainly don't want or need additional traffic heading over a 2 lane bridge. Besides, how or why would the city want to infringe upon GRC land with all the wildlife. This land must be preserved & protected.

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CITY OF Guelph RECEIVED Making a Difference
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BURNSIDE

Niska Road Improvements
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Comment Sheet

Name:	V Boyce
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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Niska Road Improvements
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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** 1
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

Need A traffic light at Downey's ~~the~~ YMCA corner.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

I have #'d my preferred options

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it occasionally to reach Hwy 24 from the 7, but most often to park & walk along the river. It's a very special area. If a 2 lane bridge will lead encourage heavy traffic & it will destroy the silence there. That would be yet another quiet oasis sacrificed to motorists

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

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Guelph

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DEC 1 8 2014

PBEE - Engineering Services

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	James L. Miller
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [x] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [x] pedestrian / cyclist / public safety
- [x] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☑
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☑
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Niska Rd is not being used as an access street for the subdivision, but as a secondary highway between Guelph and Cambridge/K/W. This is not its intended purpose. The bridge should be closed/removed or restricted to pedestrian/bycycle traffic so that Niska Rd is used solely as a subdivision access Road.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it solely as an access Rd for the subdivision.

4. **Comments/Questions/Suggestions:**

Niska Rd is being used as a truck route with trucks much larger than the posted limit using it frequently. The Bailey Bridge design is able to carry loads much larger than the load posted since it was designed to carry medium & heavy tanks & everyone knows this, especially truckers.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Close the bridge to vehicle traffic or remove it.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
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Niska Road Improvements
Municipal Class Environmental Assessment Study

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PBEE - Engineering Services

Comment Sheet

Name:	Kyle Miller
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Solely as an access road for the subdivisions

4. **Comments/Questions/Suggestions:**

I want to see the bridge closed to all vehicle traffic.
I do not want to see more traffic on Niska.
There are many families living on this neighborhood.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph, ON N1H 1C4
Tel: (519) 823-4995 x3043
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Brad Hamilton, P. Eng.
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1 Carden Street
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[redacted]

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Widening the bridge & widening the road will encourage increased "cut thru" traffic moving between Hwy 24 & Hwy 6. This is not a main thoroughfare and shouldn't be used by traffic to avoid going up Hwy 6 to the Wellington/24 interchange

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

As someone who lives immediately adjacent to Niska, this road is my primary (only?) exit from my neighbourhood. It is already very discouraging to wait long times to exit left onto Downey because of all the traffic that is simply cutting thru the neighbourhood

4. **Comments/Questions/Suggestions:**

I support ensuring the road & bridge are safe. But this must be done in a way that does not increase/encourage more traffic flow.

DRAFT

Guelph

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PBEE - Engineering Services

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Rose Miller
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

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[x] traffic volume interest
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use the road as an access road for the subdivision.

4. **Comments/Questions/Suggestions:**

Close the bridge to all vehicle traffic. Allow the wild life to live in their natural habitat. Do not destroy the beautiful area of Guelph. A two lane bridge & road expansion is not the answer! This is my neighborhood!

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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From: <Mayor@guelph.ca>
To: [redacted] <phill.alt@guelph.ca>, <June.Hofland@guelph.ca>, <Mike.Salisbury@guelph.ca>, <Christine.Billings@guelph.ca>, <Leanne.Piper@guelph.ca>, <Cathy.Downer@guelph.ca>, <Mark.MacKinnon@guelph.ca>, <karl.wttstein@guelph.ca>, <philip.rowe@rjburnside.com>, <administration@guelph.ca>, <Karl.Wettstein@guelph.ca>, <Phil.Allt@guelph.ca>,
Date: 12/19/2014 02:39 PM
Subject: RE: Niska Rd. & Bridge

Hello Nicole,

On behalf of Mayor Guthrie, thank you for your email. Staff have been copied this reply for their consideration.

Regards,
Betsy

Betsy Puthon | Executive Assistant to the Mayor
Office of the Mayor
City of Guelph

519-837-5643
mayor@guelph.ca

How can we help you? report a problem or request a service online

From: Nicole Abouhalka [redacted]
Sent: December 19, 2014 10:56 AM
To: Mayors Office; phill.alt@guelph.ca; June Hofland; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; karl.wttstein@guelph.ca> >; Philip Rowe
Subject: Niska Rd. & Bridge

Good Day Mr. Mayor

Good Day Ladies and Gentlemen, Councillors,
Good Day Mr. Rowe

Niska Road Improvement - Municipal Class Environmental Assessment Study

To make sure my answers to the questionnaire given to us by the City and Burnside, the Engineering company, concerning the Niska road and bridge, reach destination unaltered, I am taking the liberty to send them directly to you, as pdf and as answered online.

DRAFT

Road Alternatives my answer was #1 "**Do Nothing"...**
Bridge Alternatives " # 5 "Replace existing Bailey Bridge with a New **One-Lane**

- Bridge

Intersection Alternatives " # 3 "**Stop Signs"**
Do you Support the Preliminary preferred options my answer was **NO**
Explanation : It will give way to MORE BIG TRUCKS and cars to use it as a **SHORTCUT**.
Creating MUCH HIGHER risks for children, students, pedestrians
Reducing even more the residents' quality of life of Niska/Downey/Ptarmigan

and adjacent streets
Creating even more Air and Noise Pollution

- How do you use this road ? my answer "Important enough for the Residents of this area"

Comments and Suggestion

The time, energies and money spent on changing the residents minds on this this subject by wearing them off, should have been better used in
- Rehabilitating Hwy 124/24
- Extending Stone Road/College West, that are not bordered by houses/homes, thus no Taxes, when high taxes are paid by the residents of Niska/Downey/Ptarmigan and adjacent streets

- Are the marshlands of Stone Rd and College more important to the "Green City" that Guelph wants to be, compared to the Grand River Conservation Area portion that goes through Niska, when other cities are protecting it ?
- Has the quality of the residents' lives became less important than BIG Businesses

Thank you for your attention to the concerns of a Guelph citizen

N.B. As was the case previously last June, I reiterate my invitation to all of you, to come and spend a day at my "Home" when classes and businessess are on.

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

DRAFT

Nicole Abouhalka
[redacted]

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DRAFT

Fw: Niska Road comment sheet

Leonard Rach to: brad.hamilton, Jennifer Vandermeer, Philip Rowe 12/22/2014 08:30 AM

Cc: Ashley Gallaugher, Martina Paznar

FYI and file

----- Forwarded by Leonard Rach/RJB on 12/22/2014 08:29 AM -----

From: [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Date: 12/19/2014 09:32 PM
Subject: Niska Road comment sheet

Comments attached
Rob

20141219213129.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Rob de Loë
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Turning Circle/Roundabout ☒
- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I support fixing a currently dangerous road. I could support a two-lane bridge, but I don't trust the claim that we can manage traffic properly after building a two-lane bridge! One lane at least controls traffic.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- Travel to work in Waterloo
- Travel to North East part of Guelph
- Travel to Cambridge

4. **Comments/Questions/Suggestions:**

It wasn't smart to get people to commit to one vs. two lanes without addressing the traffic volume issue. This would have been an easy sell if you had committed to a low volume road design. As it stands, I feel like I'm being tricked into choosing two lanes.

As part of an acceptable design, ensure that pedestrian / bike access is a priority.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

- The Niska / Downey intersection is terrible.
- Many drivers coming from Hanlon don't realize the right lane is a turn lane, so they go right through ... potentially crashing into left turn from Niska drivers.
- * Note: a traffic circle is fine BUT a ~~cafe~~ circle without a firm commitment to a low-volume Niska will tell me that the real plan is for a high volume Niska.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Project Manager
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Fw: Comment sheet - Niska Road Improvements.

Leonard Rach to: brad.hamilton, Jennifer Vandermeer, Philip Rowe

12/19/2014 11:04 AM

Cc: Ashley Gallaugher, Martina Paznar

For info and file - this email has beed acknowledged. Len

----- Forwarded by Leonard Rach/RJB on 12/19/2014 11:02 AM -----

From: Shaun Goodyer [redacted]
To: Leonard Rach <leonard.rach@rjburnside.com>,
Date: 12/19/2014 10:10 AM
Subject: Comment sheet - Niska Road Improvements.

Mr. Rach,

Please find my comment sheet attached to this email.

Thank you.

Shaun Niska 1st PIC Comments.pdf

DRAFT

CITY OF Guelph Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	SHAUN GOODYER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

THE PRELIMINARY PREFERRED OPTION WILL INCREASE ~~CAR~~ TRAFFIC VOLUMES EXPONENTIALLY ON ROADS THAT WERE NOT INTENDED TO SERVE THIS PURPOSE. TRAFFIC ON PTARMIGAN WILL DECREASE SAFETY ESPECIALLY FOR NEIGHBOURHOOD & SCHOOL CHILDREN. THE PRELIMINARY OPTION WILL ALSO RADICALLY CHANGE THE NEIGHBOURHOOD & ACCESS TO THIS BEAUTIFUL ECOLOGICAL SPACE IN OUR "SUPPOSEDLY" GREEN FORWARD THINKING CITY.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

AS A RESIDENT OF THE KORTRIGHT HILLS NEIGHBOURHOOD I USE THIS CORRIDOR FREQUENTLY AS A WAY IN AND OUT OF MY NEIGHBOURHOOD. THIS IS NOT AN ARTERIAL OR COLLECTOR ROAD. IT IS NOT CRITICAL TO MY DAILY COMMUTE BUT IS AN IMPORTANT CONNECTION FOR THE RESIDENTS OF THIS NEIGHBOURHOOD.

4. **Comments/Questions/Suggestions:**

IT IS ABUNDANTLY OBVIOUS THAT BECAUSE THE ORIGINAL CONNECTION (INTENDED) BETWEEN 124 AND THE HANLON & STONE ROAD OR COLLEGE - WAS BLOCKED BY RESIDENTS, THAT THE CITY IS ATTEMPTING TO TURN NISKA INTO SOMETHING IT WAS NEVER INTENDED TO DO; NAMELY TO MAKE NISKA ACT AS AN ARTERY BETWEEN 124 AND THE HANLON.

DRAFT

CITY OF Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

THE COST TO THIS NEIGHBOURHOOD IN TERMS OF SAFETY AND IMPACT TO THIS TREASURED NATURAL AREA IS INCALCULABLE. THIS CORRIDOR - IF CHANGED TO THE "PRELIMINARY PREFFERRED OPTION" (PREFERRED BY NON-RESIDENT ENGINEERING/CONSULTING FIRM AND/OR CITY STAFF) WOULD DRASTICALLY & IMMEDIATELY IMPACT THE QUALITY OF LIFE IN THIS QUIET SECTION OF THE CITY, THE SAFETY OF THE CHILDREN IN THE NEIGHBOURHOOD (+/- 500 STUDENTS OF KORTRIGHT HILLS PUBLIC SCHOOL) & THE ABILITY OF THIS AND FUTURE GENERATIONS TO EXPERIENCE A NATURAL SPACE!

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
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Brad Hamilton, P. Eng.
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Niska Rd Class EA - PIC Comment Sheet

Brad.Hamilton to: Leonard.Rach 12/19/2014 03:47 PM

Cc: Philip.Rowe, Ashley.Gallaugher, Jennifer.Vandermeer, Martina.Paznar

Len , attached is a comment sheet that was received by fax from Sandy Nichols. I'm not sure if she sent you a copy as well.

Brad Hamilton, P.Eng. | Project Engineer
T 519-822 -1260 x 2319 |
E brad.hamilton@guelph.ca

-----Original Message-----
From: [redacted]
Sent: December 19, 2014 3:24 PM
To: Brad Hamilton
Subject:

TASKalfa 300i
[00:c0:ee:78:7a:ac]

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

doc16208320141219152411.pdf

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City of Guelph
Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	SANDY NICHOLLS
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed. CLOSE THE BRIDGE - TURN IT INTO A PEDESTRIAN BRIDGE. THE BRIDGE IS NOT SAFE AND SHOULD BE CLOSED.

1. **My interest is: (please check all that apply)**

- [X] residential property
- [X] member of interest group CWG
- [X] natural environment Interest
- [X] traffic volume interest
- [ ] corridor importance for travel NO!
- [X] other: HERITAGE VALUE OF NISKA ROAD BAILEY BRIDGE
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [X] general interest

City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
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Comment Sheet

2. **The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.**

Road Alternatives: Preferred Options

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑✓

- ~~**Repave Road** - Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.~~ ☐
  * NO SIDEWALKS THE HEDGEROW ON BOTH SIDES OF NISKA ARE IMPORTANT HABITATS THAT SHOULD BE PROTECTED. A PATH ON
- ~~**Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. (currently identified as the Preliminary Preferred Option).~~ ☐

Bridge Alternatives: I DO NOT WANT A TWO LANE BRIDGE. CLOSE THE BRIDGE.

- ~~**Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair".~~ ☐

- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☑✓

- ~~**Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.~~ ☐

- ~~**Replace existing Bailey bridge with a New One-Lane bridge.**~~ ☐

- ~~**Replace existing Bailey bridge with a New Two-Lane bridge.** (currently identified as the Preliminary Preferred Option)~~ ☐ IT'S NOT MY PREFERRED OPTION!

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- ~~**Traffic Turning Circle/Roundabout**~~ ☐ NO
  * ABSOLUTELY ABSURD IDEA. CHILDREN FROM KORIRIGHT HILLS HAVE TO CROSS THE ALREADY EXTREMELY BUSY AND DANGEROUS INTERSECTION AT NISKA & DOWNEY. A ROUNDABOUT WOULD PUT THEM AT HIGH RISK. CHILDREN WALK FROM KORIRIGHT HILLS SCHOOL TO YMCA/YWCA.
- ~~**Traffic Signals**~~ ☐
- Stop Signs ☑✓

* TERRIBLE IDEA RE SAFETY FOR PEDESTRIANS/CHILDREN/CYCLISTS. IT'S NOT "ALL ABOUT" MOVING TRAFFIC FLOW.

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City of Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

I DO NOT WANT A TWO LANE BRIDGE. CLOSE THE BRIDGE. THIS IS A QUIET RESIDENTIAL COMMUNITY SURROUNDED BY GORGEOUS "CONSERVATION" LAND WITH A PRETTY RIVER RUNNING THROUGH IT. TURNING NISKA, WHICH IS AN ALREADY BUSY AND DANGEROUS ROAD INTO A MAJOR SHORT CUT TRAFFIC CORRIDOR WILL CLEARLY INTERFERE WITH THE ENJOYMENT OF MY PROPERTY. I WILL MOVE. I BOUGHT FOR THE GREEN SPACE, THE HIKING TRAILS, THE RIVER AND WHAT USED TO BE A QUIET COUNTRY ROAD (NISKA/WHITELAW). SOME OF US VALUE NATURE. SOME OF US VALUE THE CHARM AND HERITAGE VALUE OF THE SINGLE LANE COURTESY BRIDGE. WHY IS IT THAT EXHIBITION & BARTON GET 30 KM/HR SPEED LIMITS AND SPEED BUMPS AND NISKA ROAD HAS QUALIFIED FOR TRAFFIC CALMING SINCE 2011, YET ALL WE HAVE RECIEVED ARE TWO INEFFECTIVE SIGNS "RESIDENTIAL AREA DRIVE SLOWLY". I HAVE HAD SEVERAL CONVERSATIONS WITH GUELPH POLICE AND THEY HAVE MADE IT CLEAR THEY DO NOT HAVE THE MANPOWER TO ENFORCE NISKA AS MUCH AS IS REQUIRED. NISKA IS NOT THE STONE ROAD / COLLEGE AVENUE EXTENSIONS!

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by ? Friday December 19, 2014

Leonard Rach, P. Eng.
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FAX ?

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I HAVE ALREADY MADE REQUESTS FOR TRAFFIC CALMING ON NISKA. I HAVE SUGGESTED REDUCING THE SPEED LIMIT TO 30 EVEN 40 KM/HR., INSTALLING SPEED BUMPS, MORE STOP SIGNS AT FOXWOOD, TANAGER AND PIONEER TRAIL. PLEASE CONSIDER CLOSING THE BRIDGE AND TURNING IT INTO A PEDESTRIAN

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CITY OF Guelph — Making a Difference

BURNSIDE

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑ ABSOLUTELY NOT.
Please explain.

NO I DO NOT SUPPORT THE "STUDY TEAMS" CHOICE OF PRELIMINARY PREFERRED OPTIONS! THIS DECISION WAS RJ BURNSIDE'S CHOICE AND THE CITY'S CHOICE. THE "COMMUNITY WORKING GROUP" WERE NOT GIVEN A VOICE IN THIS MATTER. I BELIEVE THE MAJORITY OF CWG MEMBERS WERE OPPOSED TO THE TWO LANE BRIDGE BUT WERE NOT "HEARD" MOST OF THE NEIGHBOURS I HAVE SPOKEN WITH DO NOT WANT A TWO LANE BRIDGE.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?** CLOSE THE BRIDGE AND TURN IT INTO A PEDESTRIAN BRIDGE FOR PEDESTRIANS & CYCLISTS. I WOULD BE MORE THAN HAPPY TO DRIVE AN ALTERNATE ROUTE VIA THE HANLON, WELLINGTON, LAIRD, 33, 124, ETC. IT IS ABSURD THAT THE CITY WANTS TO CREATE A MAJOR SHORT CUT TRAFFIC CORRIDOR THROUGH A QUIET RESIDENTIAL NEIGHBOURHOOD AND GRCA "CONSERVATION" LAND - HANLON CREEK "CONSERVATION" LAND. THIS IS A MAJOR WILDLIFE CORRIDOR AND ENVIRONMENTALLY SENSITIVE AREA... THAT NEEDS TO BE PRESERVED AND PROTECTED FOR OUR USE AND FUTURE GENERATIONS. COMMUTERS SHOULD USE ROADS THAT WERE DESIGNED TO CARRY LARGE VOLUMES OF TRAFFIC. FLOW. (HANLON, 124, WELLINGTON, LAIRD, 401, ETC.)

4. **Comments/Questions/Suggestions:**

THE NISKA ROAD BAILEY BRIDGE IS A HERITAGE STRUCTURE THAT SHOULD BE PRESERVED. THE "STUDY AREA" WAS NOT SUFFICIENT. IT CLEARLY SHOULD HAVE INCLUDED DOWNEY, NISKA AND THE ENTIRETY OF WHITELAW ROAD! I QUESTION THE ENVIRONMENTAL STUDY - I DON'T THINK IT WAS CONDUCTED THOROUGHLY. THEY FOUND "ONE" SPRING PEEPER?!! I HEAR HUNDREDS? OF THEM FROM MY HOUSE IN THE SPRING. I HAVE PERSONALLY MOVED SNAPPING TURTLES OFF NISKA ROAD DIRECTLY BESIDE THE BRIDGE. I HAVE OBSERVED BATS AND SWALLOWS RIGHT BY THE BRIDGE. ALL OF ABOVE ARE SPECIES OF CONCERN. I DO NOT BELIEVE THE STUDY TEAM CONDUCTED A FOUR SEASON STUDY. IT IS A DEER CORRIDOR.

DRAFT

I AM EXTREMELY DISAPPOINTED WITH THE "EA PROCESS". I WASTED MY TIME ATTENDING MEETINGS. I USED VACATION TIME TO ATTEND SOME. RJ BURNSIDE CANCELLED MEETINGS ON SHORT NOTICE. WE WERE TOLD THERE WOULD BE A MEETING PRIOR TO THE "PIC"... THAT DIDN'T HAPPEN. THERE SHOULD HAVE BEEN A QUESTION & ANSWER PERIOD AT THE PIC. INSTEAD IT WAS A BUNCH OF POSTERS. IT WAS VERY INEFFECTIVE. I DIDN'T AGREE WITH SOME OF THE "SOLUTIONS" ON THE POSTERS. IE: TRAFFIC CALMING SOLUTIONS... POLICE ENFORCEMENT AND SIGNS?! I HAVE SPOKEN WITH GUELPH POLICE SEVERAL TIMES. THEY HAVE MADE IT CLEAR THEY CAN'T POSSIBLY ENFORCE THIS AREA AS MUCH AS IS NEEDED. THEY SIMPLY DO NOT HAVE THE MANPOWER. THE CITY HAS GROWN RAPIDLY AND THERE ARE MANY OTHER

DRAFT

CONTINUED

PROBLEM AREAS. SIGNS ARE NOT EFFECTIVE TRAFFIC CALMING MEASURES. DRIVERS SPEED ALONG NISKA (+WHITELAW) REGULARLY. IF I DO THE 50 KM/HR SPEED LIMIT I GET PASSED AGGRESSIVELY. GUELPH POLICE CAUGHT A DRIVER DOING 100 KM/HR OVER THE BRIDGE! IT IS COMPLETELY ABSURD TO ME THAT THE "STUDY TEAM" WANT TO CREATE A "MAJOR SHORT CUT TRAFFIC CORRIDOR" THROUGH A QUIET NEIGHBOURHOOD NOT TO MENTION ACRES OF GRAND RIVER CONSERVATION LAND - OR HANLON CREEK CONSERVATION LAND. I AM APPALLED THAT THE "STUDY TEAM" SELECTED THE PRELIMINARY PREFERRED OPTION OF A TWO LANE BRIDGE. THE "COMMUNITY WORKING GROUP" WAS <u>NOT</u> GIVEN A VOICE IN THIS MATTER! THIS IS COMPLETELY ABSURD. CLOSE THE BRIDGE AND MAKE COMMUTERS USE THE HANLON, WELLINGTON,

DRAFT

CONTINUED #3

HWY. 124, LAIRD ROAD, THE 401, ETC. IS THE BRIDGE UNSAFE? IS THE CITY AND GUELPH POLICE AWARE TRANSPORT TRUCKS AND OTHER TRUCKS THAT ARE LARGER THAN A CUBE VAN ARE CROSSING THE BRIDGE? SURELY SOME OF THESE TRUCKS EXCEED THE WEIGHT RESTRICTIONS OF THE BRIDGE. WOULDN'T IT MAKE SENSE TO CLOSE THE BRIDGE? I PURCHASED MY HOME IN THIS NEIGHBOURHOOD BECAUSE IT IS SURROUNDED BY ACRES OF LOVELY GREEN SPACE AND WHAT USED TO BE A PRETTY "COUNTRY" ROAD. I DO NOT ENJOY TRYING TO RELAX IN MY BACKYARD AS ALL I HEAR IS THE CONSTANT NOISE FROM SPEEDING TRAFFIC, INCLUDING MOTORCYCLES. I VALUE THE NATURAL ENVIRONMENT, BEAUTY OF THE AREA, THE SPEED RIVER AND ALL THE WILDLIFE. PLEASE CONSIDER CLOSING

DRAFT

CONTINUED #4

THE BRIDGE TO VEHICULAR TRAFFIC.

I DO NOT WANT THE HERITAGE NISKA ROAD BAILEY BRIDGE REPLACED WITH A TWO LANE BRIDGE.

[redacted]

DRAFT

From: Suzanne Worthen [redacted]
To: leonard.rach@rjburnside.com, brad.hamilton@guelph.ca,
Date: 12/19/2014 03:41 PM
Subject: Niska Road Improvements

Please find attached the comment sheet for the Niska Road Improvements.

We do not want a 2 lane bridge replacing the existing bridge.

thank you

Dave and Suzanne Worthen

Niska Road Improvements.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Dave and Suzanne Worther
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [X] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [X] traffic volume interest
- [ ] corridor importance for travel
- [ ] other: _____
- [X] pedestrian / cyclist / public safety
- [X] recreational interest
- [X] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☑
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☑
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

This is a residential area – putting in a 2 lane bridge would increase the vehicle traffic, people would use it as a shortcut to/from highways 6 and 24. The amount of traffic, speed of traffic would be detrimental to the people of the neighbourhood and to the wildlife that lives here.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

The bridge is used to connect to highway 24 or the west end of Guelph.

4. **Comments/Questions/Suggestions:**

Please do not change the nature and feel of our neighbourhood. Those that use the bridge understand how it works and use it with patience and courtesy.
We do not need a 2 lane bridge and I would prefer to see it closed rather than go with that option. Please consider

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

the safety of the people and wildlife that live here.

there are very few cyclists that use Niska. It is used as a physical workout rather than a way to get from point A to B.

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Sodtke, Helmut Corbett, Ronika
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [X] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [ ] traffic volume interest
- [X] corridor importance for travel
- [ ] other:_____
- [ ] pedestrian / cyclist / public safety
- [X] recreational interest
- [ ] general interest

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☒

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☒
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☒
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

Route to supermarkets, Hwy 24, Cambridge
(Once or twice per week)

4. **Comments/Questions/Suggestions:**

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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Guelph
Making a Difference

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Shugang Li
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your commen inform us of issues that are important to you in regards to the Niska Ro Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) s the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and th Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike on both sides of the roadway and bridge. Please check off any boxes which illustr concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
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   - [X] member of interest group
   - [X] natural environment interest
   - [ ] traffic volume interest
   - [ ] corridor importance for travel
   - [ ] other: _____
   - [X] pedestrian / cyclist / public safe
   - [X] recreational interest
   - [X] general interest

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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Bridge Alternatives:

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- **Replace existing Bailey bridge with a New One-Lane bridge.** ☐
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

The preliminary prefered options is misleading all residents in Guelph. Because it can not solve the traffic issue of city of Guelph. It is wasted our tax money. and few years later, City of Guelph have to spend money again to open other Roads for people to go to work and come back home. Therefore this study is did wrong.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I use it as I walk. This road should not be the main road for city of Guelph. it is too many traffic on the road now and it is very dangous for peple who live here. This is a residental area not the traffic area. The study team should live here if they want the two lanes bridge.

4. **Comments/Questions/Suggestions:**

The Niska Road should be a residential area and conservation area. City should protect this area. To solve the traffic issue. City should connect the Laird Road to Hwy 124 and extend Stone Road to Hwy 124. This way will permenitly solve the traffic issue of city of Guelph.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Niska Road area is the Conservation area and residential Area. This Conservation area is Very important to City of Guelph. To protect this area not only good for City of Guelph. the people who live in this area but also is good for our resaure and wild life. if the two ~~toes~~ bares bridge been built. City of Guelph will lost this conservation area for ever. and it is too dangous for people to live here because the too many traffic and too many crazy driver on the road every day. if the ~~resu~~ Conservation area lost. We will be ~~the~~ guilty to our next generation. We should keep a good enviornment for our next generation. Not just for the money right now

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
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Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
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Email: brad.hamilton@guelph.ca

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

Close or leave as one lane bridge or put lights -

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- this area more important than what impacts are to cars!!

4. **Comments/Questions/Suggestions:**

- I thought that this area of river systems is being appealed at OMB hearing so City's decision here is premature.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

The heritage + cultural importance of this area is extremely important to have better protection. —

No trucks should be allowed through bridge.

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	MICHAEL WATSON & CAROLINA PEÑA
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**
   - [x] residential property
   - [ ] member of interest group
   - [x] natural environment interest
   - [x] traffic volume interest
   - [ ] corridor importance for travel
   - [ ] other:_____
   - [x] pedestrian / cyclist / public safety
   - [x] recreational interest
   - [ ] general interest

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☐
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☑

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☑
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☑ or No ☑
Please explain.

WE DO NOT SUPPORT A TWO-LANE BRIDGE, DUE TO THE ADDED TRAFFIC INCREASE.
WE DO SUPPORT MAKING THE AREA SAFER FOR PEDESTRIAN & BIKE USE.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

WE USE THIS AS A DAILY COMMUTE ROUTE AND WISH TO SEE THE ROAD REMAIN OPEN & UPGRADED, HOWEVER DO NOT WISH TO SEE TWO-LANE BRIDGE WHICH COULD ATTRACT MORE VEHICLE TRAFFIC.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Heather + Hal Caruso
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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- [✓] traffic volume interest
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Comment Sheet

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Preferred Options

Road Alternatives:

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Intersection Alternatives:

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- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☐

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☒
Please explain.

I have bridge with a pedestrian bridge would be best for reduced traffic + reduced truck traffic.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

I dont use it daily only occasionally to go on a walk in the trails or going to Cambridge.

4. **Comments/Questions/Suggestions:**

See above

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	ERNEST & CLARE HAFNER
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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Comment Sheet

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Preferred Options

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- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

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- **Replace existing Bailey bridge with a New One-Lane bridge.** OR ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐ NO
- Traffic Signals ☐ NO
- Stop Signs ☐ NO

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

Just want this road & bridge left alone! It's natural + home to wild life. PLEASE LEAVE IT BE!

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this to get to Hwy 24 + go to Zehrs / Costco. It is more convenient for us. It's Too inconvenient to drive all the way down Hanlon from Downey. The Hanlon has too many lights & stops.

4. **Comments/Questions/Suggestions:**

Leave it alone. Think about the deer and wild life in the area.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DON & JO-ANNE ANDERSON
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

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- [✓] recreational interest
- [✓] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

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Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☑
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I believe if a 2 lane bridge replaces the existing bridge, it will become a safety issue as it opens up to the potential for speeding - no reason to slow down or stop to yield to oncoming traffic. Concern is for pedestrians, cyclists and wildlife in area.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

We use this road when travelling to Kitchener, Waterloo, Cambridge and west end of Guelph (COSTCO & WESTWOOD REC CENTRE). We are retired so do not use it to commute to work. Also a 2 lane bridge would encourage truckers to use it as well.

4. **Comments/Questions/Suggestions:**

We believe this should not be a trucking route ever! Keep the area safe for naturalists and wildlife. Perhaps better signage such as a yield sign at both sides of the bridge would be of assistance.

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	DAVE + JOAN IRELAND
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

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DRAFT

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1. **My interest is: (please check all that apply)**

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- [ ] member of interest group
- [x] natural environment interest
- [x] traffic volume interest
- [ ] corridor importance for travel
- [ ] other: unnecessary costs for something so unnecessary!
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [x] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- ☑ **Do Nothing** - The road will be maintained in a 'good state of repair'.
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Bridge Alternatives:

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- ☐ **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.
- ☐ **Replace existing Bailey bridge with a New One-Lane bridge.**
- ☐ **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)*

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- ☐ Traffic Turning Circle/Roundabout
- ☐ Traffic Signals
- ☐ Stop Signs

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☐
Please explain.

We prefer #1 in both road & bridge

1. Do nothing but keep the road in good repair

1. Do nothing but keep bridge in good repair as is and replicate only when repairs are required.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

To commute to church, Costco, Cambridge and en route to Kitchener + all east end destinations and directly to two of our son's houses + business place.

4. **Comments/Questions/Suggestions:**

This is a beautiful natural piece of nature in our busy world.
Please don't destroy it with more vehicles spewing out exhaust fumes!

Leave perfect alone - just maintain it as good stewards of the land.

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

We love this piece of land that is still natural & tranquil.

Opening up the road & putting in a 2 lane bridge only opens the way for high speed traffic - totally increased volume of vehicles.

This roadway is a part of the heritage of our neighbourhood. The wild flowers in the spring, the fall colours of the leaves and the snow & ice on the forest in the winter. The cost of making any of the proposed changes could be better used for a sports centre for our young people.

* Anyone who uses this road can tell you they've never waited longer than 1 traffic light at any intersection.

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

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DRAFT

Re: Niska Road Improvements
Leonard Rach to: Laurie Hill 01/06/2015 01:28 PM
Cc: "brad.hamilton@guelph.ca", Martina Paznar

Thank you for your submission. We will include your comments in our assessment.

Leonard Rach P.Eng.
Project Manager

Laurie Hill	Good Morning I am very sorry for the delay in re...	01/06/2015 11:19:46 AM

From: Laurie Hill [redacted]
To: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Cc: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>
Date: 01/06/2015 11:19 AM
Subject: Niska Road Improvements

Good Morning
I am very sorry for the delay in responding to your request regarding the Niska Road Improvement Municipal Class Environmental Assessment Study. I received this in the mail, set it aside and came across it as I was putting Christmas decorations away.

I have attached the Comment Sheet that was provided in the mailing. I hope my response is not too late to be considered.

Thank you

Laurie Hill
[redacted]

DRAFT

Please consider the environment before printing this message.
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Avant d'imprimer ce message, pensez à l'environnement.
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Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	Laurie Hill
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

DRAFT

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [x] residential property
- [ ] member of interest group
- [ ] natural environment interest
- [ ] traffic volume interest
- [x] corridor importance for travel
- [ ] other: _____
- [ ] pedestrian / cyclist / public safety
- [ ] recreational interest
- [x] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

2. The following is a list of alternative solutions for the Road, Bridge and Intersection. Please check (✓) your Preferred Options.

Preferred Options

Road Alternatives:

- **Do Nothing** - The road will be maintained in a 'good state of repair'. ☐
- **Repave Road -** Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included. ☑
- **Reconstruct Road** - Opportunities to add addition pedestrian friendly facilities. *(currently identified as the Preliminary Preferred Option).* ☐

Bridge Alternatives:

- **Do Nothing** - Rehabilitate existing bridge and maintain it in a "good state of repair". ☐
- **Close bridge to vehicular traffic** - Bridge will remain open to accommodate pedestrian and cyclist traffic. ☐
- **Remove bridge and do not replace existing bridge** - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off. ☐
- **Replace existing Bailey bridge with a New One-Lane bridge.** ☑
- **Replace existing Bailey bridge with a New Two-Lane bridge.** *(currently identified as the Preliminary Preferred Option)* ☐

Intersection Alternatives:

In Phase 3 the following design options will be considered for the Niska Road and Downey Road Intersection.

- Traffic Turning Circle/Roundabout ☐
- Traffic Signals ☐
- Stop Signs ☑

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

What greater resolution to traffic calming than a one way bridge. By replacing this bridge with a new 2 lane bridge, you increase the risk of more traffic, including transport trucks. This will also take away from the uniqueness of this bridge. How many one way bridges exist in the province anymore?

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

My husband uses this road for his daily commute to his work in Brantford. Without this road corridor he would have to use more highways, which would add more time onto his drive.

4. **Comments/Questions/Suggestions:**

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

DRAFT

Please complete this Comment Sheet on-line at http://guelph.ca/niskaroad or submit by email, mail or fax by Friday December 19, 2014

Leonard Rach, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
15 Townline
Orangeville, ON L9W 3R4
Tel: 1-800-265-9662 x 302
Fax: 519-941-8120
Email: leonard.rach@rjburnside.com

Brad Hamilton, P. Eng.
Project Engineer
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Tel: 519-822-1260 x 2319
Email: brad.hamilton@guelph.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or tina.mckinnon@guelph.ca.

Fw: Niska Road Improvements Comment Sheet

Leonard Rach to: Jennifer Vandermeer, Philip Rowe, brad.hamilton

01/02/2015 09:14 AM

Cc: Martina Paznar

FYI and files - I've responded. Len

----- Forwarded by Leonard Rach/RJB on 01/02/2015 09:12 AM -----

From: Nigel & Sue Morris [redacted]
To: leonard.rach@rjburnside.com, brad.hamilton@guelph.ca,
Date: 12/29/2014 03:06 PM
Subject: Nisei Road Improvements Comment Sheet

Please find attached my completed comment sheet for the Niska Road Improvements study.

Sue Morris

Niska001.pdf

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Name:	SUE MORRIS
Address:	[redacted]
Postal Code:	
Phone:	
Email:	

DRAFT

Please take a few moments to complete this comment sheet. Your comments will inform us of issues that are important to you in regards to the Niska Road Improvements Study.

The City of Guelph (City) is undergoing a Class Environmental Assessment (EA) study for the proposed Niska Road improvements from City Limits at the Speed River to the Downey Road, including improvements to the bridge over the Speed River, and the Niska Road Corridor in the City of Guelph. Both the roadway and the bridge are nearing the end of their useful life and require replacement due to deterioration and increasing maintenance costs. The City is also considering implementing sidewalks and bike lanes on both sides of the roadway and bridge. Please check off any boxes which illustrate your concerns regarding the study area being assessed.

1. **My interest is: (please check all that apply)**

- [✓] residential property
- [ ] member of interest group
- [✓] natural environment interest
- [✓] traffic volume interest
- [ ] corridor importance for travel
- [ ] other:_____
- [✓] pedestrian / cyclist / public safety
- [✓] recreational interest
- [ ] general interest

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

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Preferred Options

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- Traffic Signals ☐
- Stop Signs ☐

DRAFT

Niska Road Improvements
Municipal Class Environmental Assessment Study

Comment Sheet

Do you support the preliminary preferred options? Yes ☐ or No ☑
Please explain.

I feel that making a 2-lane bridge will
a) encroach on the surrounding environment
b) increase the volume of traffic (adversely) and make life much less pleasant for everyone in the surrounding neighbourhood.

3. **How do you use this road corridor and / or how important is this road corridor to your daily commute?**

- N/a for daily commute
- Use it for cycling to and from Cambridge

4. **Comments/Questions/Suggestions:**

DRAFT

Re: Niska Road Improvements

Leonard Rach to: Jay and Jennifer 01/02/2015 09:09 AM

Cc: brad.hamilton, Jennifer Vandermeer, Martina Paznar, Philip Rowe

Thank you for your interest and your input into the Niska Road study. Your opinion is important and will be noted. By copy of this email we will place you on our mailing list to be informed of any future meetings.

Leonard Rach P.Eng.
Project Manager

"Jay and Jennifer" Dear Mr. Hamilton and Mr. Rach, 12/30/2014 04:16:40 PM

From: "Jay and Jennifer" [redacted]
To: <brad.hamilton@guelph.ca>, <leonard.rach@rjburnside.com>,
Date: 12/30/2014 04:16 PM
Subject: Niska Road Improvements

DRAFT

Dear Mr. Hamilton and Mr. Rach,

I would like to apologize for missing the December 19th deadline for submitting comments regarding the Niska Road improvements.

I live in the neighbourhood (1 Grouse Trail) and have lived at this address for sixteen years. I humbly ask that you please allow me to submit my opinions:

1) My interest is CORRIDOR IMPORTANCE FOR TRAVEL.
2) For Road Alternatives I prefer RECONSTRUCT ROAD.
3) For Bridge Alternatives I prefer REPLACE EXISTING BAILEY BRIDGE WITH A NEW TWO-LANE BRIDGE.
4) For Intersection Alternatives I prefer a TRAFFIC TURNING CIRCLE/ROUNDABOUT.

I personally use this road quite regularly, and I feel that it is an extremely important traffic corridor. I wouldn't mind seeing sidewalks or bike lanes added. The worst possible suggestion would be to close this road, so I implore you please DON'T close this road.

I'm a big fan of Traffic Roundabouts. I strongly believe that many, many intersections in Guelph and surrounding townships should replace many Traffic Signal intersections with roundabouts. I realize that Roundabouts are not feasible for many busy intersections, but for those intersections that have low to moderate volume, as well as available space be replaced with Traffic Roundabouts. There is no doubt how Traffic Roundabouts allow better traffic flow, and are also therefore more environmentally sound.

I thank you for your kind consideration of this late submission. I would like to be informed of any and all upcoming meetings/bulletins/information regarding this Niska Road Improvement. Thank you.

Sincerely,

Jay Marett
[redacted]

DRAFT

RE: Niska Rd. project

steve.tuck to: Philip Rowe 01/12/2015 05:36 PM

Cc: Brad Hamilton, Dave Elgar , Louise and Ralph Novak, Jennifer Vandermeer, Martina Paznar , Leonard Rach, Fraser Robinson

Philip:
we put in on the west side of the river, upstream of the bridge
so that would be the north side of Niska Rd.
discussions with GRCA? not that I'm aware of. Although I'm sure they know people use the location because of the parking area there.
Their website does not identify any access points
other than those on the Grand R. as shown here:
http://www.grandriver.ca/index/document.cfm?Sec=32&Sub1=1
Hope that helps.
steve

To: [redacted]
CC: brad.hamilton@guelph.ca; [redacted]
Jennifer.Vandermeer@rjburnside.com; Martina.Paznar@rjburnside.com; Leonard.Rach@rjburnside.com; Fraser.Robinson@rjburnside.com
Subject: Re: Niska Rd. project
From: Philip.Rowe@rjburnside.com
Date: Mon, 12 Jan 2015 14:44:10 -0500

Hello Steve

It would be helpful to know:

- which side of the Speed River is being using for water access, east or west?
- which side of Niska Road are they using for access, north or south?
- have you ever discussed this issue with GRCA as your clubs may be using their lands (knowingly of unknowingly)

Philip
EA Lead

BURNSIDE

Philip Rowe, C.E.T.
V. P. Environmental Planning and Assessment

R.J. Burnside & Associates Limited
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Philip.Rowe@rjburnside.com

DRAFT

Office: 905-821-1800
Direct Line: 905-821-5915
www.rjburnside.com

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Thank you.

****

DRAFT

From: Leonard Rach/RJB
To: [redacted]
Cc: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, [redacted] Jennifer Vandermeer/RJB@RJB, Philip Rowe/RJB@RJB, Martina Paznar/RJB@RJB
Date: 01/12/2015 10:58 AM
Subject: Re: Niska Rd. project

Good Morning Steve,

Thank you for your email outlining your activities related to our Niska Road study. As we are in the preliminary design phase we are able to consider your suggestions and comments.

By copy of this email I will arrange to have your Club placed on our study mailing list so that we may keep your members apprised of our study findings and recommendations.

Leonard Rach P.Eng.
Project Manager

From: [redacted]
To: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
Cc: [redacted]
Date: 01/12/2015 10:48 AM
Subject: Niska Rd. project

I'm writting on behalf of the Ancient Mariners Canoe Club of Cambridge.

We would like to take this opportunity to comment on the proposed reconstruction on Niska Rd at the Speed R.

Specifically that improved parking & access to the river be considered in the final plans.

As a recreational canoe club our 140 members are exclusively senior.

We access the Speed R. at this location two or three times a season.

We park shuttle 4 to 6 cars at this location at the time of each trip.

In addition, some of our members also make use of this river access independently during the season too.

There are at least two other local canoe clubs at use this access, the Evergreen Canoe Club, Guelph, 30+ members & the Waterloo Wellington Canoe Club 100+ members.

All have similar issues & would benefit from improvements this loaction.

At issue for us is dangerous conditions that exist caused by the narrow roadway.

All groups bring in trailers, anywhere from 1 to 4 in number, to unload canoes.

Unfortunately, we end up partially blocking the road to during the unloading.

As you are aware there is a hiking trail there as well which also attracts people who arrive in cars making parking congested at times.

In summary, any improvements to parking & river access would be greatly appreciated.

Steve Tuck,
[redacted]

DRAFT

RE: Niska Rd. project
steve.tuck
to:
Leonard Rach
01/12/2015 11:04 AM
Cc:
Brad Hamilton, Dave Elgar, Louise and Ralph Novak, Jennifer Vandermeer, Philip Rowe, Martina Paznar
Hide Details
From: [redacted]
To: Leonard Rach <leonard.rach@rjburnside.com>,
Cc: Brad Hamilton <brad.hamilton@guelph.ca>, [redacted] Jennifer Vandermeer <jennifer.vandermeer@rjburnside.com>, Philip Rowe <philip.rowe@rjburnside.com>, Martina Paznar <martina.paznar@rjburnside.com>

Thanks very much for considering us Leonard.

steve

To:
CC: brad.hamilton@guelph.ca; [redacted]
Jennifer.Vandermeer@rjburnside.com; Philip.Rowe@rjburnside.com; Martina.Paznar@rjburnside.com
Subject: Re: Niska Rd. project
From: Leonard.Rach@rjburnside.com
Date: Mon, 12 Jan 2015 10:58:55 -0500

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Leonard Rach P.Eng.
Project Manager

BURNSIDE

Leonard Rach, P.Eng.
Project Manager

R.J. Burnside & Associates Limited
15 Townline
Orangeville, Ontario L9W 3R4
Leonard.Rach@rjburnside.com

DRAFT

Office: 519-941-5331
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Thank you.

****

From: [redacted]
To: "brad.hamilton@guelph.ca" <brad.hamilton@guelph.ca>, "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>,
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DRAFT

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All have similar issues & would benefit from improvements this loaction.

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to unload canoes.

Unfortunately, we end up partially blocking the road to during the unloading.

As you are aware there is a hiking trail there as well which also attracts
people who arrive in cars making parking congested at times.

In summary, any improvements to parking & river access would be greatly appreciated.

Steve Tuck,

DRAFT

From: Brian Hindley [redacted]
To: "Brad.Hamilton@guelph.ca" <brad.hamilton@guelph.ca>,
Cc: "leonard.rach@rjburnside.com" <leonard.rach@rjburnside.com>
Date: 01/18/2015 03:12 PM
Subject: Comments on Niska Road and Bailey Bridge Class EA

Hi Brad:

We attended the open house in November and also the preliminary open house held previously the Guelph YMCA/YWCA that lead to upgrading this class EA to a Class C project. While we have not yet provided comments, we echo those of other residents in stating emphatically that the preferred option should not be an upgrade of the bridge to a 2 lane bridge, but rather it should either be maintained as a one lane (+ pedestrian/cycle crossing). It is our contention that the Class EA is flawed from the beginning and it is not possible, after considering these flaws, to arrive at any other preferred option than this, and certainly not one that would replace the bridge with a two lane structure. The following is a list of these reasons:

1. the Class EA suggests that the bailey bridge was installed in the 70's (or thereabouts) as a temporary measure, and that the intent was always that Niska road should be treated as a major collector road by the City. It is inappropriate, given the passage of time, to suggest that Niska Road be still considered a major collector road - clearly, the temporary bailey bridge is not temporary and has served the traffic volume on Niska Road for over 40 years to meet the needs of the community and the city. It has not been used as a "major" collector road at all, but a scenic drive to allow drivers to see a picturesque part of Guelph showing its rural roots and a unique crossing of the Speed River. This is the current purpose, and therefore to suggest that it is a major collector road without doing a full EA is inconsistent with current EA legislation. The City is in fact, proposing to change the use of this road that has been in its current form for over 40 years.
2. the Class EA has also not adequately considered alternatives to this upgrade, the purpose of which, will clearly allow for additional traffic volume to travel from Regional Road 24 to the Hanlon Expressway onramp at Downey Road (future). The alternative for this connection is the Extension of Stone Road, which would have connected Regional Road 24 to the Hanlon Expressway via Stone Road, a commercial link to the City's south end commercial district, unlike Downey Road, which is a residential one. Unfortunately, the City did not consider this when they backed away from the Stone Road Extension for environmental/public opposition reasons. Clearly, the Stone Road and Niska Road improvements should have been considered together, as they serve the same purpose - by considering Stone Road first, the City has shown poor planning by removing alternatives one by one until there is no "alternative to" left. It is important to note that

DRAFT

the Speed River at the Niska bridge is no less significant than the proposed crossing for the Stone Road extension; the fact that that there is an existing crossing by a "temporary" one lane precast structure does not make it less so. In fact, since the segment of the Speed River at the Niska bridge is further downstream from the City's wastewater treatment system than the proposed Stone Road extension would indicate that it may be in a better state of health, relatively speaking.

3. This is an example of piecemeal planning; by eliminating the Stone Road option, before considering the Niska Road project, and as a result the citizens of Guelph are not being served fairly here. There should have been a more comprehensive look at traffic in the south in of Guelph as a whole, not one road at a time.
4. The Class EA does not properly consider the impacts of Traffic from Niska Road on Downey Road or the fact that the Woodland Glen interchange at Downey Road will become a major on ramp to the Hanlon Expressway as Downey Road will be reconstructed as a raised crossing over the Hanlon Expressway (these changes have already been committed). Since the Woodland Glen interchange will have to have a traffic light to accommodate onramp traffic, it will not be possible to have a traffic light at the Niska Road interchange (it is too close to Woodland Glen for this). An alternative suggestion is a roundabout here, which is equally ineffective to deal with additional volumes of traffic here. Currently traffic regularly backs up the Downey Road hill behind the existing light at Downey and the Hanlon Expressway, which means that a roundabout at Niska would also become completely clogged with traffic backed up behind the proposed Woodland Glen lights. The current situation is already chaotic because of the volume of traffic using the YMCA/YWCA and additional traffic here is not sustainable, given all of these commitments that have already been made. An alternative (ie. twinning the bridge) that would allow traffic volumes to increase and rate of traffic movement along Niska Road to increase would only add to the existing traffic snarl here. it is therefore not reasonable to conclude that twinning the bridge is a preferred alternative, considering these traffic issues.
5. The EA fails to properly evaluate the cultural heritage of the Niska road and Bailey Bridge, since it focused solely on the Bridge itself and did not consider the rural views, view of the Speed River and the cultural context of the landscape setting here.
6. The environmental studies in support of the Class EA failed to capture any fish in the vicinity of the Niska Road bridge, and therefore a suggestion was made that there is nothing of significance in the aquatic community. There is an abundance of fish life in this section of the river, although many species are strongly benthic in their habitat preference, which means that they stay within the rock crevices of the long riffle section here and are therefore difficult to catch. In addition, there are also species of mussels here and potential that either fish or mussel species may be present that are of significance. The study should include the pool habitat that is some distance downstream of the bridge, as any impacts from new construction would also potentially impact this downstream habitat.
7. The proposed traffic calming measures are not as effective as a single lane bridge, no matter what any traffic expert suggests. Traffic flow across the one lane bridge could be improved with the use of signals, which is not an expensive solution. In addition, given

DRAFT

the concerns about traffic congestion on Downey Road, an additional traffic signal might actually be effective here.

8. There currently is a long list of residents that have indicated their preference for either maintaining the single lane status of the bridge or further downgrading it to just a pedestrian/cycling crossing and this should carry significant weight in the Class EA.
9. The single lane versus 2 lane bridge reconstruction alternatives seem to be very close in the evaluation scoring, with the 2 lane bridge scoring higher on “technical issues” and “problem statement”. The reasons for this difference are not immediately clear, and given the previous 7 points, it is hard to see why this would be the case. Considering that several concerns have not been addressed, it would seem premature to make this conclusion.

In conclusion, for the reasons listed above, we believe that the single lane reconstruction option should be the preferred alternative, not the 2 lane bridge reconstruction. Please add us to the list of residents who disagree with your proposed alternative.

Thanks

Brian Hindley and Nicole Mailloux

[redacted]

Sent from Windows Mail

DRAFT

From: <Mayor@guelph.ca>
To: [redacted],
Cc: <leonard.rach@rjburnside.com>, <Brad.Hamilton@guelph.ca>, <administration@guelph.ca>
Date: 01/20/2015 01:26 PM
Subject: RE: Transport on Niska crossing our Bailey Bridge, not the first.

Thank you very much for taking the time to send me your thoughts on this issue.

City staff and their consultant are collecting and reviewing feedback, and I have copied them on this e-mail for their information. I have yet to land on how I feel on this issue at this point, because I want to continue to hear from staff, professionals and residents just like you. Rest assured that your thoughts do not go unnoticed, and I appreciate you reaching out.

For more information about this project and the process, you can visit guelph.ca/niskaroad.

Sincerely,

Cam Guthrie
Mayor
City of Guelph

519-837-5643 F 519-822-8277
mayor@guelph.ca

How can we help you? report a problem or request a service online

From: Tina Swindells [redacted]
Sent: January 20, 2015 12:38 PM
To: Mayors Office
Subject: Transport on Niska crossing our Bailey Bridge, not the first.

Dear Mr. Guthrie,

I am sending you this picture to ask for your help and support. This picture is a full size transport truck crossing our 1 lane bridge (Bailey Bridge) on Niska Road at 5:08 pm last night. This is not a first time. In fact I often witness transport trucks turning off the "Hanlon Expressway" driving into Kortright Hills. I am sure you have heard that the neighbours in this neighbourhood are not happy that the City would like to remove our 1 lane bridge on Niska and replace it with a 2 lane bridge. I am one of those neighbours who is totally 100% against removing that bridge to make a 2 lane bridge.

DRAFT

When we bought our house in Kortright Hills one of the draws to the neighbour was that it was quiet and removed from all the traffic. However the is not the case anymore. I realize everything changes with time but the changes I am seeing are nothing more than bad planning and choices made by City staff and all their wisdom.
The Hanlon is far from an Expressway, I can not even believe that it can be called an Expressway, no other Expressway has lights at almost every Intersection. We were told that the new Clair Rd interchange would elevate the traffic. We have also heard rumours for years about more over passes being built on the Hanlon. I have yet to see the over passes and as far as the Clair Rd interchange "what a waste". A interchange to where? More and more traffic is diverted through Kortright Hills, people using it as a cut through to travel out of town to Cambridge or out to Highway 24. I mean why would a transport truck stay on the Hanlon in traffic, having to stop at every Intersection (Stone, College, Wellington with a tight turn at the lights)? It is much faster to whip through Kortright Hills, turning off the Hanlon onto Downey and avoiding all traffic lights.

The traffic in Kortright Hills increases more and more all the time and more and more I see Transport trucks as well. This particular transport truck (last night January 19th at 5:08pm)was flying through our neighbourhood last night. He had turned off the Hanlon onto Downey and despite the "No Truck Signs" posted every where he continued turning right onto Niska Rd, flying down Niska pretty much through the only stop sign at Ptarmigan and Niska. He continued on down to the 1 lane bridge and again signage every where about no trucks and weight restrictions, he crossed the 1 lane bridge and continued on through the "S turn" up toward Highway 24. My guess is if he had have stayed on the Hanlon he probably only would have got as far as College Ave in the same amount of time. The city has set it up like this. People would rather cut through Kortright Hills than use the Hanlon. Now the city wants to make our little one lane bridge into a 2 lane bridge. A 2 lane bridge would just encourage even more people to cut through the neighbourhood.

If the city decides to go ahead with this two lane bridge then they should also make a big sign for posting on the Hanlon stating " Turn at Downey and take Niska Rd if you want to save time and avoid all the lights and tight turns on our Hanlon Expressway". In fact they will not even need a sign because people will do this without being told. Is the idea to decrease the traffic on the Hanlon and divert it through Kortright Hills?

The truck driver driving this transport (Genuine transport truck 5024 license plate #J29 97H?) will thank the City staff with all their wisdom but the people living in this neighbourhood will not thank you. Our streets are narrow and Niska is steep, not meant for large amounts of traffic especially transports flying through trying to stop on a hill at the one stop sign. Someone is going to get hurt if not killed. Niska Rd is not meant for fast flowing traffic. Please think twice before building a 2 lane bridge and encouraging more traffic to pass through.

Thank you for your time,

Tina Swindells
[redacted]

DRAFT

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DRAFT

From: <Mayor@guelph.ca>
To: [redacted]
Cc: <Brad.Hamilton@guelph.ca>, <leonard.rach@rjburnside.com>, <administration@guelph.ca>
Date: 01/21/2015 09:53 AM
Subject: RE: No two lane bridge

Thank you very much for taking the time to send me your thoughts on this issue.

City staff and their consultant are collecting and reviewing feedback, and I have copied them on this e-mail for their information. I have yet to land on how I feel on this issue at this point, because I want to continue to hear from staff, professionals and residents just like you. Rest assured that your thoughts do not go unnoticed, and I appreciate you reaching out.

For more information about this project and the process, you can visit guelph.ca/niskaroad.

Sincerely,

Cam Guthrie
Mayor
City of Guelph

519-837-5643 F 519-822-8277
mayor@guelph.ca

How can we help you? report a problem or request a service online

From: Linda Forster [redacted]
Sent: January 20, 2015 5:21 PM
To: Mayors Office
Subject: No two lane bridge

January 20, 2015

Dear Mr. Mayor,

I am a 9 year old boy who lives on a street right near the bridge. I don't think they should build a two lane bridge.

The two lane bridge will cause too much traffic. The traffic will cause collisions, pollution

DRAFT

and there will be big trucks.

Building the bridge will destroy habitats and wildlife. It will also destroy animals. Every summer me and my brother go to the river and we catch crayfish and play in the river at the bridge. If the bridge is built we can't catch crayfish.

Conservation land is meant for outdoor activities NOT for building! People won't want to go on walks on the trails because it will be so busy and loud.

I hope this bridge stays a one lane bridge. Please don't make it a two lane bridge.

Sincerely,

Quinn Forster

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DRAFT

CWG CORRESPONDENCE IN RESPONSE TO PIC

DRAFT

From: [redacted]
To: "NiskaRoadEA@rjburnside.com" <NiskaRoadEA@rjburnside.com>,
Date: 11/27/2014 10:07 PM
Subject: Re technical studies

Hi Great turnout at the PIC today.

I did not get a chance at the PIC to review the technical studies, environmental reports etc. on the table . I would like to review these before the next CWG meeting. Could you please email them to me including the GRCA comments.

Also when is the next CWG meeting planned.

Thank You Laura Murr

< /div>

DRAFT

Re: Fatality at the Bridge?
Vince Hanson
to:
Philip Rowe, brad.hamilton, Jennifer Vandermeer
12/03/2014 08:00 PM
Cc:
Leonard Rach, Jennifer Vandermeer, Ashley Gallaugher
Hide Details
From: Vince Hanson [redacted]
To: Philip Rowe <Philip.Rowe@rjburnside.com>, brad.hamilton@guelph.ca, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>,
Cc: Leonard Rach <Leonard.Rach@rjburnside.com>, Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>, Ashley Gallaugher <Ashley.Gallaugher@rjburnside.com>
Security:
To ensure privacy, images from remote sites were prevented from downloading. Show Images

Thank you. I knew about that as I lived on Niska then. A couple of people asked me about a fatality during the PIC. Someone mentioned there was something on the Boards or someone was talking about it as a single fatality. Thanks again. Vince

---

From: Philip Rowe
Sent: Wednesday, December 3, 2014 7:45 PM
To: [redacted].hamilton@guelph.ca; Jennifer Vandermeer
Cc: Leonard Rach; Jennifer Vandermeer; Ashley Gallaugher
Subject: Re: Fatality at the Bridge?

This issue was mentioned or referenced a number of times at a number of meetings, including at the very first workshop by the Police.

The bridge was the scene of a crash that killed three people in 1993.

This is news well known by the community.

Here is a web link to an article done by the Guelph Mercury dated August 17, 2014

http://www.guelphmercury.com/news-story/4762411-that-night-on-niska-road/

or

http://www.cambridgetimes.ca/news-story/4762411-that-night-on-niska-road/

The article is called:

That Night on Niska Road
How the death of three Guelph teens helped change Ontario's driving legislation

DRAFT

From: "Vince Hanson" [redacted]
To: "'Leonard Rach'" <Leonard.Rach@rjburnside.com>,
Date: 12/02/2014 03:34 PM
Subject: Fatality at the Bridge?

Hi Leonard. Someone asked me at the PIC meeting about the fatality at the Bridge. I meant to ask you about it. Can you please tell me when that was and how it was related to the bridge? Was it a head-on collision? Or something else? Thanks.
Vince

BURNSIDE

Philip Rowe, C.E.T.
V. P. Environmental Planning and Assessment

R.J. Burnside & Associates Limited
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Philip.Rowe@rjburnside.com
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Direct Line: 905-821-5915
www.rjburnside.com

DRAFT

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Thank you.

****

From: <Brad.Hamilton@guelph.ca>
To: <Stephen.Robinson@guelph.ca>,
Cc: <Melissa.Aldunate@guelph.ca>, <Leonard.Rach@rjburnside.com>
Date: 12/02/2014 08:25 AM
Subject: RE: RE december 8 hertiage guelph meeting

Hi Stephen,

You can direct her to the Niska Study Team. I'm not aware of who provided her such comment at the PIC as we have yet to formally present anything to the committee. As we discussed previously, it's best that we wait until the addendum is complete before presenting to the committee. Assuming we are still on track to retain a subconsultant and complete the addendum by the end of the year, the earliest meeting date we attend would be Jan 12. Let me know if you've received anything back from David Waverman or Owen Scott to complete the addendum.

Thanks.

Brad Hamilton, P.Eng. | Project Engineer
T 519-822 -1260 x 2319 |
E brad.hamilton@guelph.ca

From: Stephen Robinson
Sent: December 1, 2014 3:47 PM
To: Brad Hamilton
Cc: Melissa Aldunate
Subject: FW: RE december 8 hertiage guelph meeting

Brad,

See Laura Murr's email to me below.

The Niska Road EA is not on the Dec 8 Heritage Guelph agenda. Heritage Guelph has not yet provided their comments to the EA process as there is still the CHER addendum (cultural heritage landscape study) to be reviewed for comment.

DRAFT

I feel it is best if Laura asks you these questions as Project Coordinator.

Stephen

Stephen Robinson, MA, CAHP | Senior Heritage Planner
T (519) 837-5616 x 2496 |
E stephen.robinson@guelph.ca

* Please consider the environment before printing this email.

From: [redacted]
Sent: December 1, 2014 3:40 PM
To: Stephen Robinson
Subject: RE december 8 hertiage guelph meeting

Hello.

I would like to know please if our September 3, 2014 specific request to Heritage Guelph for a Cultural Heritage Landscape Technical Study which includes the Speed River valleylands, the historic pioneer Niska Rd. and the Bailey bridge will be on the December 8th agenda of Heritage Guelph.

If it is not on the Dec. 8 20014 Agenda please indicate when it will be brought to Heritage Guelph.

At the Niska EA PIC on November 27, 2014 it was mentioned that the Niska Rd. Environmental Assessment Study Team had already received comments from Heritage Guelph .

If this information is correct could you please provide me with the comments that Heritage Guelph sent to the EA Team?

DRAFT

Laura Murr

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DRAFT

FW: Niska Road "Preferred Option"
Brad.Hamilton
to:
Leonard.Rach
12/19/2014 03:09 PM
Cc:
Philip.Rowe, Ashley.Gallaugher, Jennifer.Vandermeer, Martina.Paznar
Hide Details
From: <Brad.Hamilton@guelph.ca>
To: <Leonard.Rach@rjburnside.com>,
Cc: <Philip.Rowe@rjburnside.com>, <Ashley.Gallaugher@rjburnside.com>, <Jennifer.Vandermeer@rjburnside.com>, <Martina.Paznar@rjburnside.com>

Len for your info and file

Brad Hamilton, P.Eng. | Project Engineer
T 519-822 -1260 x 2319 |
E brad.hamilton@guelph.ca

From: Mayors Office
Sent: December 19, 2014 2:26 PM
To: 'Tim Martin'
Cc: Mark MacKinnon; Karl Wettstein; Brad Hamilton; CAO
Subject: RE: Niska Road "Preferred Option"

DRAFT

Hello Tim,

On behalf of Mayor Guthrie, thank you for your email. Staff have been copied this reply for their information.

Regards,
Betsy

Betsy Python | Executive Assistant to the Mayor
Office of the Mayor
City of Guelph

519-837-5643
mayor@guelph.ca

How can we help you? report a problem or request a service online

---

From: Tim Martin [redacted]
Sent: December 19, 2014 11:07 AM
To: Mayors Office
Cc: Mark MacKinnon; Karl Wettstein; Brad Hamilton
Subject: Niska Road "Preferred Option"

As a member of the Community Working Group involved in the EA process for Niska Rd and the infamous Bailey bridge and as a 23 year resident living at 116 Niska rd, I am truly

disappointed with the recommendations for the Preferred Options as presented by RJ Burnside.
It is my personal position that the bridge should be closed to vehicular traffic and maintained only for cyclists and pedestrians. This will inconvenience some people/ drivers that use this route as a shortcut, however they (like me) will find other ways to get to their destination.
Closing the bridge will save the City and its financial supporters (taxpayers) many millions of dollars. There is no cost justification for the proposed preferred options for the sake of a few drivers looking for a shortcut. Stop the nonsense. Convince my why I voted for all of you. Fiscal responsibility, PLEASE!
Thank-you for listening.

Tim Martin
Marbro Capital Limited

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Fw: PIC Feedback-Niska Road and Bridge

Leonard Rach to: Jennifer Vandermeer, Philip Rowe 01/06/2015 09:31 AM
Cc: Ashley Gallaugher, Martina Paznar

FYI and files. A response was sent to Vince. Len
----- Forwarded by Leonard Rach/RJB on 01/06/2015 09:28 AM -----

From: "Vince Hanson" [redacted]
To: <Brad.Hamilton@guelph.ca>, <Leonard.Rach@rjburnside.com>, <Don.Kudo@guelph.ca>, <Philip.Rowe@rjburnside.com>,
Cc: <mayor@guelph.ca>, <Mark.mackinnon@guelph.ca>, <Karl.wettstein@guelph.ca>, <Phil.allt@guelph.ca>, <Bob.bell@guelph.ca>, <Christine.billings@guelph.ca>, <Cathy.downer@guelph.ca>, <Dan.gibson@guelph.ca>, <James.Gordon@guelph.ca>, <June.hofland@guelph.ca>, <Leanne.piper@guelph.ca>, <Mike.salisbury@guelph.ca>, <Andy.vonhellemond@guelph.ca>
Date: 01/06/2015 07:48 AM
Subject: PIC Feedback-Niska Road and Bridge

DRAFT

Hi Brad and Leonard, Don and Philip:
Leonard, thank you for the additional time to send in this feedback.
Attached is feedback sent on behalf of the Heritage Speed River Working Group entitled *Issues with the Niska Road and Bridge – Schedule C EA PIC # 1 November 27,2014* outlining The Issues, Our Perception of those issues, along with Recommendations and Next Steps. It is directed at specific issues:

1. Collector Roads
2. Safety of Residents
3. Short Cut Traffic (including additional issues related to short cut traffic, traffic numbers, the Hanlon and the Interchange at Downey, Noise and Pollution)
4. Economics and Financial Impact
5. Timing and Process of the PIC – Thursday, November 27: 5:00 to 7:00 p.m.
6. Summary of the PIC and EA to Date
7. Recommendations and Next Steps

We look forward to your responses. Please ensure it is sent to the Community Working Group and included with the other feedback on the PIC # 1.
Thank you. Vince Hanson on behalf of the Heritage Speed River Working Group.

PIC #1-Feedback to Niska Road Study Team-Jan 6-2015.pdf

Date: January 6, 2014

To: Brad.Hamilton@guelph.ca
Don.Kudo@guelph.ca
Leonard.Rach@rjburnside.com
Philip.Rowe@rjburnside.com

CC: mayor@guelph.ca
Mark.mackinnon@guelph.ca
Karl.wettstein@guelph.ca
Phil.allt@guelph.ca
Bob.bell@guelph.ca
Christine.billings@guelph.ca
Cathy.downer@guelph.ca
Dan.gibson@guelph.ca
James.gordon@guelph.ca
June.hofland@guelph.ca
Leanne.piper@guelph.ca
Mike.salisbury@guelph.ca
Andy.vonhellemond@guelph.ca

From: Vince Hanson on behalf of the Heritage Speed Valley Working Group

Re: Issues with the Niska Road and Bridge – Schedule C Environmental Assessment PIC #1 – November 27, 2014

DRAFT

The following document outlines our issues with the information collected, evaluated and presented at the Public Information Centre meeting for the Environmental Assessment Schedule C for Niska Road/Niska Road Bridge.

1A. Collector Roads – From the Boards at PIC #1 November 27, 2014

Here is what was on the PIC Boards:

Within the City's Official Plan Collector roads hold the following characteristics:

a) 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.

b) Collectors are moderate speed design, having capacity for 2-4 lanes, usually undivided.

c) Parking may be permitted.

d) The desirable *right-of-way width* shall range from 23 meters to 26 meters.

1B. Collector Roads – Our Perspective:

The PIC Board does not accurately describe the 'Operational definition' of a Collector Road.

Operational Definition:

Our research shows that the operational definition of collectors, confirmed by multiple cases in Guelph and other Ontario cities, is that collectors are to ...Collect vehicle trips ***to and from streets attached to the collector*** and provide through movement for ***neighbourhood-generated*** travel to/from arterials and expressways.

In fact, the City of Guelph OPA 48 Section 5.7 page 85 has the following definition of a collector:

5.7.3 Collector Roads

1. *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."*
2. *Collector roads are designed for moderate speed, having capacity for 2 to 4 lanes, usually undivided.*
3. *Direct access to private property may be controlled to avoid traffic hazards.*

Please note the highlighted section above that collectors are intended to move traffic "within specific areas of the City and collect local traffic".

The specific area is Kortright Hills within the CITY OF Guelph and not Cambridge, Kitchener or Waterloo.

According to the most recent traffic study – conducted under the auspices of the City and/or R. J. Burnside, approximately 25% is from areas in the City of Guelph outside Kortright Hills and 50% of the traffic is regional traffic from another city = 75% is not neighbourhood traffic.

Therefore this Environmental Assessment should adhere to OPA 48 and require the reduction and/or elimination of regional traffic on Niska Road.

In addition, the road design for Kortright Hills was developed as part of 1975 Planning Guide for the Southview District 8 as follows:

Road System

The road transportation facilities for the Southview Planning District have been developed on the assumption that the Hanlon Expressway would be the major north/south arterial route for this area of the \city and therefore the corollary that the arterial and collector system in this District will orient east to the Hanlon Expressway."

DRAFT

1B. Collector Roads – Our Perspective: (continued)

Road System (continued)

The four arterial roads in the Plan were the Hanlon Expressway, Stone Road (expected to be extended across the Speed River to then Highway 24), Downey Road and an un-named road where the southerly portion of Pheasant Run Drive is now. This was expected to be extended east to connect with the Hanlon Expressway.

The two collectors were College Avenue (expected to be extended south across Hanlon Creek) and a looped collector that, at the south end, is now Ptarmigan Road. Niska Road was to be closed at the river and made an entry road to the Kortright Waterfowl Park.

Eventually both the Stone Road extension across the Speed River Valley and the extension of College south across the Hanlon Creek valley were dropped because:

A. Traffic movement worked adequately without these roads (we assume they looked into the future to assess future traffic needs as well)

B. The two valley crossings of the Speed River and the Hanlon Creek created environmental damage that was not acceptable to the City and was not compatible with the Provincial Policy statement.

C. The south arterial with connection to the Hanlon was dropped because frequent connections to the Hanlon were not permitted and crossing the widest part of the 'Hanlon Creek Tributary A Valley' was not environmentally proper.

DRAFT

Since all the changes (dropped roads) resulted from a lack of a demonstrated requirement plus too much environmental damage, there is no justification for a claim the City may make that dropping these roads makes it necessary for Niska Road to be made into an arterial (in practice if not in name) as well as a route for short cut regional traffic.

At the most, it might justify keeping Niska Road open with a local traffic bridge design, rather than closing Niska Road at the river as originally proposed.

Niska Road was always meant to carry traffic within the neighbourhood and that is why the Kortright Hills neighbourhood was developed as a "specific area of the city".

Major traffic was to use the Hanlon Expressway.

It is our belief that the Niska EA Study Team has incorrectly identified traffic from as far as away as the Hanlon Creek Neighbourhood from Kortright and Edinburgh as being part of the 'neighbourhood traffic'. This area is not part of our Kortright Hills neighbourhood.

1B. Collector Roads – Our Perspective: (continued)

Road System (continued)

This area is **not** part of our Kortright Hills neighbourhood. Niska Road collects traffic from the local roads that outlet onto Niska and delivers the traffic to Downey and Ptarmigan.

When Kortright Hills was developed, Niska Road was never designed to carry regional traffic from Wellington 124 to Downey. As above, 75% of the traffic currently using Niska comes from outside Kortright Hills.

According to the definition of a collector road contained in Section 5.7.3 of OPA 48,

Niska Road, as a collector is supposed to collect traffic from our specific area and not regional traffic.

Therefore we challenge the definition of the collector road service area starting as far east as Edinburgh as it outlines a service area appropriate for an arterial not for a collector.

In the case of the City of Cambridge Black Bridge EA, the concern about short-cut traffic from Highway 124 to the 401 via Townline Road was recognized at the start of the EA and has become a constraint on alternatives – i.e. alternatives are being reviewed with the criterion of providing adequate discouragement of short-cut traffic and no alternative will be recommended that does not satisfy this criterion. This was also addressed in Laura Murr's letter to the Study Team with copies to the Mayor and all Councillors.

DRAFT

2A. Safety of Residents

Another serious omission from the PIC was the lack of information provided to the public with respect to the safety of residents who live on Niska Road who need to access their driveways.

According the OPA 48 section 5.7.3 for collector roads:

3. Direct access to private property may be controlled to avoid traffic hazards.'

There was no traffic information at the PIC that Niska Road residents have an average headway at peak traffic times of 13 seconds between vehicles for residents to exit or enter their driveways.

The operational threshold for a 2 lane collector is 5000 vehicles per day.

Given that current traffic volumes are below capacity and residents are already having difficulty entering on to Niska Road and/or accessing their driveways, this EA needs to address whether the designation of Niska as a collector road is even appropriate.

2B. Safety of Residents: Our Perspective

Because the homes are already built, this EA needs to address the question as to whether Niska Road should be downgraded in order to meet the Official Plan requirement as above that

3. Direct access to private property may be controlled to avoid traffic hazards."

The City of Guelph has due diligence under the Ontario Municipal Act to provide for the safety of its residents.

Therefore residents who live on Niska Road and adjoining streets have every right to expect safe access exit and entrance to their driveways and adjacent streets onto Niska Road.

3A. Short Cut Traffic

The EA Study area does not include the Whitelaw and Wellington 124 Intersection. Regional traffic using Niska is generated from this intersection, either going to or from the City of Guelph.

This is 'short cut traffic'

The EA Study Team identified this as 'increased traffic' and lumped all traffic, volume, speeding, truck traffic, commuter comments into 'increased traffic' when it should more appropriately have been called 'short cut traffic' - a term that is well known to the City of Guelph (and R.J. Burnside) with no identification whatsoever, that this traffic is really regional traffic using a collector road that was never designed to carry regional traffic.

3B. Short Cut Traffic: Our Perspective:

We are now aware that the most common traffic complaints that have been dealt with many times by the City of Guelph, is that local collectors are/were being used as shortcut routes by traffic not generated in the neighbourhood.

And, yet in this EA, 'short cut traffic', where the majority of the traffic comes from outside our neighbourhood – was never mentioned to us and is not even on the list of issues raised by the EA leaders (the City staff/management and R.J. Burnside staff/management)!

In other areas of the City of Guelph the City Transportation Planners have addressed the issue of short cut traffic. Here are some examples:

1. Arthur Street residents complained that traffic was using the Norwich St bridge as a shortcut from Woolwich to Eramosa. . As a result the Norwich St bridge was made pedestrian only, despite the argument made by a few that it was an important route for emergency vehicles – this argument was quashed by a reply from fire and ambulance that they never used the bridge…

DRAFT

3B. Short Cut Traffic: Our Perspective: (continued)

2. Residents of Ontario Street complained about shortcut traffic from Wellington and Elizabeth Street to York Road. The response was to introduce a width constriction mid block as a traffic calming measure.

3. Residents of Arthur, King and Queen complained of shortcut traffic from Eramosa to Macdonell and the City installed traffic calming and some one-way designations to discourage short-cutting traffic.

4. When the final phase of the subdivision along Victoria Road at Kortright Road was being planned residents of the existing subdivision along Gordon objected to the continuation of Kortright eastward past their subdivision as a direct connection to Victoria (it is a long way between the connection at Stone Road and the connection at Arkell Road).

   Despite the need for an intermediate connection, the City agreed to alter the road pattern to obscure the connection.

   The result is an inconvenient (for short cut traffic) routing through a series of small local roads to get from Gordon Street to Vitoria thru the neighbourhood.

   (Those of us who know about it can navigate the connection using the twisting route of Sweeney Drive, Zaduk Place and McAlister Boulevard.)

5. When the residents along Grange Street were concerned about the short cut traffic from Macdonell east and westbound to the new subdivisions on the east side of Victoria Road. The city staff responded by installing stop signs along Grange St intersections.

   The Grange and Victoria intersection was also redesigned in order make it difficult to use Grange as a through street east of Victoria. This was done in order to discourage short cut traffic.

Please Note:

In the above examples, the city discouraged shortcut because of neighbourhood complaints. These streets are in residential areas.

These streets cannot even be compared with Niska Road because Niska Road bisects environmentally sensitive areas, wetland, forest, significant wildlife corridor, significant wildlife habitat and the Hanlon Creek Conservation Area.

None of the above examples are streets that bisect a Provincially Significant Wetland that is specially noted as Environmentally Sensitive and also bisects conservation land that was planned as the keystone property of the Hanlon Creek Conservation Area – which if realized would be the only Conservation Area in the City of Guelph, equivalent to Laurel Creek Conservation Area in Waterloo and Dumfries Conservation area in Cambridge.

This bisection of a conservation area is an additional strong reason for not allowing this road to be a short cut route for non-neighbourhood traffic.

DRAFT

3B. Short Cut Traffic: Our Perspective: (continued)

The Niska Road EA process does not even address the issue of short cut traffic and its impact on our neighbourhood or the impact of increased traffic on road kill through an environmentally sensitive area and major wildlife corridor.

It also does not address the needs of the Puslinch Township residents who live on Whitelaw Road. We have gone door-to-door, talked to them and they have outlined, to us, how increases in traffic have impacted their quality of life and health and safety.

Therefore, none of the alternatives were assessed in relation to solving the short cut traffic issue.

Important Challenge

We challenge the Study Team to declare that they recognize the responsibility of the City to minimize short cut traffic using Niska Road when assessing the alternatives for Niska Road and the Bailey Bridge.

Important Question

Was the short cut regional traffic ever addressed within the weighted alternatives when evaluating the decisions for the preliminary preferred alternative solutions?

The response would have to be NO!

How do we know?

Because, I/we never heard the phrase from the CWG leaders – City staff and R. J. Burnside staff:

1. It was never mentioned in any of our six or seven CWG meetings
2. Never noted in our meeting minutes – over 100 pages of documentation of our meetings
3. Never written in any of the Evaluation Tables for Niska Road or the Bridge (which were thirty-five pages of documents alone, measuring 11x17)
4. Never mentioned in the voluminous correspondence I personally generated and received from City staff and R. J. Burnside staff.
5. And, in the Opportunity/Problem statement – 'increased traffic' was lumped into 'safety' and never once with the mention of 'short cut traffic'.

We find this incredulous and unconscionable, and hope you do too.

Do you think if we had heard that terminology, we would have wanted to 'latch onto it' to help protect, preserve and conserve the environmentally sensitive area and our neighbourhood?

We do…

DRAFT

Additional Issues Related to Short Cut Traffic – Other Traffic Considerations (continued)

In addition, the EA appears to ignore the traffic impact of the eventual build-out and occupation of the Hanlon Creek Business Park. When and if, this occurs will Niska Road become the major route for Wellington 124 regional traffic in terms of to and from work traffic?

Based on the foregoing, is this acceptable?

Traffic Numbers

At the January 21, 2014 CWG/Study Team Meeting (minutes, page 7), Leonard Rach (LR) quoted these traffic numbers:

LR – Based on the traffic projection to 2031 we expect an increase of about 100 vehicles in peak hours. Some of this can be eliminated by regulating heavy truck traffic`

We believe this predicted increase of only 100 vehicles at peak hours to be underestimated by a factor of at least 100%, maybe 300% because it did not take into account:

- The full build of the commercial property on Elmira Road; increases in Wellington 124 traffic
- The proposed large industrial development at Wellington 124 and Whitelaw Road
- Wellington County has initiated an EA for Wellington 124 which may increase regional traffic from Whitelaw onto Niska Road.

The 2005 Guelph-Wellington County Transportation Study considered Wellington 124 west of the City of Guelph to be a *"principal roadway within the study area"* and that there is a*n "increasing number of people from the Kitchener-Waterloo-Cambridge area working in Guelph."*

http://guelph.ca/wp-content/uploads/GuelphWellingtonTransportationStudy.pdf

This trend of regional traffic from the 2005 report is likely reflected in the 50% of regional traffic using Niska Road…

Future plans for Wellington 124 include an upgrade to a four-lane divided expressway. This never happened. That delay in upgrading of Wellington 124 has resulted in Niska Road becoming a speedway for 'cut through' or 'short cut' regional traffic.

The Guelph Wellington County Transportation predicted the following:

"Delays in implementing the recommended improvements on identified roadways will create traffic congestion on them, adversely affect transit service, and will lead to traffic infiltration of neighbourhoods and communities."

It has become a self fulfilling prophecy.

DRAFT

Additional Issues Related to Short Cut Traffic – Other Traffic Considerations (continued)

Another major problem with this EA process is that it is not comprehensive enough and should have included a traffic master plan for the entire Kortright Hills area; not just an isolated narrow traffic survey from Niska and Downey to the Speed River.

How is this acceptable when the EA process discourages piecemeal planning for this very reason?

Without a comprehensive Neighbourhood Traffic Management Plan, the Study Team cannot accurately predict future traffic volumes.

The Hanlon Expressway and the Interchange at Downey

In the future, when the new Hanlon interchange is constructed, there will be no southbound access to the Hanlon Expressway at Downey.

There was no analysis in this EA of this major traffic flow change.

If residents living east of the Hanlon choose to not use the new service road to the northbound Stone Road interchange to get to 124, there could be substantial increase in short cut traffic down Niska to Whitelaw to 124.

Several years ago the City determined that the intersection of Niska and Downey already met the warrants for a traffic signal. Despite this fact the City never installed a light, the November 27, 2014 PIC Board entitled **Existing Road Conditions** did not include the fact that the City's traffic warrant analysis indicated that this intersection already warranted a traffic light.

Why omit this fact? The public had the right to know.

We are aware that the MTO must comment on any intersection upgrades at Downey Road and Niska Road because of its close proximity to Highway 6.

The CWG asked about this issue early in the CWG process. "Would the MTO allow traffic lights or a roundabout at Niska and Downey?"

We never received an answer either at our CWG meetings or at the PIC.

DRAFT

Additional Issues Related to Short Cut Traffic – Noise and Pollution

The EA PIC boards on November 27, indicated noise levels would be done through a 'desktop' assessment of noise.

This cannot be acceptable to any who cares about the citizens of Guelph…

Shouldn't an actual assessment of noise levels be conducted – especially during peak traffic times?

Aren't all resident's entitled to the use and enjoyment of their properties, especially if they purchase properties adjacent to a conservation area with 'Official City Plans' designating low to moderate traffic patterns?

Houses at the corners of Ptarmigan Road and Whittaker Court have homes whose backyards abut Niska Road. Noise also impacts sleep patterns. Homes on Niska Road have bedrooms at the front of their homes.

These are noise sensitive receptors that this EA has not considered.

The health impacts of noise and pollution from traffic is well documented in the literature.

http://www.transportenvironment.org/press/traffic-noise-health-impacts-second-only-air-pollution-new-who-report-says

http://pollutionfreecities.blogspot.ca/

http://pollutionfreecities.blogspot.ca/2011/02/traffic-noise-impacts-on-health-of.html

http://www.sciencedaily.com/releases/2001/05/010523072445.htm

http://grimes.mcgill.ca/content/documents/workshop/Lectures/Audrey%20Asmargia%20-%20lecture.pdf

http://www.fcm.ca/Documents/case-studies/GMF/Transport-Canada/StGeorgeStreetRevitalization_EN.pdf

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4A. Economics and Financial Impact

At the PIC, there was no comparison of the economic cost or financial impact of each of the options – just a preliminary preferred alternative solution.

4B. Economics and Financial Impact – Our Perspective

Economics is part of the Environmental Assessment Process; no preliminary preferred alternative solution should be selected without comparison of the financial impact of each option.

Economics is one of the primary criteria in the EA process.

To ask the citizens of Guelph to select their preferred option without informing them of economics and financial impact of their decision is ludicrous!

Mr. Mayor and City Council: Would you make that decision without being properly informed?

We think not.

Yet, the Study Group has asked the PIC attendees and anyone in the City who cares to comment to do so (and can do so anonymously) without consideration for economics or financial impact…

How is this possible? How can it be acceptable to you?

5A. Timing and Process of the PIC – Thursday, November 27: 5:00 to 7:00 p.m.

Here are just a very few complaints and comments we had and/or heard from others:

- 'Could there be a worse time for a very important public meeting?'
- 'A month before Christmas?
- No formal presentation? I rushed to come here 'for this'? No Q&A?
- "Find someone with a name tag and ask questions?" 'How do I know I'm talking to the right person who knows the answer to, or even understands my question?'
- 'Too much information. Too confusing.'

5B. Timing and Process of the PIC – Our Perspective

How could anyone be proud of that 'Public Information Centre' meeting? While we think it may have achieved some of what the Study Group intended, it did not meet the needs of the community. How do we know? Following the PIC, from December 7-19 inclusive:

i. We conducted a random, door-to-door survey of the residents in Kortright Hills

ii. We found 95% of all 320 respondents stated that they are Against A Two Lane Bridge

iii. We learned that of the 320 people surveyed, 55 attended the PIC; of them, only 3 people were in favour of the preliminary preferred alternative solution of a two lane bridge

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6. Summary of the PIC and the EA to Date – Our Perspective

While it is considered 'unbelievable' by those we speak with – and some of those people are highly educated and knowledgeable in what other cities have done in similar circumstances…

'Unbelievable' because the City, and current and future citizens have so much to lose and so little to gain.

'Unbelievable' because the City and through them the Study Team have committed grievous errors in conducting the EA and the PIC.

'Unbelievable' because the City is rumoured (strongly rumoured) to be disbanding the volunteer Community Working Group which they have essentially already done:

- Our last meeting was in August, 2014
- We were promised meetings in September, October and November prior to the PIC, none of which ever occurred
- We were advised we would have 'plenty of time to discuss the Opportunity/problem statements' which did not happen
- Advised us we would be evaluating the Alternative Options – then on August 12, we were told that the 'Study Team' had evaluated the options; made the decision on the preliminary preferred alternative and needed to 'push on'.
- This new 'Study Team' effectively split City staff and R. J. Burnside and from the community members part of the Community Working Group (CWG)
- While they did ask for our feedback – and were given extensive feedback on the evaluation sheets, there is not one iota of evidence on the PIC Boards that any of the information was taken into consideration

Please see the next page for Our Recommendations and Next Steps.

Thank you.

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7. Our Recommendations and Next Steps

Given our above concerns and the many unanswered questions to-date, we strongly believe that this EA has been badly flawed from the beginning and continues throughout the process so far with copious amounts of missing data.

1. Therefore, we recommend that no decision be made on a preliminary preferred alternative solution until the data is received, reviewed and all the questions have been answered.
2. We further recommend that you insist that the Community Working Group be reconvened and given a mandate of coming up with a Win-Win-Win outcome:
   - The Citizens of greater Guelph must see a clear win in the outcome for future generations
   - The neighbourhood residents must feel a clear win for their community
   - The City and external engineers must win by coming up with a plan based on a solution that is collaboratively developed with involved and engaged community members.

In life as in business, we need to work in collaboration and harmony with others.

Many members of the CWG agreed on a Mission, Vision and Values for working with the City and R. J. Burnside to achieve a Win-Win-Win outcome.

We believe we have given you evidence within this document where a Win-Win-Win outcome was not the original goal of the City staff or R.J. Burnside.

While we still believe a Win-Win-Win is still possible, we make two further recommendations:

3. Those leading the Niska Road Environmental Assessment mandate that this EA adhere to standards required as set out in many provincial documents (MCEA, others).

   Please review our letter to Ms. Barbara Slatterly, EA/Planning Coordinator, Ministry of the Environment and Climate Change (MOECC) for more understanding on the background for this recommendation. (To be sent by Laura Murr under separate cover shortly.)

   And yet, it goes beyond that.

4. As in the Black Bridge EA (quoted on briefly in this document), the Study Team needs to demonstrate real concern, interest and caring for the neighbourhood residents who will be affected by the decisions they make.

Because, that's what leaders do who truly care about their constituents…

The residents have spoken strongly. They do not want a two lane bridge. Beyond that, there is still opportunity for a Win-Win-Win. We look forward to your responses. Thank you.

Sincerely,

Vince Hanson and Laura Murr on behalf of the Heritage Speed River Working Group

[redacted]

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Appendix E

Summary of Aerial Image Comments

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Niska Road EA PIC 1

November 27, 2014

Study Area Aerial Map Exercise: Comments Submitted on Photo

Black text – received at CWG Meeting 3
Red text –received at PIC 1 by members of public

Entrance to Woodlot area on NW side of Niska Bridge
Many people visit this area on statutory holidays with friends and family (should make parking available where waterfowl park was)
Unsafe parking area
It is not a parking area
If larger it'd be safer
Traffic lights will not help!
Parking for trail
Deer Crossing road
[arrows indicating extend of affected area] People leave garbage, illegal dumping
Work with GRCA to ensure safe access to trails along river.

Niska Road on West side of bridge
Hit by deer
Traffic lights [west of bridge crossing]

Woodlot at SW side of Niska Bridge
Concern for wildlife

Niska Bridge
Close at bridge
-no!
-Big NO
Huge trucks crossing regularly clearly exceed weight limit!!
-[arrow pointing to above comment] move signage. Worked on Fife Road
-catch them with a camera! Generate revenue!
Leave bridge just as is: defer expenditures! As long as possible!
No! [arrow to comment above] Need pedestrian and cyclist crossing
[arrow pointing to stick figures entering bridge from east] This is where I walk over the bridge with my children. It is already a traffic hazard. 2 lane bridge completely the wrong idea for so many reasons!
[arrow pointing to bridge] Bridge needs its span increased to reduce impacts on river
Do not need 2 way bridge
Please do not close the bridge. Just repair & let it go
-I agree!
More accidents. Sharp Turns
[arrow from comment above] Straighten road due to sharp turns.

Speed River under Niska Bridge

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Migratory waterfowl area herons, king fishers, swallows etc.
Water quality in river – rethink studies
Consider flight patterns of migratory and resident birds and waterfowl in the river
2 lane bridge – more salt & sand in river than 1 lane bridge
-YES!!
Bridge needs to be 2 lanes for traffic especially if emergency vehicles. Traffic is already there, 2c lanes make it safer for everyone.

NW bank of Speed River on NW side of bridge
Future canoe launching site
To do this widen an area to park 2-3 cars
Lots of frogs calling
Close bridge to all traffic except foot & bike
-[arrow pointing to above comment] No!

North side of Niska Bridge along bridge
Pair? Pedestrian bridge here [two parallel lines across river, parallel to bridge indicating a pedestrian bridge beside bridge]

Area surrounding bridge including woodlots to NW and SW of bridge, section of river crossed by bridge and lands surrounding east side of bridge
[circle around entire area] Is this part of the Haldimand Tract?!

Niska Road on East Side Bridge
Traffic lights

Tree on bank E of Speed River, NE of Bridge
Large? Heritage

Wooded region with path E of River, N of Niska Road
No trespassing
Wildlife habitats

Wetland region E of wooded region, N of Niska Road
Frogs calling
Large concentration of deer? Nursery area
Niska Road S of Wetland region, E of Bridge
Amphibians crossing road during spring & fall migrations
-No there's not! None???
Make a park for families. Close bridge for cars; bikes and people only. Parking [arrow pointing to wetland]
It's time to put the priority on the river and natural heritage rather than on development, traffic and speed…People – not cars!

Cedar stand S of Niska Road, parallel to Wetland region
?heritage cedar trees by fence
Forest edge along Niska Pioneer Trail to river both sides will be impacted by road widening

DRAFT

Cedar stand E of wetland region N of Niska Road, on E side of bridge
Hollow trees nest sites

Niska Road S of Cedar stand E of wetland region
Lots of road kill – skunks, koons, possums, squirrels
Bats seen at dusk

Region of Ptarmigan and at Bridge
No new street lights from Ptarmigan E and at Bridge
-preserves viescapes
-better for wildlife
-no disruption of breeding activity
-in river and wetland

Niska Road just west of Pioneer Trail
[2 parallel lines running N to S across road] Close road

Niska Road at Pioneer Trail
[one circle per intersection corner indicating a four-way stop] stop signs

Old Waterfowl Park Main Entrance
Great parking

Hedgerow from Old Waterfowl Park Entrance to Midpoint of N Agricultural Field
[Arrows] historic hed[ge]row?

Section of Right-of-way North of Niska Road from Hedgerow East of Waterfowl Park to Middle of Northern Agricultural Field
[lines outlining section] Historic vegetated culverts from Niska Bridge to Ptarmigan
-mitigated run off
-cool run off

Section on North Side of Niska Road, North of Hedgerow, Between East Side of Waterfowl Entrance to Edge of Northern Agricultural Region
[arrows indicating section of interest] possible bicycle and pedestrian trail
Community gardens!
Seniors nature walk
Snow drifting across road in winter storms – a safety hazard.

Section of Land on South Side of Niska Road, South of Hedgerow Between East Edge of Pioneer Trail and Small Entrance to Southern Agricultural Field
[arrows indicating section of interest] possible bicycle and pedestrian trail

Southern Agricultural Field, South of Niska Road
Owned by GRCA
Zoned as Parkland in City of Guelph Zoning Bylaws

DRAFT

Cedar Tree Between Southern Agricultural Field and Niska Road
?Remnant of historic cedar fence

Section of Niska from Midpoint of Agricultural Lands to Whittakcker
Grade of the road encourages speeders
Between Niska Bridge and Ptarmigan
Race track – high acceleration!
Noise pollution
Considerable traffic noise –from 5 am!
Dangerous corridor for pedestrians walking to trails across river – improve areas.

Meadow Region on Southwest Corner of Niska and Ptarmigan Intersection
Turtles and frogs
Possible amphibian crossing [arrows point specifically to paths from meadow region across Niska, and meadow region across Ptarmigan]

SW Corner of Niska Ptarmigan Intersection
Only stop signs along Niska/Whitelaw!!
Poor pedestrian right of way
Hard to cross
No straight through 7-9 am, 4-6 pm neglects commuter traffic.

SE Corner of Niska Ptarmigan Intersection
Sidewalk ends short of road [arrows pointing directly to sidewalk on E side of Ptarmigan which ends before Ptarmigan Niska intersection]

NE Corner of Niska Ptarmigan Intersection and Hill West of Intersection
Grade of the road allows people to blow stop signs [arrow pointing specifically to stop sign at NE corner of Niska/Ptarmigan intersection]
Many children cross [arrow pointing from sidewalk crossing Niska from North to South, on E side on Ptarmigan] vey unsafe
    [arrow pointing to comment above] this will only get worse! Noise pollution from accelerating up hill.
[arrows pointing to stop sign] stop sign, cars roll through can't stop at wet and icey conditions
[arrow pointing to house on NE corner of intersection] These people moved because of problems on Niska
Kids often wait for 10+ cars to go through before one eventually stops and lets them cross.
Vehicles can't stop going downhill in winter
[arrow to house on NW corner of Niska and Ptarmigan] This is my house and have been here sinse 2002. Noise, speeding, squealing noises and gas pollution. Sometimes I can't sleep at middle of night because of speeding vehicle.

Niska Road Between Ptarmigan and Whittaker
Vehicles cannot get up hill in winter
Grade of road (hill) makes crossing at Ptarmigan very unsafe
[arrow pointing at truck in photo in this section] TRUCK!!
    -No it's a bus!
[above residential area]

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-Noise pollution
-Air pollution

Section of Niska from Whittaker to Foxwood
[lines along southern section of road, and northern section where sidewalks end] No sidewalks

Northwest Corner of Niska/Whittaker Intersection
[area circled] school bus stop
Cars speed, safety issue with hazardous icey conditions

Northeast Corner of Niska/Whittaker Intersection
Too many trucks on Niska
Why are truck bans not enforced!

Line of Trees Across from (south of) Niska/Whittaker Intersection
[circle around trees] Future safety concern @ home development x3

Region of Niska from Whittaker to Tanager
Safety issue for children walking to school bus from Whittaker to Tanager (no sidewalks)
-Yes
Children walk on Niska

Intersection at Niska and Tanager
[four circles at each corner of intersection indicating placement of stop signs] Install stop signs
[arrow along Tanager pointing north toward Niska] Exiting is very dangerous
Consider traffic exiting form side streets going to Downey

Section of Niska from Tanager to Foxwood
Backing out is difficult…(in winter or rush hour is a nightmare)
City traffic study show s that 13 sec to get out of your driveway.

Section between loop driveway NE of Tanager/Niska Intersection and next driveway to east
[one asterisk east of loop driveway and one between loop driveway and next driveway to east]
-*bus stop
    -no sidewalks
-school bus stops at 'O' in "ROAD" @ crest of hill
    -poor sightlights in both directions
[arrow pointing to naturalized area between two houses on northern side of Niska in this section]
-Preserve GRCA land access
    -increase access to conservation areas via this land
    -control dumping of yard waste. From across street?
-put 30 or 40 km/hr speed limit like they have on Barton/Exhibition

Section of Niska from 2nd house west of Foxwood to Niska/Downey Intersection
[rectangles drawn on road to symbolize vehicles]
vehicles get backed up to this point regularly

DRAFT

too many traffics are risk to residents

South of Niska Road across from laneway off of north side of Niska (between Downey Road and Foxwood)
vehicles speed up and speed down!
Not enough enforcement

Intersection at Niska and Foxwood
[four circles drawn at each corner of intersection to symbolize stop signs]
Install stop signs
-not needed
Need parking on Niska!
[arrow pointing to across Niska Road at W side of intersection] Humps or bumps needed here (poor visibility up with hill; worse in the winter with snowbanks!!

Niska Road from Downey to Ptarmigan
Change Niska Road to a one way street from Downey to Ptarmigan. This will solve a number of issues;
1) easier access for the city bus to turn onto Niska from Downey
2) eliminate the "stacking" of traffic trying to turn left onto Downey at Niska
3) give back the south side of Niska Rd to street parking for residents of Niska
4) bike lane potential [arrow pointing to SW side of Downey/Niska intersection]
Have Niska from Downey to Ptarmigan a one way street going west.

Intersection at Niska Road and Downey
Potential access to GRCA lands here. There's '4' between base of retaining wall to west that's owned by City of Guelph. Make use of it as a trail.
No right hand turn 7-9 am, 4-6 pm; negates commuter traffic.
[arrows pointing to NE and NW corners of intersection] Traffic lights
[Big circle around intersection] DANGEROUS INTERSECTION!!!
POOR CITY PLANNING!!! DO SOMETHING!!!
-Yes!! [with circle around comment]
No circle at Downey/Niska. Consider Niska as one way down to Ptarmigan

Downey Road
Eliminate Downey as an arterial road. That would cut down on traffic volume.
Downey Road has always (since before 1964) been a major county highway south out of the city. Keep it that way.
'Make' Downey traffic take Laird.

House on SE Corner of Niska/ Tanager Intersection
Exiting driveways very dangerous with current

Throughout Study Area
View of night sky – sunset
Expand truck exclusionary zone – see city bylaw all the way to city limit
Viewscape is important
Sunsets are important
-YES!

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Niska Road East of 1st laneway on NE side of Niska Bridge, Niska Road between Southern Cedar stand and Pioneer Trail, Niska Road just E of Pioneer Trail, Niska Road just E of old entrance to Waterfowl park, Niska Road at Eastern edge of northern Agricultural field just west of residential area etc. [parallel lines across road indicating location of speed bumps] Speed bumps

-[beside one closest to Foxwood] NO NO NO.

I live in the neighbourhood. I prefer the 4th option for the bridge. Improve 1 lane bridge with walking / bike path. There is no need to ruin a nice neighbourhood to give cars / traffic a shorter route to Hanlon. Many will be speeding through school zone. There are many alternatives that add little time to one's journey.

Enforce weight limit on trucks

-And enforce truck traffic on Niska. (period)

-Catch them with a camera!

What real steps can be taken to control tractor trailers using the corridor? Signs are not working…

Woodland Glen

Woodland Glen dangerous!

Lights at Woodland Glen and Downey Road!!!

-and Hanlon on ramp!!!

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Appendix F

Summary of On-line Survey

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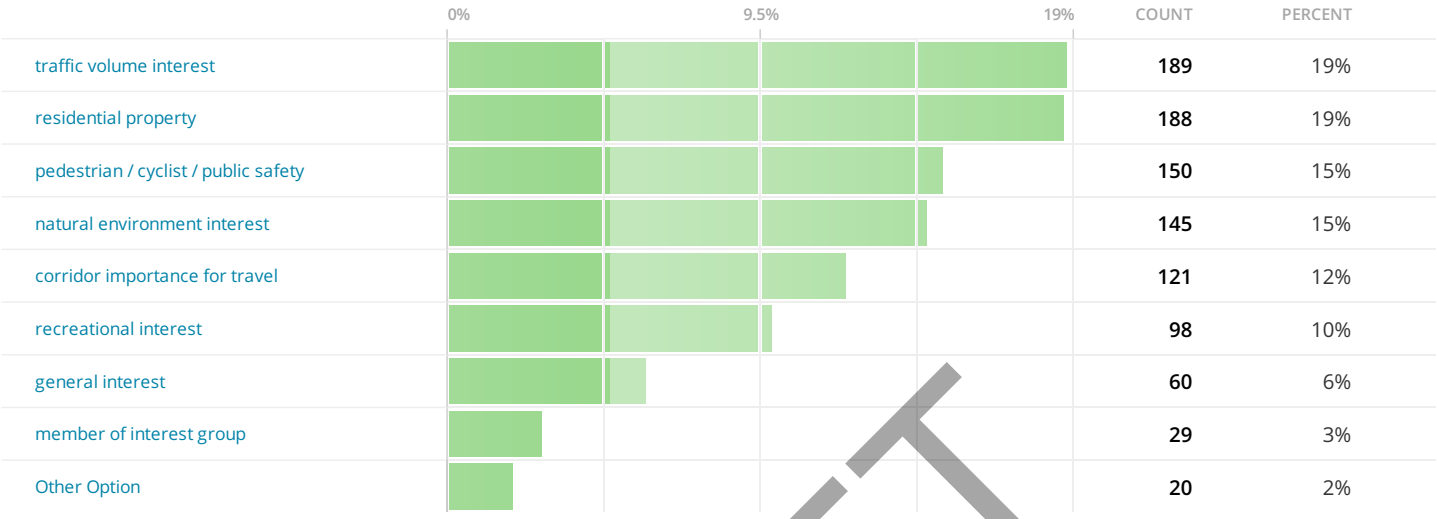
Survey Results

Question 01

My interest is: (please check all that apply)

Answers 303 (99%) Skips 2 (1%)

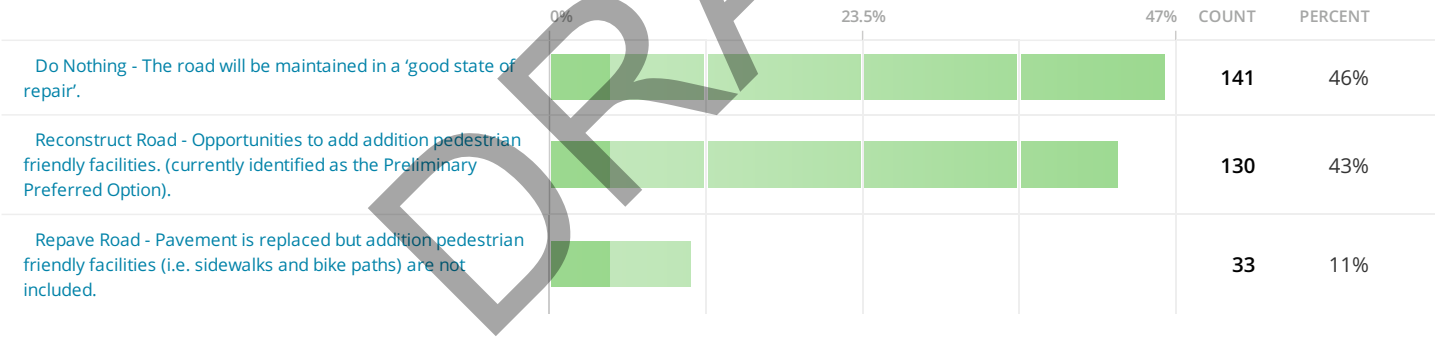


	COUNT	PERCENT
traffic volume interest	189	19%
residential property	188	19%
pedestrian / cyclist / public safety	150	15%
natural environment interest	145	15%
corridor importance for travel	121	12%
recreational interest	98	10%
general interest	60	6%
member of interest group	29	3%
Other Option	20	2%

Question 02

Road Alternatives: (*Mandatory*)

Answers 304 (100%) Skips 1 (<1%)

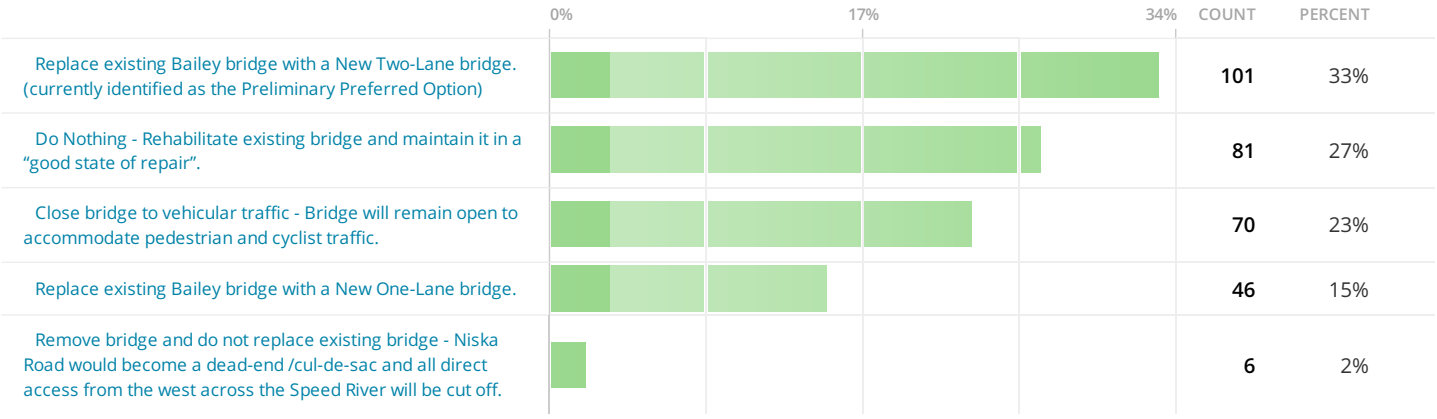


	COUNT	PERCENT
Do Nothing - The road will be maintained in a 'good state of repair'.	141	46%
Reconstruct Road - Opportunities to add addition pedestrian friendly facilities. (currently identified as the Preliminary Preferred Option).	130	43%
Repave Road - Pavement is replaced but addition pedestrian friendly facilities (i.e. sidewalks and bike paths) are not included.	33	11%

Question 03

Bridge Alternatives: (*Mandatory*)

Answers 304 (100%) Skips 1 (<1%)

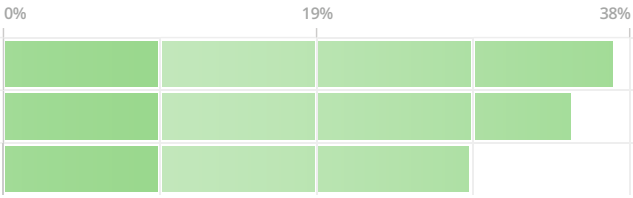


	COUNT	PERCENT
Replace existing Bailey bridge with a New Two-Lane bridge. (currently identified as the Preliminary Preferred Option)	101	33%
Do Nothing - Rehabilitate existing bridge and maintain it in a "good state of repair".	81	27%
Close bridge to vehicular traffic - Bridge will remain open to accommodate pedestrian and cyclist traffic.	70	23%
Replace existing Bailey bridge with a New One-Lane bridge.	46	15%
Remove bridge and do not replace existing bridge - Niska Road would become a dead-end /cul-de-sac and all direct access from the west across the Speed River will be cut off.	6	2%

DRAFT

Question 04 — Intersection Alternatives:

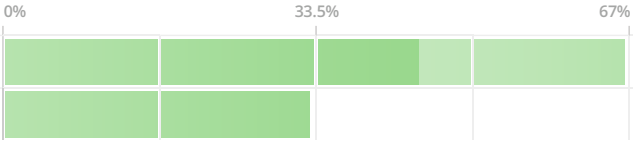
Answers: 299 (98%) | Skips: 6 (2%)



	COUNT	PERCENT
Stop Signs	111	37%
Traffic Turning Circle/Roundabout	103	34%
Traffic Signals	85	28%

Question 05 — Do you support the preliminary preferred options? (Please Explain) (*Mandatory*)

Answers: 304 (100%) | Skips: 1 (<1%)



	COUNT	PERCENT
No	203	67%
Yes	101	33%

Question 06 — How do you use this road corridor? and how important is it to your daily commute?

Answers: 292 (96%) | Skips: 13 (4%)

112,901,094	The traffic on Ptarmigan Drive and Niska Road is already too much, travels at too fast of a speed and vehicles are constantly ignoring stop signs, traffic signals and posted speed limits. The city and township appear to already agree with these issues since posted speed limits along Niska and Ptarmigan have been reduced in recent years to combat the problem. Police presence has done little to decrease the number of drivers going above the posted speed limits or ignoring the 4-way stop. Adding a two lane bridge to Niska Road will only increase all of these issues and create a more dangerous environment for the pedestrians in the area - many of who are young children walking to school.	Today, 9:50AM
112,846,806	it is not at all important to daily commute. There are other roads built specifically for heavy traffic (hanlon) and the natural habitat is not disturbed	Yesterday, 4:31PM
112,803,996	Mainly for commute, but also for travel to neighboring cities and to visit family and friends.	Yesterday, 3:27AM
112,769,899	Short cut to Hiway 24. Do not use it for commuting.	Saturday, Dec 20th 3:18PM
112,755,591	Infrequent.	Saturday, Dec 20th 11:47AM
112,752,145	We use Niska rd Only to gain access to the walking trails .	Saturday, Dec 20th 11:03AM
112,708,015	I rarely use this road as I live in Guelph's northeast. HOWEVER, I am very concerned what expanded road infrastructure will do to the look, feel and cost of the city (e.g. Stone Road, Speedvale) and surrounding area (e.g. Highway 7, Highway 124 Expansion, Morriston Bypass).	Friday, Dec 19th 9:18PM
112,702,963	I use this road very seldom. It's not at all important to my daily commute.	Friday, Dec 19th 7:52PM
112,697,298	Not that important on a daily basis	Friday, Dec 19th 6:27PM

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112,693,848	I do not use it every day. I used to live in that area, but moved when the traffic increased in the late 1990s.With all the new building in that area now, the two lane bridge will increase traffic enormously.	Friday, Dec 19th 5:38PM
112,692,220	This corridor is one I use on a weekly basis but it is not important to me to be maintained. I can accept to take a longer route on lines designed for traffic to allow this natural trail to be restricted to vehicles.	Friday, Dec 19th 5:19PM
112,688,049	I Use it several times aweek to go downtown or to travel to the north west part of the city to visit family members or to atten dchurch activities on WillOw Rd.	Friday, Dec 19th 4:29PM
112,687,149	Use daily	Friday, Dec 19th 4:20PM
112,686,515	I don't use it... not important	Friday, Dec 19th 4:14PM
112,686,303	not important at all	Friday, Dec 19th 4:12PM
112,686,070	to get to hwy 24. Not that important	Friday, Dec 19th 4:09PM
112,685,835	I use this primarily for the trails and cycling.	Friday, Dec 19th 4:07PM
112,679,566	Rarely use this route, not necessary unless for local purposes.	Friday, Dec 19th 2:52PM
112,679,261	to get to the trails.. not important at all	Friday, Dec 19th 2:50PM
112,677,825	We use the road occasionally and do not commute daily, but do live in the area where already the traffic is heavy - Making this into a two lane bridge will only increase this. Leave well enough alone.	Friday, Dec 19th 2:30PM
112,677,592	I use it occasionally when the Hanlon is slow. I have noticed that other drivers do use it as a speedway and it is not safe for children or other pedestrians.	Friday, Dec 19th 2:28PM
112,672,887	I use this road often to take my kids for a walk on the trails by the bridge. It is a beautiful spot for my family to get out and appreciate nature. It would be an unbelievable shame if this nature area is tampered with at all.	Friday, Dec 19th 1:20PM
112,669,821	we live on whitelaw south so all our activities involve this road.	Friday, Dec 19th 12:42PM
112,668,026	Pedestrian traffic and to travel to costco.	Friday, Dec 19th 12:17PM
112,667,888	The traffic on Ptarmigan Drive and Niska Road is already too much, travels at too fast of a speed and vehicles are constantly ignoring stop signs, traffic signals and posted speed limits. The city and township appear to already agree with these issues since posted speed limits along Niska and Ptarmigan have been reduced in recent years to combat the problem. Police presence has done little to decrease the number of drivers going above the posted speed limits or ignoring the 4-way stop. Adding a two lane bridge to Niska Road will only increase all of these issues and create a more dangerous environment for the pedestrians in the area - many of who are young children walking to school. I would prefer to see the bridge closed to vehicular traffic than rebuilt to allow for two lanes of traffic. The west and north ends of the city can easily be accessed with the Hanlon Expressway and so can Highway 24 and 7. Using the neighbourhood as a shortcut to other neighbourhoods in the south end of Guelph should not be made more appealing when proper collector and commuter roads already exist.	Friday, Dec 19th 12:13PM
112,665,903	Yes I use it occasionally and I am glad it is there when I do need to use it. I do not use it for daily commute	Friday, Dec 19th 11:43AM
112,665,809	This road is used to travel to work at TMMC and other KW/Cambridge sites. Our routes do vary though depending on our daily activities.	Friday, Dec 19th 11:44AM

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112,665,401	I use it to get to and from my home.	Friday, Dec 19th 11:36AM
112,665,317	I do not use Niska for commute I drive Downey then left onto Hanlon North. As do many from Hamilton, Cambridge, Hespler etc. More traffic coming onto Downey when it already takes 3-4 cycles of the light to get onto the Hanlon would lead to additional traffic congestion both on Downey and Niska. Right now it takes upwards of 20 minutes to travel from Downey and Teal to Hanlon and woodlawn so obviously do not support a longer in town commute. Many near misses with people trying to get onto downey from Niska with both cars and pedestrians.	Friday, Dec 19th 11:35AM
112,664,704	I currently use as a cycling route so as to avoid higher traffic options. Also hike in the region of the bridge. This road corridor should not be used for commuting as other more appropriate avenues currently exist such as Hwy 24. This routes traffic has increased due to commuters from Cambridge etc attempting to avoid or shortcut hwy 24 at the expense of increased traffic in residential and recreational areas.	Friday, Dec 19th 11:22AM
112,664,498	Recreational: nature watching, photography, geocaching, dog-walking, hiking, cycling It is not important to my commute as I can choose alternate routes north or south.	Friday, Dec 19th 11:21AM
112,664,343	The road is too busy and very dangerous. I only use this road when necessary in the winter there is often an accident at the bridge as this corridor is not meant for a commuter route and that has what it has turned into. Closing the bridge will preserve the water way and surrounding wildlife and create an area for families to visit, what the land was originally intended for, as conversation land.	Friday, Dec 19th 11:21AM
112,663,706	I use this road corridor, however it's too dangerous with the increased traffic and needs to be closed before someone is seriously injured. The area should be preserved for future generations and only by closing the bridge can this take place. Routing highway traffic through this road is not necessary and very dangerous, it has to stop!	Friday, Dec 19th 11:02AM
112,663,519	Use it a couple of times a week to get to Hwy. 24 faster.	Friday, Dec 19th 11:08AM
112,663,408	Sometimes i use it as short cut to highway 24. Its not used for my daily comute.	Friday, Dec 19th 11:06AM
112,663,149	Walking in the area	Friday, Dec 19th 11:03AM
112,661,615	The bridge is not important to my daily commute compared to the safety of the neighbourhood and preservation of the local environment. I use the Niska Road bridge to access retail areas such as Costco, Zehrs and others in the Paisley-Imperial area a few times a week, or to reach Highway 24. However, I would still use these retail areas and Hwy 24 with access at the Hanlon if the bridge was no available.	Friday, Dec 19th 10:36AM
112,661,146	Used for access to the north of the city and to Cambridge	Friday, Dec 19th 10:26AM
112,660,997	I use the Road daily. Across the bridge in Puslinch side, the road is sharp curve. There has been somany incidents of vehicle accidents. In fact currently, the one lane Baily bridge maintains traffic flow both ways. Although, Guelph City has posted 50 KM zone but most of the drivers don't follow the sign. Night time is even worse. Some time I wake up because of noise-cause of Limitless drivers.	Friday, Dec 19th 10:19AM
112,660,573	I habitually used this road corridor to reach the industrial area in the north of the city, and to go to Kitchener/Waterloo.	Friday, Dec 19th 10:18AM
112,659,887	I use it almost every day. If the bridge was closed to vehicular traffic I,as would the other drivers, find an alternative route and utilize existing up to standard infrastructure.	Friday, Dec 19th 10:05AM
112,659,132	used every day.	Friday, Dec 19th 9:54AM
112,658,895	used everday for shopping and access.	Friday, Dec 19th 9:51AM

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112,658,411	One of the reasons I purchased my house in this area was proximity to Baileys Bridge and how having it open to traffic makes the subdivision accessible from other part of the city. If closed there is only one way in and out. Not a desirable situation from my standpoint.	Friday, Dec 19th 9:41AM
112,657,985	We live on the other side of the bridge and use it almost everyday to get to work or shopping and recreation. I am totally against closing it all together because we would have to travel all the way around by hwy 24. You will be isolating us from the rest of the city and that is not fair. It also will take longer for us to have emergency services such as ambulance and fire as they would have to travel further to get to us.	Friday, Dec 19th 9:32AM
112,657,488	Not used daily but like the option. Quicker access to hwy 24 and to imperial road area.	Friday, Dec 19th 9:26AM
112,657,023	The way the city is designed, there is no choice but to deal with the traffic issues within this area. Either build a new access road or replace the bridge.	Friday, Dec 19th 9:20AM
112,656,759	To access the Southern End and Back to the West End where i live.	Friday, Dec 19th 9:14AM
112,656,710	I use Niska to access highway 24.	Friday, Dec 19th 9:14AM
112,655,522	Occasionally . Could do alternate routes	Friday, Dec 19th 8:49AM
112,637,229	My family and I use it daily as a an easy access to Whitelaw. I love the road just the way it is. Every time I cross the bridge, I say "Thank You, God!". There is something spiritual about that little stretch of wildness. There is definitely something that brings out the best in people - it is the one stretch of road in the area where people go out of their way to be polite. We all take turns, and usually wave at whoever waited to yield to us. A rarity, for sure. A little jewel, and should be left alone. Liz McLaren-Davies 2 Whittaker Court	Friday, Dec 19th 1:26AM
112,633,402	My wife uses it daily to commute to work.	Thursday, Dec 18th 11:21PM
112,632,711	We use the niska road to get to hwy 24 and to get to white law rd. It is much closer than going all the way down the hanlon.	Thursday, Dec 18th 10:56PM
112,631,601	i use the road to get to zehrs imperial or 24 - but would have absolutely no problem in going around - on the hanlon..... guelph is not that big - besides i'm sure with all the money being spent on hiring consultants they could find another short cut - lots of field space available - find another path!!	Thursday, Dec 18th 10:20PM
112,631,070	I use the corridor to avoid the congested hanlon to get to work or the north end of guelph	Thursday, Dec 18th 10:02PM
112,630,714	I use it as a pedestrian and not for a commute. There are lots of options for commuting on other roads.	Thursday, Dec 18th 9:52PM
112,630,254	I have used the road on occasion to travel to Cambridge. However, I can just as easily access Hwy 24 via Wellington Road and use the 401. It is not important to my daily commute and, while sometimes convenient, I would happily take other routes to prevent a 2-lane bridge being constructed	Thursday, Dec 18th 9:36PM
112,630,215	Do not use it for daily commuting.	Thursday, Dec 18th 9:35PM
112,629,988	We can not use it for driving - there are other options.	Thursday, Dec 18th 9:31PM
112,629,743	Extremely important!!!!!	Thursday, Dec 18th 9:23PM

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112,629,315	Not important at all. I will be happy to use the arterial roads that were designed for traffic flow. The Hanlon - Hwy. 124 - Laird Road - Hwy. 32 - Hwy. 124 and the Hanlon to 401 or Wellington. Niska road is a small collector road that was NOT designed to be a major short cut traffic corridor! The study showed the high percentage of vehicles screaming through our neighbourhood are commuters. They speed. There is road rage. Transport trucks are on Niska daily. It has become a very dangerous roadway. Drivers should use the roads that were designed for heavy traffic. We do not get the enforcement we need on this road. Children cross Niska and it is dangerous!	Thursday, Dec 18th 9:10PM
112,628,660	I use it about once a month. For safety reasons, it is better if motorists take the Hanlon to the Hwy.24.	Thursday, Dec 18th 8:52PM
112,628,626	I probably use it daily or every other day to take trips to Cambridge. It's use to me is not important enough for me to justify it as a two lane bridge.	Thursday, Dec 18th 8:46PM
112,628,477	We access Kortright at Niska and it is often a nightmare at rush hour. Nothing to what it will become with a two lane bridge!	Thursday, Dec 18th 8:47PM
112,628,365	We do not use the road or bridge.	Thursday, Dec 18th 8:44PM
112,628,083	It is something I use daily. I am willing to use the Hanlon Expressway as it was supposed to be intended but poorly implemented.	Thursday, Dec 18th 8:36PM
112,628,023	It is not a main corridor for us as we live on Foxwood Crescent and access mainly the Kortright access and occasionally the access to 24.	Thursday, Dec 18th 8:35PM
112,627,051	We use this route regularly. However, in order to protect this unique area and to increase the safety for residents, we would happily take a few extra minutes and use alternate routes of travel..	Thursday, Dec 18th 8:07PM
112,626,992	It is not is not important to my daily commute but my husband uses it to drive to work in Waterloo daily.	Thursday, Dec 18th 8:07PM
112,626,331	I use the bridge only to access the forest trails	Thursday, Dec 18th 7:53PM
112,626,199	I use it to walk on the nature trails or go to Cambridge.	Thursday, Dec 18th 7:51PM
112,625,597	I presently only use it to get from my house to the west side of town.	Thursday, Dec 18th 7:36PM
112,625,408	I use this bridge 2-6 times per day depending on extracurricular activities, it is important to have this as an option and especially considering the plans to close off access to the Hanlon from Downey Road in the future.	Thursday, Dec 18th 7:30PM
112,624,709	Not important at all	Thursday, Dec 18th 7:15PM
112,624,474	I use it daily to commute to Waterloo, never had any issues with current 1lane bridge.	Thursday, Dec 18th 7:09PM
112,623,236	Don't use it for daily commute. Use it the odd time for trips to stores. or pleasure driving	Thursday, Dec 18th 6:43PM
112,623,199	I use for access to Hwy 24 - not to commute. I also frequently cycle and jog down this road so the less traffic the better please.	Thursday, Dec 18th 6:42PM
112,623,164	I don't use the bridge that often,Not important	Thursday, Dec 18th 6:42PM
112,623,153	Do not use this road corridor - we use the Hanlon. We could use this road corridor for our commute but choose not to	Thursday, Dec 18th 6:41PM

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112,623,022	My husband and I both use this road to get to and from work each day.	Thursday, Dec 18th 6:38PM
112,623,000	I use it daily to commute to Waterloo. I am not in favour of a two lane bridge that will bring increased traffic and noise.	Thursday, Dec 18th 6:35PM
112,622,931	I rarely use the corridor,Not that important ,I use other roads	Thursday, Dec 18th 6:36PM
112,621,900	I use this road to connect to work in the west side if town	Thursday, Dec 18th 6:16PM
112,619,237	While it is important and i use it very often, it is not as important as a a quiet and peaceful conservation area. Most cities would cherish that which the City of Guelph is going to destroy... What a shame. And, shame on you if the above information is correct.	Thursday, Dec 18th 5:29PM
112,618,723	My husband and I use it to get to Hwy 24 or to the north-west part of the city. We probably only use it on average of five times a month. Our son has just moved home and works in Cambridge part time, so uses it three to four times a week.	Thursday, Dec 18th 5:22PM
112,618,328	Drive around the bridge when traffic is heavy	Thursday, Dec 18th 5:17PM
112,615,418	As an access to Highway 124 - only once or twice per week.	Thursday, Dec 18th 4:31PM
112,610,153	Occasional access to Wellington road 124 and not used for daily commute.	Thursday, Dec 18th 3:18PM
112,585,608	We support the option to turn the bridge into walking/cycling access only. This is not a critical path for anyone's commute. Commuters should be taking Laird road to get to 124, if coming from the south, or Wellington/Halon intersection if coming from the North.	Thursday, Dec 18th 9:58AM
112,559,020	I commute by bicycle and car to work and shopping on the west side of the city from Kortright Hills. It is also the most direct route to Kitchener from Kortright Hills.	Wednesday, Dec 17th 10:40PM
112,556,637	I (and also my husband and sons) drive cars daily trough this road corridor and when weather permits we also use for recreational bicycling. It is very important for us that this issue will be resolved in the method providing permanent solution and safety for all users for many years to come.	Wednesday, Dec 17th 9:19PM
112,529,860	I live on a street that intersects Niska and I do not use Niska every day. I do not use it to commute. In fact, if the bridge was closed entirely, it wouldn't be a hardship to me.	Wednesday, Dec 17th 1:39PM
112,527,714	I use this corridor to access areas in Guelph west of the Hanlon Expressway and as a shortcut to Kitchener using Kossuth and Shantz Station Roads.	Wednesday, Dec 17th 1:07PM
112,483,070	I do and it is very useful.	Tuesday, Dec 16th 10:45PM
112,467,990	I have friends and family who live in Kitchener and I also go shopping in the K/W and Cambridge area. This corridor is extremely important to me and my family and I have used this Bridge often for the past 35 years that I have lived in the area, this bridge has a very important affect on my life.	Tuesday, Dec 16th 5:47PM
112,453,632	It is an important link road from the south of Guelph to the West. Use this route at least four times per week.	Tuesday, Dec 16th 2:55PM
112,449,434	This road is very important to me. I use it as an alternate route to reach businesses on the north-west side of the city and to avoid traffic congestion on the Hanlon during rush hour. It is also a quick access for travelling south from the city for employment and for quickly returning home.	Tuesday, Dec 16th 1:55PM

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112,418,800	Yes our entire family uses this corridor at some point during our week for convenience but not necessity. It would not affect my daily commute whatsoever.	Tuesday, Dec 16th 6:53AM
112,393,509	I use this road about 4 times per week, usually returning home from the west end. It is not a commuter route.	Monday, Dec 15th 8:31PM
112,386,725	I use this road corridor about three times a week. It is not a part of my daily commute.	Monday, Dec 15th 6:25PM
112,382,970	I commute to Kitchener daily along this route and I welcome the one lane gentleman's game with the bridge. I grew up with this and have never seen a problem or abuse of this situation. What I have seen twice now is tractor trailers, well above the weight limit for the bridge, continue across the bridge without hesitation, purposefully endangering themselves and others. I have also seen on a few occasions people dumping multiple bags of garbage purposefully out of the back of their pickup trucks into the woods at the entrance to the trails on the Kitchener side of the bridge (very disappointing).	Monday, Dec 15th 5:23PM
112,374,076	I do not use this route to commute. I use it when I need to access the west portion of the city and areas toward Kitchener.	Monday, Dec 15th 3:20PM
112,361,417	to get to our home on Niska and to get to hwy. 24	Monday, Dec 15th 12:25PM
112,357,752	As a resident in this area for the past 27 years I have used this corridor everyday and is important to us to maintain the one lane bridge with pedestrian capability. It save us travel expenses and keeps trucks out of the area.	Monday, Dec 15th 11:35AM
112,353,852	It is extremely important to my commute. I travel everyday from the Y to the east side of Kitchener and back for work. The alternative route for me (Hanlon-24 or Hanlon-7 or worse Hanlon-401) would involve anywhere from 5 to 35 minutes extra drive time each trip.	Monday, Dec 15th 10:52AM
112,353,536	No	Monday, Dec 15th 10:49AM
112,346,375	- I work as a home care physiotherapist thru-out the city. This road is essential for me to access the west side of the city, to arrive at clients homes in a timely manor. - My husband works in Kitchener, and uses this road 50 % of his time on his commute to work. - Essential!!!	Monday, Dec 15th 9:22AM
112,342,832	Not important at all. Motorists should use the local highways as opposed to driving through subdivisions to "save time."	Monday, Dec 15th 8:31AM
112,294,713	I use it to connect to the north/west sector of Guelph - West End rec centre, Costco	Sunday, Dec 14th 6:26PM
112,289,978	I use this road corridor almost daily. It relieves traffic & congestion from the Hanlon & is a shorter route to Highway 124 & Kitchener destinations.	Sunday, Dec 14th 5:16PM
112,279,666	Do not use for daily commute. May use once or twice month	Sunday, Dec 14th 2:43PM
112,270,698	I use it for commuting to work and for whenever I'm travelling to the south end of town. I would hate to see the bridge removed and changed to a dead end/cul-de-sac. I would rate it as very important.	Sunday, Dec 14th 12:41PM
112,267,113	Very important. I live directly on Niska at the top of the hill so obviously I use it constantly. As mentioned above, getting out of the driveway during peak times is horrible.	Sunday, Dec 14th 11:54AM
112,228,489	Typically only use this road when going to Costco.	Saturday, Dec 13th 10:30PM
112,221,679	Not used for commute but used almost daily to enjoy the beautiful view and country like setting	Saturday, Dec 13th 8:01PM

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112,204,278	I am retired and use this road corridor from time to time. I find the route very calming and a pleasure to drive on. I use it as an alternate route to the Hanlon Parkway at peak times of the day. I did use this route from 2006-2012 to commute to work in centre of Guelph (Laurine Ave Public School). It was a calming route to get to and from my teaching job. I found the Hanlon very "cold" and "stressful".	Saturday, Dec 13th 3:33PM
112,192,261	Not very important, when considering the city of Guelph's preferred proposal.	Saturday, Dec 13th 1:53PM
112,191,888	Not very important, when considering the city of Guelph's preferred proposal.	Saturday, Dec 13th 1:50PM
112,191,456	Not very important, when considering the city of Guelph's preferred proposal.	Saturday, Dec 13th 1:46PM
112,189,769	Occasionally to get to and from highway 24. Would like to see it far friendlier to pedestrian and bicycles so can access the river and forests on either side of the bridge.	Saturday, Dec 13th 1:32PM
112,188,198	Not very important, when considering the city of Guelph's preferred proposal.	Saturday, Dec 13th 1:20PM
112,172,655	Not very important, when weighing the consequences of city's perferred proposal!	Saturday, Dec 13th 11:20AM
112,166,261	I use the Road daily. Across the bridge in Puslinch side, the road is sharp curve. There has been so many incidents of vehicle accidents. It controls traffic flow from west to east. We can't exit Ptarmigan Dr because of School zone 30KM. Niska Rd. is very narrow zone.	Saturday, Dec 13th 10:12AM
112,076,396	I travel this road frequently between my house and my in laws as well as when I take my pets for hikes through preservation park and the 'old waterfowl' park. This is important to keep it as is because of the impact to the natural habitat and the animals, increase of traffic, noise. Before Costco opened in my area, I had already seen a Huge increase of traffic at all times of the day. People are using Whitelaw Road/Elmira Road to go from Highway 24 all the way over to Woodlawn. The increase of traffic started way before Costco, was actually around the time the Hanlon was doing their improvements by Sleeman's. Traffic has amplified since Costco opened.	Friday, Dec 12th 12:20PM
111,989,550	I only use the road as a pedestrian to access the hiking trail along the river.	Thursday, Dec 11th 7:37PM
111,989,348	I live on this road and I use the Bridge daily. It is important for me as I am a resident of this neighborhood and I had initially moved here since I fell in love with the quietness and Serenity of this area. I am concerned about the safety of our residents and the increase in incidents of fatality on this road. I am also concerned about the increase in pollution affecting the health of this area's residents.	Thursday, Dec 11th 7:34PM
111,987,928	I commute across the corridor every weekday for work. I do not feel as though having a one lane bridge is a problem since i only ever have to wait up to a minute to cross the bridge. This does not hinder my drive to work and I am strongly against having a two lane bridge with increased risk of danger to drivers, pedestrians and wildlife combined. Additionally, being a resident of Niska road it is already difficult enough to get out of my driveway. If there was additional traffic it would make it near impossible to get out of the driveway, and this is a problem for many people living on Niska.	Thursday, Dec 11th 7:17PM
111,977,320	access to south end,stone rd. mall and highway 401.	Thursday, Dec 11th 5:20PM
111,964,524	I use Niska Rd. approximately 10 times per year enroute to northwest Guelph, Cambridge or Waterloo Regional Airport. It has no importance to me as a daily commute.	Thursday, Dec 11th 3:05PM
111,953,660	Preferred route going to Cambridge, Kitchener, Waterloo, 401 West and the North West end of Guelph.	Thursday, Dec 11th 1:04PM
111,953,469	I live in Kortright Hills, and I use Niska Road about 3 times a week (estimated average). I do not commute.	Thursday, Dec 11th 12:54PM

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111,953,044	I use this road corridor whenever I am going to Cambridge or heading South on the 41. It is also my preferred road route when my destination is on the West side of Guelph. This route became popular when the upgrades took place on the Hanlon.	Thursday, Dec 11th 12:55PM
111,951,550	I do not use this corridor to commute,therefore not important to me, I use the road occasionally,but doesn't bother me at all having a one lane bridge and road.	Thursday, Dec 11th 12:36PM
111,947,759	A couple of times a week, mostly to avoid the Hanlon and because I enjoy the nature in the area. I've never had a problem waiting too long for oncoming traffic to cross the bridge and rather enjoy the current system which often is accompanied by a flick of lights or a wave of thanks from the oncoming vehicle.	Thursday, Dec 11th 11:46AM
111,931,735	While it is used, it is more important for local traffic not as a cut though traffic corridor.	Thursday, Dec 11th 8:47AM
111,868,950	I use this road as a secondary route to avoid the high traffic of the hanlon at peak traffic times.	Wednesday, Dec 10th 6:16PM
111,810,165	My family lives right near the bridge. I use the corridor occasionally, not for a commute. The traffic has increased drastically in the last years. I worry that a two lane bridge will turn their already busy and fast street into a less safe place for everyone living there.	Wednesday, Dec 10th 9:40AM
111,770,728	I do not use it for a daily commute. I use it to go to Cambridge, Kitchener and Waterloo. I use it to get to Elmira and Imperial Rds. and Woodlawn Rd. I use it several times a week.	Tuesday, Dec 9th 10:23PM
111,769,344	I don't use the road as a daily commute. I don't use it daily. But, I do use it to get to Cambridge, Kitchener and Waterloo. More frequently, I use it to travel up the Elmira Rd. and Imperial Rd. areas. I use it to get to Woodlawn Rd. I use this corridor several times a week.	Tuesday, Dec 9th 9:53PM
111,758,194	I use the road corridor on a daily basis to go to work, if the bridge was closed it would add extra time for my commute and make it very inconvenient to access wellington road/highway 24. It would also put extra demand on the Hanlon which is already terrible during peak travel times.	Tuesday, Dec 9th 6:18PM
111,649,026	Use it daily twice a day	Monday, Dec 8th 3:59PM
111,633,169	Occasional use to access north end of the city, Cambridge and K-W, and westbound. Also use the road and bridge on bicycle excursions. Not at all important for a daily commute.	Monday, Dec 8th 1:29PM
111,632,960	I use it for recreation. Once every 2-3 months I walk in that area.	Monday, Dec 8th 1:27PM
111,607,719	- not important for commute - use for bicycling west and n/w - use for river and trail access	Monday, Dec 8th 10:06AM
111,527,343	It is an important area for local residents.	Sunday, Dec 7th 2:48PM
111,526,955	To access Hwy 24 to go to Cambridge and Kitchener ...it is extremely important!	Sunday, Dec 7th 2:47PM
111,505,610	Important enough for the RESIDENTS of Niska/Downey/Ptarmigan and adjacents steeets	Sunday, Dec 7th 11:35AM
111,500,313	Only occasionally use this route and is not important in my daily commute.	Sunday, Dec 7th 10:43AM
111,403,304	It is very important to my commute (daily) to north waterloo. It is one of the reasons we moved to the neighbourhood.	Saturday, Dec 6th 6:23PM

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111,391,987	While it's important, the environment and the community is more important than increased traffic.	Saturday, Dec 6th 4:27PM
111,355,925	I use the road for access to other local areas, I use this road for pleasure. I have used this road for as a commuter for about 15 years.	Saturday, Dec 6th 10:53AM
111,314,523	I live just off Niska Rd. and use it quite often.....in both directions. I'd rather there be no bridge than more traffic.	Friday, Dec 5th 8:38PM
111,305,699	I use this road to head to 24 as well as to travel north. It seems to me that why are citizens special in this area of Guelph to ask for the road to be closed or held to an archaic roadway. The citizens of this area are some of the main users of this route. It is their neighbors on the entire Downey area who would suffer if it were closed. If there are speeders though the area they only have to look at themselves as certainly no one removed from the area would know this route. The traffic on the Hanlon certainly doesn't use this area so i am not sure where the huge increases in traffic that the citizens of this area in-vision If this route is closed how do people cross the river-the entire area is cut off from the north south . I can just imagine the hue and cry from the non vocal residents in the area who use the route daily	Friday, Dec 5th 6:26PM
111,302,533	We use it occasionally to go to the west end (to shop) or go to Kitchener and Cambridge. We are fine with using the Hanlon instead - not a big difference.	Friday, Dec 5th 5:46PM
111,260,518	Use Niska east of Ptarmigan frequently for access to city of Guelph. Use Niska west of Ptarmigan occasionally to access extreme west side of Guelph, or Cambridge/Kitchener. Neither direction used for daily commute.	Friday, Dec 5th 11:46AM
111,258,209	I use this road while travelling to the west side of Guelph and to Kitchener area.	Friday, Dec 5th 11:26AM
111,256,256	There are MANY other routes that commuters can take in order to arrive at their destinations. Niska Road is in the heart of a residential neighbourhood and is home to a variety of wildlife that deserve to enjoy their habitat and have it be preserved. I have family in this area and very much enjoy walking down Niska Road to enjoy the forested area with my family. Cars already speed by on a regular basis which makes me feel unsafe. I do NOT support bridge widening.	Friday, Dec 5th 11:07AM
111,207,161	I occasionally use Niska Road as a pleasant alternative route from the Hanlon/Kortright area to Highway 124. It is not important to my daily commute.	Thursday, Dec 4th 10:11PM
111,199,858	Use occasionly monthly	Thursday, Dec 4th 7:30PM
111,198,924	I use it casually so it would not impact my daily commute.	Thursday, Dec 4th 7:15PM
111,197,807	I use the Niska Road corridor five or six times a week and its elimination or capacity restriction would increase my travel times and distances.	Thursday, Dec 4th 6:57PM
111,192,989	Use periodically for commute maybe 3 or 4 times a month	Thursday, Dec 4th 5:57PM
111,192,906	I mainly use the road when accessing the trail system, or river. I have sometimes used the road when taking guests on tours of the area, or when leading my antique car club on tours. I have also used the road as a safer bike route through the area, as has my daughter who worked on the east side of the river.	Thursday, Dec 4th 5:54PM
111,184,430	Infrequently and not.	Thursday, Dec 4th 4:49PM
111,175,273	It is not part of my daily commute, however, I do use it on regular (twice per week) basis to travel to the western edge of Guelph and Kitchener/Cambridge.	Thursday, Dec 4th 3:38PM
111,174,667	Access to Waterloo airport. Easier access to Cambridge (avoiding taking a long drive on the Hanlon before accessing Highway 124).	Thursday, Dec 4th 3:31PM
111,173,402	Use it daily at least 4-5 times a day	Thursday, Dec 4th 3:20PM

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111,136,480	shortcut to avoid hanlon lights	Thursday, Dec 4th 11:19AM
111,136,306	Use once in a while going to Cambridge and Kitchener	Thursday, Dec 4th 11:18AM
111,133,925	We use the area for walking/hiking/skiing and bird watching. The road is also used by us for trips to K-W/Cambridge for shopping that is not available to us here.	Thursday, Dec 4th 10:54AM
111,122,273	I used this bridge on my commute to work for ,ore than 20 years. Now I use it on average of 2-3 days per week. The one lane has always been more than adequate and I have never experienced a traffic back up. I would not like to see larger trucks using this bridge to circumvent the city.	Thursday, Dec 4th 8:55AM
111,114,093	Recreational use - great trail just past the bridge as well as access to west end of Wellington.	Thursday, Dec 4th 7:29AM
111,084,500	to go to work on Speedvale, or to go towards Cambridge,Kitchener	Wednesday, Dec 3rd 10:24PM
111,010,200	We use the road over the bridge as a preferred alternative to the Hanlon to access downtown Guelph as it is a much more attractive and hassle-free drive. Normally reasonable courtesy is observed at the bridge, as happens at any 4-way stop	Wednesday, Dec 3rd 11:33AM
110,949,641	Daily. To Wellington	Tuesday, Dec 2nd 8:24PM
110,913,496	I am a resident of the Kortright Hill community and use Niska Road daily as a means of getting my daughter to work. It can be a peaceful and calming road and although you sometimes need to wait at the bridge it is never more than a minute.	Tuesday, Dec 2nd 3:40PM
110,894,404	I usse the road periodically to drive my husband to work and go to north east end of town for shopping.I use this road weekly	Tuesday, Dec 2nd 1:28PM
110,740,356	A couple times a month when visiting friends in Cambridge. It's not very important, but I appreciate taking a less busy route.	Monday, Dec 1st 3:37PM
110,739,619	I use this corridor to get to the southwest corner of the City, but not on a daily basis.	Monday, Dec 1st 3:32PM
110,732,826	As it should be, as a local collector from the neighbourhood to arterials and the Hanlon. Not as a 'short cut traffic route'.	Monday, Dec 1st 2:51PM
110,685,030	I am retired, so I don't commute to work, but I use this road several times a week to get to friends, businesses, etc. I would be inconvenienced if this road were to close. Alternative routes would add significantly to mileage and travel time.	Monday, Dec 1st 11:06AM
110,606,888	I don't use it every day but I typically use it one to three times in a week. One trip is for business which is typically a round trip during the week. The other trips are for access to west end shopping or access to the Kitchener area. These trips may or may not be round trips and usually include a weekend.	Sunday, Nov 30th 8:09PM
110,594,428	Not important to me at all. Drivers, local and from out of town should be using the Hanlon to Laird or Wellington to get to 24 or box stores or Kitchener or Cambridge. That is what the expressway and highway and ramps were designed for, to move traffic efficiently.	Sunday, Nov 30th 5:11PM
110,593,666	I commute to London and use this road for access to 124 and 401. This route is very important to me.	Sunday, Nov 30th 5:07PM
110,575,695	This route is very important. The proposed improvements will greatly improve safety.	Sunday, Nov 30th 12:51PM

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110,575,499	This road corridor is extremely important to me. I use it daily to travel to work and use it on a regular basis to get to the north end of the city and the west end. In the mornings, the Hanlon Road/Downey Road intersection is very busy, especially for those people trying to turn left onto the Hanlon, from Downey Road. Closing the bridge will only increase this traffic.	Sunday, Nov 30th 12:49PM
110,529,983	I work on Woodlawn, and live on downey. This route is a beautiful and peaceful drive. It's quite and cuts time on the road. It's nice not having lights and traffic like the Hanlon.	Saturday, Nov 29th 10:30PM
110,476,950	not important	Saturday, Nov 29th 12:47PM
110,464,628	I use this as others in my neighbourhood do - as a local, residential collector. I do not use it as a 'short cut' commuter road. I use it to go to Cambridge and Waterloo as I should. Others from outside of the neighbourhood should use appropriately built streets and roadways; i.e. the Hanlon to 124 or vice versa. If they choose to come into this neighbourhood as a 'short cut' at the very least, they should be discouraged from using Niska Road by flowing 'westbound traffic to the bridge along Downey to Ptarmigan and then on to the bridge. There are natural traffic calming measures in place along these routes - signal lights, school zones and stop signs. Eastbund from the bridge should be required to 'right turn' on Ptarmigan to Downey. These streets were built as four lane or three lane plus bike lanes to handle more traffic than the 20' wide - not collector-width Niska Road.	Saturday, Nov 29th 10:34AM
110,462,106	Rarely. Not use for daily commute.	Saturday, Nov 29th 10:07AM
110,455,487	more direct route to Hanlon business park than East on Paisley, South on Hanlon, west on Laird into business park...	Saturday, Nov 29th 9:09AM
110,440,649	This should never have been not should continue as a corridor.	Saturday, Nov 29th 6:57AM
110,364,562	Use this road to get to KW/ Cambridge as well as to activities in west Guelph approx 3-4 times/ week	Friday, Nov 28th 3:28PM
110,353,284	I use it 4 times per day. It is very important for my daily commute to and from work but I do have the option of using the Hanlon which would be a quicker route.	Friday, Nov 28th 2:07PM
110,345,663	My wife and I typically use this corridor every day to go to Cambridge, Kitchener, as well as the west and north-west end of Guelph and points north such as Elmira. It is not part of a daily commute, but we do use it on average at least twice a day and often 4-6 times on a given day.	Friday, Nov 28th 12:38PM
110,334,640	I have used daily during weekdays for the last 8 1/2 years.	Friday, Nov 28th 10:06AM
110,321,977	I enjoy using this road as an alternative to the Hanlon. A calmer more pleasant route.	Friday, Nov 28th 6:51AM
110,303,547	every day used twice to commute	Thursday, Nov 27th 11:37PM
110,285,824	Bi-weekly shopping trip to west end Not part of a daily commute	Thursday, Nov 27th 5:53PM
110,284,751	We live off Niska and I use it to commute to Cambridge 4x week; Our children catch the school bus on Niska Road; We walk or occasionally use the city bus on this route; We access stores, facilities & services on Imperial/Paisley, (West End Community Ctr, Zehrs, Tranquil, Costco); We attend Sunday mass in Maryhill via Niska; We often prefer a slower drive over the Hanlon to access the North end.	Thursday, Nov 27th 5:34PM
110,276,341	Periodically when travelling to west end of Guelph, to Cambridge and to south Kitchener and return	Thursday, Nov 27th 3:39PM
110,272,061	I use it to go to the south end. I could take an alternate route.	Thursday, Nov 27th 2:41PM

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110,270,727	We use this corridor at least 4 times each day every day - getting to the north west corner of Guelph or to KW area is far easier and quicker via the corridor and county road 32.	Thursday, Nov 27th 2:21PM
110,267,297	We use this road corridor daily. We live in the Kortright Hills neighbourhood, work in kitchener, and occasionally shop in the west end of Guelph.	Thursday, Nov 27th 1:33PM
110,265,526	During the summer months I use this road to commute back and forth to work. The road was there long before all of the present residents and as a city grows infrastructure must grow with it. On the scale of importance the road rates a 10 out of 10 not only for commuting to work but also as a portal to local areas south and west of here.	Thursday, Nov 27th 1:08PM
110,254,739	I use it occasionally to access highway but mostly to park and go for hikes.	Thursday, Nov 27th 11:01AM
110,252,542	I use the road corridor to connect with points west. From where I live this is the most efficient and convenient access to points west. As an older driver, I also like to avoid the business of the Hanlon - and quite enjoy the quiet and peace the Niska route offers. I use the road several times a week. The scenery is lovely.	Thursday, Nov 27th 10:40AM
110,241,110	Very important. Used daily to access 24 Highway to travel to Waterloo Wellington Airport.	Thursday, Nov 27th 8:46AM
110,238,048	I use it everyday and found it is very dangerous and specially in the winter time.	Thursday, Nov 27th 8:10AM
110,198,466	we as a family use this road every single day and the uniqueness of this bridge makes our day..we take our turns and wave at the people going through and I completely enjoy the serene view it offers as I drive into work for the day..please do not change that..i agree it may need repairs but other then that it adds charm and uniqueness to our daily commute.	Wednesday, Nov 26th 9:58PM
110,193,087	I live on Ptarmigan Drive. The traffic caused by this road has been an ongoing problem for the past 10 years. Speeding is a major problem on Ptarmigan Drive due to the traffic going to and from Niska. I have had to phone the police on several occasions for the fear and danger to my children and others who live on this road.	Wednesday, Nov 26th 7:11PM
110,190,379	This route is very important to my commute and reduces my overall time by up to 15 minutes - twice a day, that can amount to 1/2 hour per day.	Wednesday, Nov 26th 6:15PM
110,174,165	It is my most direct route to/from work (south end of guelph to HWY 24)	Wednesday, Nov 26th 2:40PM
110,170,901	semi-regular user as a way to get from The Hanlon to 124	Wednesday, Nov 26th 2:04PM
110,169,832	To by-pass the northern section of the Hanlon Expressway when traveling from northern Guelph to the 401. There are too many traffic lights on the Hanlon, it should have interchanges.	Wednesday, Nov 26th 1:51PM
110,167,557	I use it on a weekly basis. It is not very important to my commute	Wednesday, Nov 26th 1:25PM
110,167,421	I don't use daily, but a few times a month. It is my preferred route to 124 from Kortright	Wednesday, Nov 26th 1:24PM
110,161,171	I used to use it twice daily but I now go a different route to avoid it.	Wednesday, Nov 26th 12:19PM
110,158,695	Occasional car travel, frequent cycling route.	Wednesday, Nov 26th 11:55AM
110,152,947	Have cycled and walked. The bridge is incredibly unsafe for either means and needs to be improved/made safer for all modes of transortation.	Wednesday, Nov 26th 11:03AM
110,142,505	From the Fife road area to Downy road and over to Kortwright Rd it makes the most sense to travel this way. We use it twice a day to and from work	Wednesday, Nov 26th 9:04AM

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110,136,035	I use it every day. I live just up the street from it.	Wednesday, Nov 26th 7:56AM
110,093,366	This is how I get to work!	Tuesday, Nov 25th 7:10PM
110,091,235	Used as access to Highway 24 for Cambridge, Wellington 34, Fife Rd and downtown Guelph. Used for nature walks and trails Used as valuable conservation area and learning centre for local residents- families and children. Used as a sample of municipal support/commitment to/ for green environment when visitors come to the city from other urban areas.	Tuesday, Nov 25th 6:30PM
110,090,549	It's not, I use hwy 6	Tuesday, Nov 25th 6:16PM
110,068,524	Upon travelling to and from St. Catharines I consistently use this road and bridge to avoid the lights on the Hanlon and excessive traffic	Tuesday, Nov 25th 2:50PM
110,061,178	I have used this route as a corridor on occasion, however not for my daily commute. It eases congestion heading to Kitchener as well as the new shopping areas open on Paisley.	Tuesday, Nov 25th 1:54PM
110,057,127	Multiple times/day	Tuesday, Nov 25th 1:21PM
110,050,858	Commuting - Never Personally it is a main roadway to get to Zehrs on Imperial, Costco, West End Community Centre, and Cambridge/ Kitchener area to visit friends and family. The Hanlon can be congested at times and too many lights.	Tuesday, Nov 25th 12:33PM
110,048,434	I use this route whenever I am going to the "Woodlawn" end of town or to Kitchener/Cambridge. It is one of my favourite roads in Guelph - driving across the bride and seeing the greenery and wildlife is a pleasure every time. I fear for the animals that live in this area. We take so much natural habitat away from the animals that live there ... this is happening in the south end of Guelph and is devestating to the natural environment. Can we PLEASE try to not fill every inch of Guelph with asphalt and factories and stores and people?	Tuesday, Nov 25th 12:09PM
110,029,707	From Worton Avenue going to Toronto or Hamilton I use this path to avoid a lot of signals through the Hanlon expw. and proceed via Downy rd to Ct Rd. 34 or south to Hamilton	Tuesday, Nov 25th 9:36AM
110,007,640	To and from work, and shopping. Daly use, importand because of safety reasond. The one line bridge is not safe even for motor wehicles, but worst for cycelists and pedestrians.	Tuesday, Nov 25th 5:08AM
109,964,329	the occasional trip to the west end rec centre. It is not part of our daily commute	Monday, Nov 24th 7:23PM
109,941,126	frequently use it for casual travel	Monday, Nov 24th 5:34PM
109,936,815	See above, not part of daily commute, average six times a week, to and from KW and Cambridge, to reduce distance traveller and fuel consumed.	Monday, Nov 24th 5:17PM
109,910,181	I take this route regularly. However, it doesn't affect my daily commute as I work from home.	Monday, Nov 24th 2:54PM
109,909,953	We use the corridor for daily traffic. Removing the bridge is not an option for many people living in our neighborhood. It is a direct connection to other cities and work places. It is used daily.	Monday, Nov 24th 2:50PM
109,909,178	Used frequently but not daily.	Monday, Nov 24th 2:44PM
109,886,008	Seldom used and the route is not important to us.	Monday, Nov 24th 11:40AM

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109,876,188	I do not use this road to commute to work with. I use this road to access highway 24, to go to Cambridge. I also use this route to access the northern parts of Guelph (i.e. Woodlawn Road).	Monday, Nov 24th 10:06AM
109,836,040	The road is very important to my daily commute to Kitchener. Plus we use the Niska bridge daily to walk our dog on the trails on the west side of Speed River. We have also used the Niska bridge to access the Speed River for canoeing from there to Cambridge.	Sunday, Nov 23rd 10:08PM
109,826,281	Use it as a shortcut to rd 124 to either get into Guelph via Wellington/Waterloo or south to Cambridge etc, or up Whitelaw to Paisley rd businesses and north to Woodlawn rd. This road is too often used now as a shortcut from the Hanlon to 124 and Hwy 7, and if bridge is widened, this will become a shortcut form many heavy transport trucks	Sunday, Nov 23rd 6:31PM
109,822,307	Typically i use the road to go to work and return, or to get to west Guelph which keeps me off the Hanlon so that it can be used by drivers who have to use the Hanlon.	Sunday, Nov 23rd 5:43PM
109,821,414	Use it daily to travel to work, easily saved me 5 min per trip vs other options	Sunday, Nov 23rd 5:31PM
109,818,909	When travelling to Kortright Hills Neighbourhood from West End	Sunday, Nov 23rd 4:40PM
109,818,755	I live off of that corridor and use it daily to commute to KW. Therefore, it's VERY important to me.	Sunday, Nov 23rd 4:38PM
109,813,633	This road corridor is a vital part of my daily life. I use this bridge every morning as I travel to work in central Guelph. I also use the bridge on the weekends to visit friends who live in the North West part of Guelph, my parents who live in Kitchener, or to travel to Cambridge to shop. We have lived in this part of Guelph for 21 years and I cannot imagine having to travel all the way around via the horrible Hanlon up to Hwy 24 and then back tracking south/west. This would waste time and fuel.	Sunday, Nov 23rd 3:15PM
109,735,262	Occasionally (once or twice a week)use it to travel to the west end of Guelph to or to Kitchener or Cambridge. It is extremely important to keep this access open.	Saturday, Nov 22nd 4:20PM
109,715,869	I use this bridge daily as a link to Kitchener and to Fife Road. It would really inconvenience me to have to use the Hanlon Expressway.	Saturday, Nov 22nd 1:20PM
109,707,125	Seldom. I don't support this shortcut.	Saturday, Nov 22nd 11:55AM
109,705,968	Seldom. I don't support this shortcut.	Saturday, Nov 22nd 11:43AM
109,690,811	Access to KW area.	Saturday, Nov 22nd 9:23AM
109,678,112	I am retired so I do not commute, but I do use the bridge to reach facilities and businesses on the west side of Guelph, via Whitelaw Road or to go to Highway #24 or Kossuth Road. I also use the bridge to walk my dog along the closed road where another bridge, further downstream on the Speed River, was located. I sometimes cycle across the bridge, as do others, so some provision should be available to accommodate cyclists.	Saturday, Nov 22nd 7:21AM
109,625,551	Occasional use for travel to Cambridge or accessing Speed river.	Friday, Nov 21st 4:18PM
109,624,091	- I use it to take a "shortcut" when I drive to Cambridge (not part of my commute) - the addition of a 2 lane bridge will make this a Commuter's choice when they should use the major roads suchas Downey &/or the Hanlon	Friday, Nov 21st 5:01PM
109,585,029	Occasional use as an alternative route to Hwy. 7 and back to avoid congestion and hold-ups on the Hanlon.	Friday, Nov 21st 12:26PM

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109,580,287	Although this road makes access to my home convenient from Hwy 24 and I used it quite a bit, I would prefer that it be closed in order to preserve quality of life in my neighbourhood. I frequently joke that you should never live on a through street in Guelph because eventually the city will turn your street into a super highway. I think this probably applies in the Niska Road situation. By the way, I don't live on Niska Road but I think the development of Niska would have a devastating effect on my neighbourhood.	Friday, Nov 21st 11:45AM
109,573,814	I use the road regularly as a means of accessing Cambridge, Waterloo and Kitchener, also as an option to visit the Guelph North West end, especially when traffic on the Hanlon is heavy. I would not want this option to disappear. I use it perhaps twice a week on average.	Friday, Nov 21st 10:41AM
109,530,471	To get to Kitchener and to the north of the city	Thursday, Nov 20th 9:38PM
109,524,437	Road is used for both daily commutes and weekend outings. In addition during summer months is used to access the trail network.	Thursday, Nov 20th 7:27PM
109,522,246	I use it daily to visit the north western sector of Guelph. I also use it for cycling.	Thursday, Nov 20th 6:44PM
109,518,924	Living in the west end the bridge offers an effective alternative to getting to Downey Road and the Hanlon I use Downey Road to head southbound on a regular basis as well as to various other south end buisnesses	Thursday, Nov 20th 5:54PM
109,511,322	Use this route to get to the western part of Guelph, as well as alternate route to the West without using the Hanlon, which is conjested for most of the day.	Thursday, Nov 20th 4:27PM
109,496,253	I use this route when travelling to Cambridge, or Kitchener areas as well as all of the commercial establishments in the north west of Guelph. I pass over the bridge at least every other day. It would be a huge inconvenience to have it closed.	Thursday, Nov 20th 2:07PM
109,495,951	At one point I commuted daily to Waterloo on this route. More recently I use the route for travel to Kitchener Waterloo, the airport and on occasion Cambridge. It is also a useful alternate route for times when there are issues on the Hanlon.	Thursday, Nov 20th 2:03PM
109,485,273	This road is required for my trips to and from work.	Thursday, Nov 20th 12:23PM
109,473,345	I use it 3 or 4 times a week, back and forth from Cambridge. I would NOT wnat to see the bridge eliminated.	Thursday, Nov 20th 10:47AM
109,465,894	My wife and I use this road on daily to use city facilities and to visit relatives living in the area. We will find the period of construction to be onerous, disruptive and difficult. However, we understand the necessity of the improvements for the long term safety of the citizens who both live and travel this route. In short, it is important to get this work completed. It should probably have been done years ago when the bridge was first built.	Thursday, Nov 20th 9:38AM
109,414,354	N/A	Wednesday, Nov 19th 8:48PM
109,408,318	We use this route more than once a day. It is the shortest route from our home to my wife's place of employment, my son's school, and the church we attend. If it were to close, we would have to use the Hanlon Expressway, which would increase our travel time and distance significantly, especially during rush hour.	Wednesday, Nov 19th 7:20PM
109,408,234	Access to hwy 24 and West End Guelph Amenities	Wednesday, Nov 19th 7:20PM
109,408,136	Commute to Highway 24 and access to West End Guelph Amenities.	Wednesday, Nov 19th 7:18PM
109,407,972	Access from southwest Guelph to Highway 24 and west end.	Wednesday, Nov 19th 7:16PM
109,407,481	Living in the Woodland Glen subdivision, I use the "short-cut" about 140 days annually. It would take about 10-15 minutes longer if I were to use Highway 6, and Wellington.	Wednesday, Nov 19th 7:07PM

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109,406,638	This path (road and bridge) is my main access to Cambridge and Waterloo by car (once per week in average) I use also the road, intersection and bridge for biking, running and walking(1-2 per week). I do not use any of them for commuting.	Wednesday, Nov 19th 6:55PM
109,394,420	Trips to Waterloo, K/W and Cambridge. Also to Costco, Zehrs and the West End Rec Centre. I see very few pedestrians nor bicycles on this road - unless they are purposely going for a country jog or cycle.	Wednesday, Nov 19th 4:47PM
109,394,302	occasional	Wednesday, Nov 19th 4:46PM
109,381,520	I use this road 2x per day, at least. To and from work. The current 1 lane bridge works absolutely fine, but I don't think that allows for community growth and expansion. It will be hassle when the bridge is out, but worth it in the end.	Wednesday, Nov 19th 3:26PM
109,380,431	I use it sporadically when the Hanlon is congested. ie rush hour, accidents, construction etc.	Wednesday, Nov 19th 3:15PM
109,376,733	I use it occasionally, travelling between Kortright area and the 401 westbound. Not daily.	Wednesday, Nov 19th 2:58PM
109,373,737	I use this corridor to get to Highways 24 and 7, to avoid the traffic elsewhere. This isn't a daily commute demand but it certainly helps when having to use those identified highways.	Wednesday, Nov 19th 2:47PM
109,338,372	It is not important to me and I (personally) do not use it on a daily basis, but I think that connecting the south end of Guelph and the West end of Guelph is important. Its important to complete the loop around the city to make it easier for the people living here to access all of the ammenities easier and access highways and other connections easier. I was disappointed to see the Stone Road connection be removed from the plans (after 40 years). Is the the solution to connecting the Sourht and West end more easily and if so will the local roads and support the flow that will be created?	Wednesday, Nov 19th 10:36AM
109,289,111	i am retired but travel often using this route to get to where I volunteer. I have so seen so many accidents on #6 with large transport trucks running the reds, that I prefer the extra kilometre this way so that I arrive in a calmer state of mind, body and spirit.	Tuesday, Nov 18th 11:52PM
109,282,900	Use it 2 times a week - on weekend as well	Tuesday, Nov 18th 9:12PM
109,224,159	I now come that way to get to the south end to work from Belcourt Crescent. It saves time by avoiding the lights on the Hanlon Expressway and gives me direct access to Kortright Road to get down to Gordon Street. It is a time saver for me going to work and home again, very convenient and no traffic lights until you get onto the Downey Rd/Hanlon Expressway corner.	Tuesday, Nov 18th 10:28AM
109,222,322	This road is important as it takes time and distance off my commute saving the enviroment of wasted fuel.	Tuesday, Nov 18th 10:12AM
109,221,983	I use it at least 3-4 times a week. It is an essential part if my travel in this city. Having to get to the north/west part of the city it is imperative to take the Niska bridge. The thought of it being under construction and not bring able to use it for done time mskes me panic.	Tuesday, Nov 18th 10:07AM
109,176,418	I use the Bailey Bridge to commute for work and it would be more convenient if it was two lane. My wife commutes over the bridge as well. I walk along this road in the evenings, so better sidewalks would be great. My teenagers catch the school bus and the city bus along this corridor. A pedestrian friendly bridge would help me to access walking trails on the other side of the river.	Monday, Nov 17th 7:29PM
109,163,181	I use this road corridor for my commute home on a daily basis - I see no need for a two-lane bridge as the one-lane bridge is just fine and takes less time then a simple traffic light to cross at the busiest of times.	Monday, Nov 17th 3:56PM
109,161,522	I use this road for commute but I do not see it as a corridor, it is a nice slow pace road to enjoy the scenery of the river and the woods surrounding it. I frequently go for walks there too. I would strongly advise the city to consider Laird Road West as an alternative and increase the speed to maybe 80Km/H but slow it down to 60Km/H where there is a denser community (say past side road 10?)	Monday, Nov 17th 3:35PM

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109,161,409	I do not use the road except to access the dog walk area	Monday, Nov 17th 3:34PM
109,161,221	Extremely important daily use for medical access, health and fitness access, work access and dog park access.	Monday, Nov 17th 3:31PM

Question 07

Comments/Questions/Suggestions:

Answers 186 61%

Skips 119 39%

112,901,094	I would prefer to see the bridge closed to vehicular traffic than rebuilt to allow for two lanes of traffic. The west and north ends of the city can easily be accessed with the Hanlon Expressway and so can Highway 24 and 7. Using the neighbourhood as a shortcut to other neighbourhoods in the south end of Guelph should not be made more appealing when proper collector and commuter roads already exist.	Today, 9:50AM
112,846,806	suggest closing bridge to vehicular traffic. too much noise, pollution, heavy trucks and traffic. this reoute is also inclluded on GPS as an alternate route to avoid 24 highway. something MUST be done to stop this	Yesterday, 4:31PM
112,803,996	If this bridge were to be closed it would have huge negative implications. For instance, when there is an accident on the Hanlon or the 401 the level of volume becomes absurd and can take up to 10 minutes crossing the bridge. For those that are concerned about traffic volume due to progress and the city increasingly becoming larger, the traffic level in this area is coinciding with it so widening the bridge will have little affect on the increase in vehicles. In fact, there will be greater issues in the city of Guelph if an essential means is cut off to travelers. Guelph is already horrendous enough in how long it takes to get from one end to the other (it is quicker to get across the city of Hamilton than it is Guelph). This leads to my next point around everyone thinking the expanding bridge would increase air pollution. It silly this is still a common mentality. It has been proven cars idling cause more pollution than those that don't. An easier flow of traffic and shorter travels means less air pollution. The wildlife in the area has already adapted to the traffic of the road and from the people using the dog/hiking trails.	Yesterday, 3:27AM
112,755,591	See this corridor being used by commuters more and see additional congestion at Niska Downey during peak times. I think you will create more problems than you realize with increasing traffic flows at this intersection with a newer single lane or two lane bridge. Decades ago the thought of an east west bridge across the river through College/Stone was stopped so why this one now. Secondly with Hanlon interchanges at Stone and Kortright some where on the horizon please don't add traffic flow through Niska by rebuilding the bridge at this time. It will always be a band aid for east west access to Hwy24 or north south through west side of Guelph rather than using the Hanlon.	Saturday, Dec 20th 11:47AM
112,752,145	Maintaining Green Space and parklike settings within city limits is a necessity to our Love of Guelph. Planning for the future shows A little foresight to preservation .	Saturday, Dec 20th 11:03AM
112,708,015	http://www.transportfutures.ca/news/niskatoll	Friday, Dec 19th 9:18PM
112,697,298	We do not want a two lane bridge and especially not a roundabout	Friday, Dec 19th 6:27PM
112,686,515	Please preserve our nature!	Friday, Dec 19th 4:14PM
112,686,303	close it down let the remaining nature rest.	Friday, Dec 19th 4:12PM
112,686,070	too much traffic trying to get out on to Downey from Niska ... this will only get worse if two lanes are put in	Friday, Dec 19th 4:09PM
112,685,835	Too much traffic as is adding 2 lanes will only add to it.	Friday, Dec 19th 4:07PM
112,679,566	Monies should be used to enhance the Hanlon Pwky so that it is truly a parkway to move traffic from one end of the city to the other.	Friday, Dec 19th 2:52PM
112,669,821	Do not widen bridge!!Close and use for cyclists and pedestrians only.can,t ride our bikes or even walk safely at moment	Friday, Dec 19th 12:42PM

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112,667,888	The traffic on Ptarmigan Drive and Niska Road is already too much, travels at too fast of a speed and vehicles are constantly ignoring stop signs, traffic signals and posted speed limits. The city and township appear to already agree with these issues since posted speed limits along Niska and Ptarmigan have been reduced in recent years to combat the problem. Police presence has done little to decrease the number of drivers going above the posted speed limits or ignoring the 4-way stop. Adding a two lane bridge to Niska Road will only increase all of these issues and create a more dangerous environment for the pedestrians in the area - many of who are young children walking to school. I would prefer to see the bridge closed to vehicular traffic than rebuilt to allow for two lanes of traffic. The west and north ends of the city can easily be accessed with the Hanlon Expressway and so can Highway 24 and 7. Using the neighbourhood as a shortcut to other neighbourhoods in the south end of Guelph should not be made more appealing when proper collector and commuter roads already exist.	Friday, Dec 19th 12:13PM
112,665,809	Please do not proceed with replacement as it will negative impact our neighborhood. It was part of why we have bought and continued to live in this residential area.	Friday, Dec 19th 11:44AM
112,665,317	Proper arterial traffic planning is needed as Downey currently cannot get any busier without significant negative impact. Traffic lights to accommodate more traffic on Niska would only contribute to backlog of traffic during peak hours. Good example is the Hanlon ... traffic lights don't help congestion issues.	Friday, Dec 19th 11:35AM
112,664,704	It would be preferable to close the bridge completely as opposed to expanding.	Friday, Dec 19th 11:22AM
112,664,498	This is a quiet and pristine area. Please keep it as such.	Friday, Dec 19th 11:21AM
112,663,519	This area should be left as is. It works well. Closing the bridge to vehicle traffic would be a huge mistake and destroying the wetlands to make it bigger for no reason is not necessary.	Friday, Dec 19th 11:08AM
112,663,408	Look leave the way it is. Huge NO NO to any greedy developers.	Friday, Dec 19th 11:06AM
112,663,149	Do not make it a two lane bridge.	Friday, Dec 19th 11:03AM
112,661,615	The traffic on Ptarmigan Drive and Niska Road is already too much, travels at too fast of a speed and vehicles are constantly ignoring stop signs, traffic signals and posted speed limits. The city and township appear to already agree with these issues since posted speed limits along Niska and Ptarmigan have been reduced in recent years to combat the problem. Police presence has done little to decrease the number of drivers going above the posted speed limits or ignoring the 4-way stop. Adding a two lane bridge to Niska Road will only increase all of these issues and create a more dangerous environment for the pedestrians in the area - many of who are young children walking to school. I would prefer to see the bridge closed to vehicular traffic than rebuilt to allow for two lanes of traffic. The west and north ends of the city can easily be accessed with the Hanlon Expressway and so can Highway 24 and 7. Using the neighbourhood as a shortcut to other neighbourhoods in the south end of Guelph should not be made more appealing when proper collector and commuter roads already exist.	Friday, Dec 19th 10:36AM
112,661,146	Bridge should be retained in current form or removed and replace with pedestrian only bridge	Friday, Dec 19th 10:26AM
112,660,997	If the bridge close for Vehicular traffic everything will be fine	Friday, Dec 19th 10:19AM
112,660,573	Would be nice to allow for pedestrian crossing on the bridge. However, I practically never see pedestrians on this region of the road; walkers usually park north of the bridge.	Friday, Dec 19th 10:18AM
112,659,132	if you close the bailey bridge we will be cut off. if you make it a 2 lane it will be far too busy on our street. leave it open as a 1 lane bridge put traffic lights on either side seems to be the best solution. Cutting us off is not safe and forcing us to drive all the way around to get to the south end is punishing us . We would have to use more fuel , emergency vehicles would have to take longer to get to us. You will see more bush parties and other things going on at the bridge when it is closed which will make it even more unsafe.	Friday, Dec 19th 9:54AM
112,658,895	we do not want to see the bridge closed . Just leave it alone. we have been her almost 60 years and have no way to go to south end unless we drive all the way around using hwy24.	Friday, Dec 19th 9:51AM

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112,657,985	I do believe that a one lane solution with trafic lights on either side is the best solution. It is not as expensive an option as a 2 lane and it will benifit all residents in the neighbourhood and outside of it. It should remain as a no truck route and speed should be posted at 50 km /hr. Under no circumstance is it reasonable to close the bridge making it a dead end as you will be shutting out those that have been here the longest.	Friday, Dec 19th 9:32AM
112,656,710	I have lived on Downey Rd for 28 years and in that time I have completed numerous surveys. The issue that is foremost on my list NEVER is addressed. That is "how do we reduce" the traffic down.	Friday, Dec 19th 9:14AM
112,655,522	Would save tax dollars and keep locals safe and happy.	Friday, Dec 19th 8:49AM
112,633,402	-the single lane bailey bridge acts as a barrier to large trucks...there are enough speeding cars on my street without adding large speeding trucks that could easily pass on a 2 lane bridge -Niska does not need any more encouragement as a short cut that a 2 lane bridge would provide -I did not see the cost of the proposed 2 lane bridge...I did see that a rehab of the bailey bridge would top out at $1 million, that seems to be a reasonable amount -the longest that I have ever waited my turn to cross the bridge may have been 25 seconds, that is all. There are no traffic tie ups there. -the single lane bridge acts as both an impediment to large trucks, and a speed break -of the several accidents that I have come across over the years, they were not on the bridge. They were deer collisions, or speed/weather related into the ditch on the curve towards Whitelaw As for question 4, I chose none of the options as I feel that it is fine as it is with the STOP for Niska at Downey.	Thursday, Dec 18th 11:21PM
112,631,601	this has been a very frustrating couple of years for the residents in this area.....and the situation is getting worse not better - you need to address what the residents in this area want not the traffic coming from the other side of the hanlon or off the hanlon, i just hope and pray we don't have someone killed before something is done -- oh, yes, there was a young man killed on niska because he was speeding .....maybe a few more need to die. also, we have industry being built at the top of niska and 24 - once they get built - it will be awful... There is a house on the corner of ptarigan and niska that has had cars slide onto their lawn because drivers were speeding..... there a probably many other speed, traffic incidents that have occurred over the years - i know i've seen ambulances,police because of an accident by the bridge - that area is open field - driver believe they have a license to drive unsafely..... please, please - do what's right for this community -	Thursday, Dec 18th 10:20PM
112,631,070	Please stop spending unnecessarily and fix parts of guelph that need it we enjoy the conservation land and it would be criminal to destroy it for a sportsplex and apartment building when we have the YMCA and pleny of housing. Frankly my taxes are high enough !	Thursday, Dec 18th 10:02PM
112,630,714	This bridge does not need to be open to vehicles at all but only to people, dogs and bikes, etc. What a great thing it would be to have this as a part of our greenway and personal connection to the natural world.	Thursday, Dec 18th 9:52PM
112,630,254	Please consider the negative impact a 2-lane bridge will have on this unique area of the city. Please choose to close the bridge altogether or maintain it only for cyclists and pedestrians	Thursday, Dec 18th 9:36PM
112,630,215	Any improvement to the bridge will cause an enormous increase in truck and car traffic. The neighbourhood and wildlife will necessarily be negatively impacted. Already there is significant speeding and stop-sign running despite regular policing. A two lane bridge will just bring a huge increase in truck traffic to service the Hanlon creek west business park.	Thursday, Dec 18th 9:35PM
112,629,743	Fully support your suggestions	Thursday, Dec 18th 9:23PM
112,629,315	I will move if the Bailey bridge is replaced with a two lane bridge. I know you do not care but the quality of my life will be negatively impacted. It is a very environmentally sensitive area. I have personally moved snapping turtles off Niksa very close to the bridge. They are species of concern. I have observed bats and swallows directly by the bridge. They are species of concern. This is not just about traffic. It is about the beautiful green space and the huge environmental damage putting a huge two lane bridge will do! I value the natural area and do not want to see it damaged.	Thursday, Dec 18th 9:10PM

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	It seems to me that some group (developers, the consulting firm, engineers, or city planners?) must be pushing the two lane option as the preferred solution. The greater community certainly does not want it. And they are being vocal about it. There can be no mistake, that somehow the greater community is in favor. The Bailey bridge and the surrounding environmentally sensitive conservation lands are greatly valued by the Kortright hills community. There are 2 major Highways in the immediate area to move traffic, literally 2 minutes down the road. Why should we encourage increased Highway traffic through this protected Niska area? From one Highway to another, literally minutes apart from each other? Other than to increase vehicle speed. That's a terrible reason to build the two lane bridge.	
112,628,626	Other options I've heard: Stop signs at each side of bridge, that would slow down traffic and increase safety, at little or no cost vs. new bridge construction. A small pedestrian/ cycle bridge that could be lifted into place beside the existing bridge with no impact on the surrounding environment. Paths leading to the bridge on the other side of the trees in the GRCA lands area, that would allow the mature trees to not be cut down, while funneling people through a natural trail system. Apparently there is a company in the US that makes replacement parts for Bailey bridges. It seems maintaining is the most fiscally responsible option, rather than building a multi million dollar bridge along with a road reconstruction project. Residential taxes in the city of Guelph are currently high enough. There is no need to waste tax dollars on unnecessary capital projects.	Thursday, Dec 18th 8:46PM
112,628,477	As previously stated.	Thursday, Dec 18th 8:47PM
112,628,023	We are not at all supportive of a two lane bridge on Niska as it is not the best solution to the need for traffic to attach between the Hanlon and 24. I would urge our Council to look at re-opening discussions on the extension of Stone Road to Highway 24.	Thursday, Dec 18th 8:35PM
112,626,992	Please do not turn it into a two lane bridge. That would only serve to increase traffic in a residential neighbourhood.	Thursday, Dec 18th 8:07PM
112,626,199	I think a one lane bridge would preserve the environment with a bike or pedestrian trail. Using it for truck and outside traffic would drive more traffic through our neighbourhood which has already gotten a lot of traffic from the business park.	Thursday, Dec 18th 7:51PM
112,625,597	The last around this road must also be respected, preserved and protected. It is conservation land.	Thursday, Dec 18th 7:36PM
112,625,408	The most important point is that this needs to remain open to vehicular traffic, if it is closed off for pedestrian use only it will mean longer routes around to access Hwy 24 and Whitelaw road. We use this bridge as an alternative route on a daily basis and it would be an inconvenience to have it closed down!	Thursday, Dec 18th 7:30PM
112,623,236	I strongly discourage the implementation of a two lane bridge, or anything that will destroy the natural habitat in this area of the city. We need pockets of greenspace in Guelph.That's what citizens of Guelph enjoy and what visitors comment the most on.	Thursday, Dec 18th 6:43PM
112,623,199	Leave the bridge and Niska alone, it's pretty obvious by the outcry of support from residents and working groups that we don't want any changes with the bridge. We have some of the highest residential taxes in the City, doesn't that mean we should also have a proportionate share of the voice? Especially when it comes to something so close to where we make our home.	Thursday, Dec 18th 6:42PM
112,623,164	Closing the bridge will make make the neighborhood more safe,also I won't have a problem backing out of my driveway	Thursday, Dec 18th 6:42PM
112,623,000	I am not in favour of a two-lane bridge. Our taxpayers money can be put to better use. I am not in favour of paving paradise.	Thursday, Dec 18th 6:35PM
112,619,237	Do what is right for the neighbourhood and the conservation area first and what's right for the cultural, heritage and history of Guelph next... And then think about better traffic management using other roads and other plans. Leave Niska Road alone.	Thursday, Dec 18th 5:29PM
112,618,723	Very pleased the matter is getting dealt with at this time.	Thursday, Dec 18th 5:22PM
112,610,153	I was disappointed in the failure to get access to the data, including any weighting, that was used to determine the preferred options. Without that the process is not transparent.	Thursday, Dec 18th 3:18PM

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112,585,608	Closing the bridge to vehicle traffic will improve many recreational opportunities in the community. -Paddlers will have a safe place to park, and access the river. -Runner/Walkers will have a safe way to access the trail system, and reach the dog walking area on the decomissioned road (Sideroad 10N by the quarry lands). -Cyclists from the north can now safely cross the bridge to get to the low traffic roads south of Guelph (via Downey). Currently there is NO route for an average family on bike to get from *Anywhere* north of Wellington Road to the south part of Guelph except via the Edinburgh bridge (which doesn't have bike lanes anyway). Families in Parkwood gardens neighborhood in the West End have no way to bike south safely with speeders using the Niska bridge currently.	Thursday, Dec 18th 9:58AM
112,559,020	Parking and canoe launch, similar to Victoria Road at the Speed River, is needed near the Bridge.	Wednesday, Dec 17th 10:40PM
112,556,637	I am very impressed with the opportunity offered by the City of Guelph that allowed local residents have say in choosing the best solution. Thank you very much!	Wednesday, Dec 17th 9:19PM
112,529,860	I want Niska to remain as is, no widening, no added sidewalks, but kept in a good state of repair. If the road is widened,or reconstructed it will appear to motorists that it is a "70 K" speed road, in spite of any signs that might be erected. Even now, there is a lot of speeding between Downey and Ptarmigan. Speeding would be encouraged between Ptarmigan and the bridge if that part of the road was "reconstructed" - Human nature at work. I want the Niska Bridge to be retained as a one lane historic Bailey Bridge - unique in Guelph and Ontario. This area is a natural area and should be maintained as the greenspace it was originally designated for. The wildlife habitat and wetlands should be protected and not disturbed. I feel the study on Spring Peepers was flawed given that the PIC boards said only one was heard. I like the Viewscape that I see when looking down Niska toward the bridge. This is also unique in Guelph. The cost of the preferred option seems extremely high. I do not want my tax dollars spent on a project that I am opposed to and that will not benefit me. There are more important infrastructure issues in this city. The main problem with this preferred option is creating a SHORTCUT through our neighborhood thereby increasing traffic. No thanks.	Wednesday, Dec 17th 1:39PM
112,527,714	It is my understanding that the Niska Road bridge is unsafe. It should be safe for pedestrians and cyclists for some years. In that time motorists can be retrained to use other routes which may taken a few more minutes. In the meantime the City of Guelph can get its financial house in order. Commuters, not the neighbourhood, not the unique heritage environment appear to be the priority. Has any thought been given to what happens to all that traffic that can no longer access the Hanlon Expressway northbound when the overpass over the Hanlon is built? The question regarding the intersection of Downey, Niska and Woodland Glen is disingenuous. The MTO has already indicated that traffic lights were not an option due to the proximity of the Hanlon. The configuration of that intersection could best be described as a mini caldera with the land sloping upwards from all sides. And there is the Hanlon creek running through it. Hardly an appropriate site for a roundabout.	Wednesday, Dec 17th 1:07PM
112,483,070	Roundabout is key for the intersection, turning left on to Downey is difficult in its current state.	Tuesday, Dec 16th 10:45PM
112,467,990	Please take into consideration the realistic outcome if the purposed plan for a two lane bridge was not to happen, pollution will increase, commuters tempers will increase being stuck in the increased traffic congestion, the lives and safety of people will be needlessly put at risk all because a small group of noisy individuals think removing the bridge would be smart. Please build the bridge we desperately need it do not rob us of our chance after all these years.	Tuesday, Dec 16th 5:47PM
112,449,434	I feel that if the bridge were to be closed to allow for pedestrian traffic only, as in hiking, foot path worn into the natural environment could potentially damage delicate plant life harming the habitats of small animal life. Increased human presence tends to adversely affect animal life. These same animals will avoid roadways, and adjust their life patterns away from traffic. Where as, if people are allowed to wander directly into their environment, these same animals will have trouble acclimatizing. Human presence will force the animals away from their habitat to search for alternate food sources and shelter.	Tuesday, Dec 16th 1:55PM

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112,418,800	I would like to see the single lane bridge maintained as is (or perhaps improved, by building a more permanent structure). I would also like to suggest that the bridge be made into a two-way stop as a traffic calming measure as well. I have run into herds of deer on this road as well as numerous coyotes and I strongly believe that a two-lane bridge would not be beneficial to their well being. I also believe that if this is made into two lanes that the volume of traffic using our neighbourhood (especially now that the Business Park is starting to flourish) will increase exponentially. Traffic is already perilous enough for pedestrians down near Ptarmigan and Niska under the current model. I believe it will be fraught with danger for both humans and animals if the traffic situation were able to double it's current capacity. A scenario quite likely if the bridge were to increase to two lanes.	Tuesday, Dec 16th 6:53AM
112,393,509	Sometimes less is more.	Monday, Dec 15th 8:31PM
112,386,725	I do not want a two lane bridge.	Monday, Dec 15th 6:25PM
112,382,970	This bridge is a piece of Nostalgia. Just the idea of slowing down to wave through an oncoming vehicle is a welcome moment in my books. (common place where I grew up). You take that away, you take away the nostalgia that goes with it and it end up being just another strip of hardtop to get you from A to B. Thanks Landon West [redacted]	Monday, Dec 15th 5:23PM
112,353,852	A 4 lane option should be considered for future traffic growth and potential demand. This is a very important connection between Guelph/Wellington and the Region of Waterloo.	Monday, Dec 15th 10:52AM
112,353,536	The City should activate its 2010 request to the Province to place our public river valley lands into the Greenbelt and make the historic Niska Road a “cultural heritage landscape” for all time.	Monday, Dec 15th 10:49AM
112,346,375	-Two lanes will allow pedestrians/cyclists to pass easier/safer to access either side of the bridge. Right now the best technique is "quick run!".	Monday, Dec 15th 9:22AM
112,342,832	The safety of the children attending Kortright Hills P.S. should be paramount. I do not have children attending this school but I live several houses away from the school on Ptarmigan. I have lived here for 14 years and have seen the traffic on the street increase dramatically. Many children walk to school, and motorists along the street do not adhere to the school zone speed limits. I have seen motorists run the pedestrian light in front of the school, I saw a child hit by a car on one occasion, and a parked vehicle was hit by a motorist (and written off!) during the morning school bell this spring. The vehicle was hit so hard it was pushed 25 feet onto my lawn, so the driver was obviously speeding. I also support speed bumps in front of the school!	Monday, Dec 15th 8:31AM
112,294,713	I prefer single lane traffic. Right now, the traffic flow and the necessity to consider others coming the other way creates a good mindset for drivers - signalling others through, acknowledging considerate drivers. It wouldn't take much to alter that mindset with two lanes. It could become a speedway and increase safety concerns, have a detrimental environmental effect, encourage truck traffic and noise and add more pollution to a beautiful natural area.	Sunday, Dec 14th 6:26PM
112,270,698	See 5 and 6 above. In terms of the intersection alternatives, I would prefer if we can avoid installing lights. I think a roundabout would be best for traffic flow.	Sunday, Dec 14th 12:41PM
112,267,113	I'm aligned with improving the bridge but keeping as a 1 lane structure. I'm supportive of adding pedestrian sidewalks along Niska (closer to Ptarmigan).	Sunday, Dec 14th 11:54AM
112,228,489	I can't fathom why would want to reroute traffic through a residential area with a school. The Niska/Downey stop sign already has 8-15 car line up at dinner time. Allowing access to more vehicles down Niska will not only make the line up longer, but will entice vehicles to travel down Ptarmigan, which is currently has a zone 30km/hr zone due to a school. Using short cut through here appears that the spectacular amount of money that was invested in the Hanlon/ Wellington interchange and Hanlon rerouting was a flawed; and in my opinion this Bailey bridge study is a knee jerk reaction for such a flawed plan.	Saturday, Dec 13th 10:30PM

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112,204,278	Please let us try to maintain our natural environment as much as possible. I am looking forward to being able to walk safely along Niska Road and the Bailey Bridge area in the future. My family also like to jog and bike this route when they are visiting me. Resident [redacted]	Saturday, Dec 13th 3:33PM
112,192,261	Promote usage of the Hanlon to major clover leaf at 124 & Wellington. Do this by inserting overpasses at residential short-cuts opportunities, on Hanlon. This will eliminate stop and go traffic on the Hanlon, cutting down on CARBON emissions which the city of Guelph is currently NOT promoting. A good example of a proper expressway design can be realized by the Kitcherner and Waterloo expressway. WHY was the Stone road extension not utilized for HYW 124 traffic for south Guelph communities?	Saturday, Dec 13th 1:53PM
112,191,888	Promote usage of the Hanlon to major clover leaf at 124 & Wellington. Do this by inserting overpasses at residential short-cuts opportunities, on Hanlon. This will eliminate stop and go traffic on the Hanlon, cutting down on CARBON emissions which the city of Guelph is currently NOT promoting. A good example of a proper expressway design can be realized by the Kitcherner and Waterloo expressway. WHY was the Stone road extension not utilized for HYW 124 traffic for south Guelph communities?	Saturday, Dec 13th 1:50PM
112,191,456	Promote usage of the Hanlon to major clover leaf at 124 & Wellington. Do this by inserting overpasses at residential short-cuts opportunities, on Hanlon. This will eliminate stop and go traffic on the Hanlon, cutting down on CARBON emissions which the city of Guelph is currently NOT promoting. A good example of a proper expressway design can be realized by the Kitcherner and Waterloo expressway. WHY was the Stone road extension not utilized for HYW 124 traffic for south Guelph communities?	Saturday, Dec 13th 1:46PM
112,189,769	If there must be a two lane bridge, then you need to engineer the road with both speed restriction features (speed bumps/humps) and also other features that will naturally slow down drivers (e.g., narrow roads, twists). Also install some form of header at either end to prevent trucks over a height limit from gaining access to Niska. Roundabouts are good and also restrict truck turning, but they would need to have a wall or other feature in the center that trucks could not simply drive over. A single lane bridge is ideal, but would need to have a separate pedestrian/bicycle lane from the road for safety reasons. Also install speed governing features.	Saturday, Dec 13th 1:32PM
112,188,198	Promote usage of the Hanlon to major clover leaf at 124 & Wellington. Do this by inserting overpasses at residential short-cuts opportunities, on Hanlon. This will eliminate stop and go traffic on the Hanlon, cutting down on CARBON emissions which the city of Guelph is currently NOT promoting. A good example of a proper expressway design can be realized by the Kitcherner and Waterloo expressway. WHY was the Stone road extension not utilized for HYW 124 traffic for south Guelph communities?	Saturday, Dec 13th 1:20PM
112,172,655	Promote usage of the Hanlon to major clover leaf at 124 and Wellington. Do this by inserting overpasses at residential shortcut opportunities on Hanlon. This will eliminate stop and go traffic on the Hanlon cutting down on CARBON emissions which the city of Guelph is currently NOT promoting. A good example of proper expreeway design can be seen by the Kitchner & Waterloo expressway. WHY was the stone road extension not utilized for hwy 124 traffic for south most communties?	Saturday, Dec 13th 11:20AM
112,166,261	Use Stop sign both side of the bridge. It is not only day time drive what about night time? This is a quite neighborhood.	Saturday, Dec 13th 10:12AM
112,076,396	My concern is great. I fear we will loose more natural space we all enjoy only to make room for more and more construction of buildings, houses, malls etc. Guelph no longer has the 'small town' feel or the friendly faces we saw here 20 or so years ago. You see construction going on in every corner of this city, tearing down trees and full forests etc, making our deer, skunks, possums, raccoons, bunnies, coyotes etc forced to live in conditions they are not meant to be in. We need to respect our animals and Their space. Guelph needs to stop being money hungry. We should take pride that our city has forests, not rip them down for the concrete jungle we are creating. I have heard, albeit rumor that the City's intentions are to buy back the old waterfowl park from the GRCA and tear that forest down only to build more. Just despicable. All about money I am sure.	Friday, Dec 12th 12:20PM

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111,989,550	There are roads in the city that have far higher traffic volumes that are in greater need of repaving or rebuilding. The proposed changes are not cost-effective. The ridiculously expensive interchange at Wellington and the Hanlon was intended to facilitate the movement of traffic on the Hanlon destined for Cambridge. Creating the infrastructure for a shortcut to the same destination, while disrupting a local neighborhood and with potentially significant environmental impacts, is pointless and a misuse of tax dollars. If the bridge cannot be maintained as is, my preference would be for the installation of a bridge for pedestrians and cyclists only.	Thursday, Dec 11th 7:37PM
111,989,348	I would suggest leaving the one lane bridge, converting part of Niska road to a one way street between Downey and Ptarmagan. Incorporating a stop sign at Niska and Pioneer Trail.	Thursday, Dec 11th 7:34PM
111,987,928	I strongly urge the city to not add a two lane bridge due to the many negative repercussions stated above. Being a resident of Niska, and frequent commuter of the Bailey Bridge, I do not see any benefit to having a two lane bridge.	Thursday, Dec 11th 7:17PM
111,977,320	i strongly oppose the building of t two lane bridge.	Thursday, Dec 11th 5:20PM
111,953,660	Create vehicle parking area for dog walkers/highkers on West side of bridge.	Thursday, Dec 11th 1:04PM
111,953,469	The present Bailey Bridge is just fine with me, and the width of the road works just fine for my needs. I am completely happy with waiting my turn to use the bridge. Actually, I think that's rather nice. I like the unusual and historic nature of the Bridge. This type of bridge was instrumental in the Allies success in WWII. It can be touted as another tourist attraction for Guelph. The area along Niska Road between Ptarmigan and the Bridge was planned as a conservation area, and it serves as a wildlife corridor near the Speed River. We need to preserve this area as a beautiful, natural area, one with links to Guelph's history.	Thursday, Dec 11th 12:54PM
111,953,044	The one lane bridge is prone to vehicle accidents and a hazard to pedestrians and cyclist. A parking area should be created on the West side to allow dog walkers a place to lease their vehicles off the side of the road.	Thursday, Dec 11th 12:55PM
111,947,759	Encourage you to maintain the bridge and road as is. Move forward with Hanlon improvements. Monitor the Niska/Downey intersection and evaluate the need for a stop on Downey.	Thursday, Dec 11th 11:46AM
111,931,735	The City made a big mistake not going with the Stone Road or College Avenue extension. Don't make another one here. This is one of the last natural environments in Guelph.	Thursday, Dec 11th 8:47AM
111,868,950	I do not wish to experience problems with high traffic volumes (safety) or being able to get out of my neighborhood during peak travelling hours. Also I did not appreciate the short time allotted for the Niska rd. meeting. It seems that your engineering firm just wants to push their desires thru.	Wednesday, Dec 10th 6:16PM
111,770,728	In 41 years of living west of the Hanlon Pkwy, we have always needed an access west and north. The Stone Rd. extension was quashed by environmentalists in the '70s, but that only slowed progress. Let us learn from that mistake and deal with the inevitable. People want to move ahead! Build a bridge for the future -not just for today.	Tuesday, Dec 9th 10:23PM
111,769,344	In my 41 years in Guelph, all of which have been on the west side of the Hanlon Pkwy., there has been a need for a north and west access. Stone Rd. extension was quashed by environmentalists back in the '70s. That slowed progress, but eventually larger population, jobs at Toyota and more cars demanded that we find a route west of Guelph. Now we have Costco, Galaxy Cinema,etc. so there is a need to go north as well. You can't stop progress, but you can find ways to deal with it. Improve Niska Rd. Add bike lanes and more street lights. Build a bridge for the future - not just for today.	Tuesday, Dec 9th 9:53PM
111,758,194	I think these changes are long overdue and will improve conditions for both pedestrians and vehicle traffic.	Tuesday, Dec 9th 6:18PM

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111,633,169	In reading CWG minutes of Jan. 21 (Item 3.1) regarding the Stone Road extension, it was mentioned that the extension was canned because the Hanlon made it unnecessary. There were other comments implying "intentions" (Tried to cut and paste, but can't do it from website.) Point is, what's so different between use of Niska Road and Stone Road extension? Doesn't matter what the intention is, if the road is there, people will use it. I am a resident of Ptarmigan Dr. and take risks backing out of my driveway, or even crossing the road to collect my mail, as it is. (due to curve in the roadway and a hill.) More traffic will require other exceptional calming measures on Ptarmigan. We wouldn't be having this discussion if the Hanlon had been built correctly and with foresight in the first place.	Monday, Dec 8th 1:29PM
111,607,719	- Changing to a 2 lane road will be costly. - 2 lane will increase traffic (use by commuters) inconsistent with residential area - 2 land bridge with increased traffic volume and speed, as well as the topography leading to the bridge will increase accidents - ptarmigan intersection is not made for heavier traffic, so it will require roundabout, or stop light. residential nature of the subdivision area will be compromised or destroyed.	Monday, Dec 8th 10:06AM
111,527,343	Open the road from Stone road to Hwy 124, it will be cheaper and less time consuming and much more of a direct line.	Sunday, Dec 7th 2:48PM
111,526,955	Please, please stop messing with things that are working and hiding behind progress for Guelph - it is NOT.	Sunday, Dec 7th 2:47PM
111,505,610	The time, energies and money spent on changing the residents minds on this subject by wearing them off, should have been better used in - Rehabilitating Hwy 124/24 - Extending Stone Road/College West, that are not bordered by houses/homes, thus no Taxes, when high taxes are paid by the residents of Niska/Downey/Ptarmigan and adjacents streets - Are the marchlands of Stone Rd and College more important to the "Green City" that Guelph wants to be, compared to the Grand River Conservation Area portion that goes through Niska, when other cities are protecting it ? - Has the quality of the residents' lives became less important than BIG Businesses	Sunday, Dec 7th 11:35AM
111,500,313	Please preserve this bridge as a natural heritage one.	Sunday, Dec 7th 10:43AM
111,403,304	I really like the addition of the pedestrian/bike lanes. There are some good recreation areas along the creek and west of the city. Adding the lanes will greatly increase their safety.	Saturday, Dec 6th 6:23PM
111,391,987	If you care about the environment, or the history and heritage of the area and the bridge you will be sensitive and maintain the current bridge or replace with a simple one lane bridge structure.	Saturday, Dec 6th 4:27PM
111,355,925	Fix question 5. It is obviously phrased so that comments will inevitably support the preferred option, not collect information regarding all alternatives. In my direct opinion enlarging the capacity of the bridge structure to 2 full vehicular traffic lanes will increase local road traffic an unacceptable amount. I would rather suffer a slightly longer commute, than see the neighbourhood overwhelmed because of ease of use of the transit corridor.	Saturday, Dec 6th 10:53AM
111,305,699	Is this area of Guelph anymore special than say the citizens of Carrington Drive who will have that road opened to Kortright. What will we do if every area wants to close though routes just because they have gotten used to a street that ended. What if the citzens on Rickson don't want the street open to the new Terrview subdivision on the Harts lane property To me this is not much different than people not wanting new buildings in their area because it blocks the Sun,their view etc	Friday, Dec 5th 6:26PM
111,302,533	This survey was not easy to find.	Friday, Dec 5th 5:46PM
111,260,518	This entire process ignores the bigger picture. What about development of lands on either side of Niska? How many more people will be in the neighbourhood? These are important issues when thinking about infrastructure. Truck traffic in residential area also a big concern. With Hanlon creek business area developing, trucks will desire a short cut to highway 124. Current no truck signage and weight restrictions are frequently ignored. Also speed is a huge issue.	Friday, Dec 5th 11:46AM

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111,256,256	The forested/aquatic landscape within this region needs to be properly assessed for its biological health. Has this been done by a certified source?	Friday, Dec 5th 11:07AM
111,207,161	I hope that staff are willing to consider (or reconsider) other options for drivers wishing quick and easy access to Highway 124 or the west side of the city. Green and natural areas contribute to the overall quality of life of the entire city, not just to residents of the immediate area, and should be valued and preserved. Niska Road is not an arterial road and should not be developed to encourage increased volume of traffic.	Thursday, Dec 4th 10:11PM
111,198,924	I think the parking for the trail system has to be considered as well. Currently it is not the most ideal parking situation and vehicles have to use extreme caution when entering and exiting the parking lot. There is a very high risk and probability of collisions with vehicles and pedestrians with the current parking lot. I think the parking lot should be re-constructed as well.	Thursday, Dec 4th 7:15PM
111,192,906	I realize that the age of the bridge structure may demand some costly changes, and would recommend perhaps only the addition of a pedestrian/bike lane(s) addition. If it is felt that a two lane bridge is required because the development area and Costco short-cut demands now demand it, then I must ask why those that add such traffic demands to the city are not also asked to significantly help the tax base pay for such demand increases. There is nothing wrong with the current situation other than maintenance costs of an aging structure, and any additional costs demanded beyond replacement should be, or have been, handled in a way more directly by those likely to benefited financially from the change. Surely those who bought into the area would have known the bridge was one lane, or were they, and Costco, customers promised something else?	Thursday, Dec 4th 5:54PM
111,184,430	Thank you for providing this public comment forum.	Thursday, Dec 4th 4:49PM
111,174,667	Intersection alternatives at Niska/Downey: We use Downey Rd as our access to the Hanlon. It is commonly difficult to make a left turn onto Downey because of the traffic volume heading toward the YMCA and entering the subdivision at the Woodland Glen intersection.	Thursday, Dec 4th 3:31PM
111,136,480	close the road and make the bridge pedestrian/cycling only	Thursday, Dec 4th 11:19AM
111,136,306	I think traffic circles are a horrible idea. Nobody knows what they are doing and they are dangerous, especially for pedestrians. In 1991 they had a big traffic circle in Mississauga at Erin Mills Pkwy and Southdown road. There were so many accidents (some serious) so they took it out and replaced it with traffic lights. NO TRAFFIC CIRCLE, please	Thursday, Dec 4th 11:18AM
111,133,925	We have been residents here since 1969 and would like to keep some of the quaintness of some of the places. We were long time users of the Kortright Wild Fowl Centre.	Thursday, Dec 4th 10:54AM
111,122,273	It seems counter productive to me to build the large overpass at Wellington St. And then expand the Niska bridge and start vastly increasing the traffic flow through a quiet residential neighbourhood.	Thursday, Dec 4th 8:55AM
111,010,200	From a neighbouring perspective, traffic engine noise is a problem, especially in summer when windows are open and commuter traffic begins as early as 5:00am! Motorcycles and trucks are especially troublesome. •Thanks to police response, there has been some improvement in speed reduction and observance of the stop sign at Ptarmigan, though it is worrying that periodically, tractor trailers are still ignoring the signs. (We have reported some when identification is possible) We strongly suspect that this issue is being driven by the concealed agenda of a plan for considerable new development, for which Niska will be scheduled as a feeder/ access road and that the development is contingent on widening the bridge. We would ask that information about long-term planning is made available. For the reasons stated above, quite apart from well-recognised environmental and heritage concerns; without flattening the hill, (which might upset a large number of property owners!) it really is not a realistic or practical proposal and we strongly oppose it.	Wednesday, Dec 3rd 11:33AM
110,949,641	DON'T TOUCH THE FOREST OR RIVER (please!)	Tuesday, Dec 2nd 8:24PM

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110,913,496	Downey Road has seen a large increase in the amount of cars using it as a short cut to the Hanlon from the Cambridge area. The intersection at Laird Road was so poorly planned it is seldom used it to access the Hanlon. in the morning, cars speed up through Downey Road to Kortright and there is often a huge line of cars waiting to turn onto the Hanlon. In the evening there is again a huge volume of cars exiting the city.In the past year, I have yet to see any police in monitoring the speed limit. The City of Guelph really needs to look at the long term plans of the area - how the Hanlon will be upgraded, what intersections will be changed and how to get the commuter traffic out of the city in a timely fashion without comprimising the safety and well-being of neighbourhoods	Tuesday, Dec 2nd 3:40PM
110,894,404	Leave greenspace. Fix Baily bridge structurally leaving it as one lane. Walking /bike path would be fantastic.	Tuesday, Dec 2nd 1:28PM
110,739,619	As mentioned above, I believe the new bridge should be much longer than the current Bailey bridge so there will be lots of space under the new structure for the movement of wildlife without fear of being trapped. A large part of this bridge should built on pylons, rather than a built-up roadbed, and much of the current roadbed should be removed entirely and that area restored to something close to the natural environment in that area (i.e. marsh).	Monday, Dec 1st 3:32PM
110,732,826	There should be a challenge to the study team to declare that they recognize the responsibility of the City to minimize shortcut traffic using collector roads. Why do others with shortcutting traffic issues get solutions (we have many examples in the City of Guelph) while Niska Road gets increases in short cutting traffic?	Monday, Dec 1st 2:51PM
110,685,030	I would prefer to see this road not open to heavy trucks even in the future and would prefer that the current speed limits be retained and enforced. I would prefer a traffic light at the Niska Road/Downey Road intersection because I feel that would allow cars coming out of the YMCA sufficient opportunity to turn left onto Downey, but I would be fine with a traffic circle as well, if that is what the experts would recommend. The current stop sign is insufficient and dangerous at certain times during the day.	Monday, Dec 1st 11:06AM
110,606,888	I think the bridge should be replaced with a two lane bridge with pedestrian and cyclist access on the east side of the bridge. Pedestrian and cyclist access should continue down to the access point to trails on the east side of the road. Pedestrian and cyclist access should probably come down from the previous stop sign up the hill from the direction of the YMCA.	Sunday, Nov 30th 8:09PM
110,594,428	Close the bridge and allow the city residents to enjoy the green space. It is a really nice area and people could walk their dogs and hike down there safely. The residents of the Niska Road area want less traffic not more. A two lane bridge will only encourage more unsafe traffic through a residential area.	Sunday, Nov 30th 5:11PM
110,464,628	The City has promised - in the past - to preserve the GRCa lands and even make them part of the Ontario Greenbelt. The land was given by (mostly) the Province and partially by the City to be protected forever. Please be creative! Develop walking paths and cycle paths on the GRCA land; preserve and maintain the hedge rows and every part of the environment and viewscape that you can... I understand that there is a perennial, sometimes intermittent natural stream on the south side of Niska approaching the bridge. I also understand there are deep pools of water near the bridge that are is called a 'high recharge' area that feeds father to others stretches of the Speed River. I am concerned that more construction rather than minimal will have a dramatic and unchangeable impact on this area. While I am not hesitant to give my name and contact information, will be City be accepting comments from unidentified survey participants - either online or at the PICs? Please let me know via e mail vhanson@mgl.ca Thank you.	Saturday, Nov 29th 10:34AM
110,462,106	Reduce costs on this project.	Saturday, Nov 29th 10:07AM
110,455,487	not sure how you would manage the roundabout given the grades at Niska & Downey.....try this in the winter....already fun...seems like an awful lot of re-grading so leave as is...for now...	Saturday, Nov 29th 9:09AM
110,440,649	Close the road at the bridge	Saturday, Nov 29th 6:57AM
110,345,663	I know that there will be some concerns about the environmental impact of adding a two lane bridge, but I do believe that they will be minimal, assuming that heavy truck traffic is restricted. I am concerned about the environment as well, and it should be pointed out that the trip from Hwy. 24 and Niska Road using Hwy.24/Wellington and the Hanlon to Stone Road is 3 kms longer than using Kortright and Niska Road from Kortright and the Hanlon to Hwy. 24 As a result, each trip will create double the volume of GhG's versus using the Niska corridor.	Friday, Nov 28th 12:38PM

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110,334,640	I live in Woodborough Road, off Ironwood Rd, very close to the Hanlon. Use this route has allowed me to avoid the traffic in the Hanlon. However, I understand there are plans for the Hanlon that could affect my access to Downey Road. The preferred options should be coordinated with works on the Hanlon for a better traffic flow.	Friday, Nov 28th 10:06AM
110,303,547	if the development will take place a round about should be considered at intersection with 24	Thursday, Nov 27th 11:37PM
110,285,824	Niska is best kept as a green area. It is getting harder to find areas of this recreational value and putting a larger bridge would make access harder and less safe	Thursday, Nov 27th 5:53PM
110,284,751	The traffic is already an issue on the road and turning the bridge into a 2 lane will only make it worse since people will no longer need to slow-down/stop as they come in or leave town; During commuter times, turning left from Niska to Downey is a challenge -- I have been hit myself and have seen other accidents in my 20 years living here; The incompleteness of the sidewalk has never been addressed; I have hit a dear at the Baily Bridge but because I had been going slow, my car did not sustain damage and the deer was just stunned; I REALLY don't want the trucking industry on Whitelaw to start using this route; I'm paying a LOT of tax and I do not want my property value to decline. BTW, Whitelaw is a nasty bit of road to commute in the winter and the accidents will increase with more non-local traffic.	Thursday, Nov 27th 5:34PM
110,276,341	With increased traffic on Downey, it is very difficult to turn left onto Downey Rd from Niska LRd & Woodland Glen Dr	Thursday, Nov 27th 3:39PM
110,270,727	I appreciate the concerns of the residence that are directly located along the road - this avenue has always existed - the official plan has it indicated and it should not come as a surprise that improvements or widening would happen. What I do not understand is why Stone Road extension was removed when there are no driveways directly onto it west of the Hanlon. Why many things are done in this City are a mystery - a Stone Road extension with a connection road west of the current houses off of Niska to Stone would alleviate 95% of all concerns - traffic circles and not stop signs or lights are the right way to go - minimizes noise and pollution while keeping traffic flowing.	Thursday, Nov 27th 2:21PM
110,267,297	Although I support a 2 lane bridge, I can see that a 1 lane bridge right now acts as a traffic calming measure. Without having to slow down or possibly stop at the bridge, nothing is going to slow people travelling between Whitelaw and Ptarmigan down. I don't see any reason why large trucks should be using the bridge or Niska road. Hwy 124 is already built for large vehicles, keep them there. The traffic intersection at Niska and Downey is a huge safety issue. I have seen multiple close-calls caused by people frustrated at having to wait to turn left from Niska onto Downey gunning it and almost getting hit. As a pedestrian crossing Niska on the Downey sidewalk vehicles often don't see me and pull right up across my path.	Thursday, Nov 27th 1:33PM
110,265,526	Growth has always been stymied in Guelph by special interest groups which I would not like to see happen here. I do not believe that this new road development will impact the environment or the wildlife that live in the area. I would like to see very regular policing of the area as many commuters from other areas do not respect speed limits, stop signs or signal lights. There are also various vehicles over the 5 ton limit which use it on occasion. I also believe the new road will in no way affect or change our unique view scape (I question what is unique about it)	Thursday, Nov 27th 1:08PM
110,238,048	I am glad that City choose the right option which replace the bridge with 2 lanes. One day, it would happen because it does not make sense to have one lane on the bridge and it is too dangerous to anyone to get killed or injure. I am very grateful that the option choosen is the right option.	Thursday, Nov 27th 8:10AM
110,190,379	please see my responses above	Wednesday, Nov 26th 6:15PM
110,167,557	As long as the bridge is safe I think everything should be left the way it is!	Wednesday, Nov 26th 1:25PM
110,167,421	Keep some forms of bridge. Keep the road reasonable with a 50km/h in built up areas.	Wednesday, Nov 26th 1:24PM
110,142,505	This road needs work every year with pot holes etc. It has been long overdue to repair both Bridge and a proper reconstruction of the road. I believe that some residents are not happy but for the better of the city we need to move ahead. Also, where Niska and Downy join up, I hope this city, puts a proper traffic circle in. It needs to be big enough to handle future traffic coming from the industrial park in ten years.	Wednesday, Nov 26th 9:04AM
110,136,035	Why doesn't the city look at improving the roads between 124 and Laird road. This so not in a current residential area and would also be a great truck route.	Wednesday, Nov 26th 7:56AM

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110,091,235	Many of us homeowners in the area bought property here knowing that the city had made longterm commitment to maintaining the integrity of this area as a conservation area. This is a bridge/road used primarily for entry/exit of local traffic NOT for increasing ease for shortcut to the Hanlon. Already with the one lane Bailey Bridge there are numerous large transport truck crossing this bridge and using it as a roadway to the new industrial area. this is not in keeping with the cultural environmental nature of this sector of the area. Extra traffic will affect the children walking to school, the natural habitat of the geese, deer and other wildlife in the area. Yes improve the bridge, create safe walking lane for pedestrians and bikes to cross, add pathway along the roadside to encourage use as nature trail, AND ensure the integrity of the conservation area without swallowing up more land for traffic ease.	Tuesday, Nov 25th 6:30PM
110,050,858	Would like to ensure that Environmentally, wildlife and trails are impacted as little as practicable.	Tuesday, Nov 25th 12:33PM
110,048,434	This is unnecessary expenditure of money in this city as far as I'm concerned. There is nothing wrong with Niska road the way it is, perhaps the most it needs is some paving and measures to ensure safety etc. Other than that ... put resources where we need it - e.g. a new humane society for this city is a HUGE need -- the Guelph Humane Society is losing their space and are in need of new facilities. You won't realize how important the GHS is until it is gone and we have no one caring for the numerous homeless, orphaned and abandoned animals in our city.	Tuesday, Nov 25th 12:09PM
110,029,707	From the new bridge East and West I would like to see the inclusion of "calming road bumps" because of the risk of speeders. I seem to recall one fatality on the west side of the bridge. It might be important to straighten the curve between the bridge and Whitelaw.	Tuesday, Nov 25th 9:36AM
109,964,329	the speed on downey is at dangerous levels. A light or stop at niska would help slow cars down. A roundabout would be good but not for pedestrians. A light or stop would be best for kids walking to the YMCA or the school. The long term plans for kort / hanlon would also impact Niska. If the plans are to remove access to the hanlon at Kortright then traffic would not increase along Niska even with the bridge improvement.	Monday, Nov 24th 7:23PM
109,936,815	No need for sidewalks, separated path for cyclists suggested.	Monday, Nov 24th 5:17PM
109,909,953	It feels like the issue of the bridge has been taken too far. Rather than make such drastic and unnecessary changes, it would be good to maintain what we already have. The main concern is traffic by adding more lights and bridge lanes contributes to this. The environmental impact - especially on the animals in the area - is also a concern. I hope the city takes into consideration that animals (like skunks and pests) will be forced from their homes and into our areas even more if we keep pushing more developments in the area. Why change a good thing in the area? Guelph apparently takes pride in its environment, yet these preferred options seem to disregard it completely.	Monday, Nov 24th 2:50PM
109,886,008	How are the preliminary preferred options decided upon if the input from the public has not yet been obtained?	Monday, Nov 24th 11:40AM
109,836,040	We suggest including a parking area at the trailhead on the west side of the river be retained in the final design.	Sunday, Nov 23rd 10:08PM
109,826,281	Do not want a roundabout at Downey/Niska Do not want stoplights at Downey/Niska either How will you stop heavy industrial traffic from using this shortcut. How will you stop non-Guelph residents from using this as a way to avoid going all the way up Hanlon to Hwy 7 What will you do to reduce increased traffic and increased speed along either Pheasant Run/Ptarmigan or Downey Ptarmigan especially in the school area	Sunday, Nov 23rd 6:31PM
109,822,307	I really believe the only time there is traffic around the bridge is in the am and pm by residence in the area primarily, the cost and disruption is not necessary when there are area's in Guelph which truly need reconstruction. As long as the bridge's integrity is maintained I do not wish for changes especially and 2 lane bridge or road which will increase traffic flow.	Sunday, Nov 23rd 5:43PM
109,818,755	- Added vehicle restriction signage to ward of large trucks from attempting to cross the bridge. - 2-lane bridge. - Lights at the intersection.	Sunday, Nov 23rd 4:38PM

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109,813,633	Could we not have a one lane bridge with a pedestrian lane on it?	Sunday, Nov 23rd 3:15PM
109,715,869	Keeping the bridge open to traffic is our Number One concern. For all the times that I have crossed this bridge, drivers have been extremely courteous and have waited their turn. It is second nature for many drivers to wave a "Thank You" to an approaching driver who has allowed them to move ahead over the bridge. Let's keep this one lane bridge and in doing so, we keep the "small town feeling".	Saturday, Nov 22nd 1:20PM
109,707,125	I suggest you maintain Niska Road at a safe level and monitor the truck traffic. A sign on the Hanlon stating "NO TRUCKS" would be extremely helpful, because once the trucks have made the turn from the Hanlon onto Downey/Niska, they do not turn back. As a resident I have stopped an number of tractor trailors on Downey and they have turned around. You say "NO TRUCKS", enforce it.	Saturday, Nov 22nd 11:55AM
109,705,968	I suggest you maintain Niska Road at a safe level and monitor the truck traffic. A sign on the Hanlon stating "NO TRUCKS" would be extremely helpful, because once the trucks have made the turn from the Hanlon onto Downey/Niska, they do not turn back. As a resident I have stopped an number of tractor trailors on Downey and they have turned around. You say "NO TRUCKS", enforce it.	Saturday, Nov 22nd 11:43AM
109,690,811	Do the right thing and extend Stone Road. Build a new bridge on Stone over the river and leave Niska as an alternate. Not sure why this isn't back on the table?	Saturday, Nov 22nd 9:23AM
109,678,112	I notice that there are 3 proposals for controlling traffic coming off Niska Road onto Downey Road ....Stop sign, Traffic light, or Traffic circle. I travel down Downey from Pheasant Run Drive past Niska Road on a daily basis as I travel back and forth across the Hanlon Expressway. At present there is a Stop sign at Niska and Downey. During rush hour there is usually a number of vehicles waiting for a chance to merge onto Downey to reach the Hanlon.There is some considerable frustration with the drivers waiting to merge onto Downey, with some forcing their way into the Downey traffic. I don't see the Stop sign being effective for the Niska traffic. It would be interesting to see what the traffic volumes are at this location at various times, to determine what the best option would be, a Stop light or Traffic circle.	Saturday, Nov 22nd 7:21AM
109,625,551	Even at current traffic volumes, the intersection becomes congested during rush hour. This is a safety concern as I have personally witnessed near misses involving both vehicles and pedestrians. Traffic signals is my preferred solution however stop signs (in all directions) may be sufficient.	Friday, Nov 21st 4:18PM
109,624,091	From my perspective the Niska roadway was "never" meant to be a major thoroughfare such as Downey Road. The enhancement of the bridge will results in a commuter freeway on this residential street - without the wide set backs found on Downey. As mentioned - the single lane bridge provides a great traffic calming effect for a roadway that passes thru a residential area.	Friday, Nov 21st 5:01PM
109,585,029	There is no other convenient route to Hwy. 7 from Kortright , other than doubling back to Edinburgh or Gordon Street.	Friday, Nov 21st 12:26PM
109,580,287	Please do the right thing and close Niska Road at the Bridge. I think that maintaining the bridge for cycling and pedestrian traffic would be a great addition to this area and provide a beautiful park-like area by the river that everyone in the city could utilize. Also please consider the industrial development near Hwy 24 as well as out Downey Rd. Also consider the higher density residential development going onto the Kortright Hills neighbourhood. If you open Niska with 2 lanes of traffic, proper intersection at Downey etc, this road will become a huge problem.	Friday, Nov 21st 11:45AM
109,524,437	It will be important to maintain trail access on the west side of the bridge as it is a very popular stop for all types of activity. Road allowances for parking here are important without I fear many will park anyway creating safety concerns.	Thursday, Nov 20th 7:27PM
109,522,246	I also know that using a one lane bridge initiates a politeness among users and this adds to a friendlier atmosphere, something the City of Guelph has always been noted for.	Thursday, Nov 20th 6:44PM

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109,518,924	I think we also need to keep in mind what will happen to the fencing around the Niska park and the wildlife within. With the Park now closed will these fences be maintained or removed. I also have a concern with the intersection of Whitelaw and Niska and the 3 yield signs that control that intersection. Many times I have stopped to allow traffic coming out of the dead end only to have cars come around me. On the same token I have had to sit and wait for traffic because no one would yield to me as I am trying to get out on to Whitelaw.	Thursday, Nov 20th 5:54PM
109,511,322	Do not think that bycycle lanes are necessary on Niska road. Just widen the bridge and road to two lanes. Like the idea of a traffic circle on Downey and Niska. Then no need for more lights.	Thursday, Nov 20th 4:27PM
109,495,951	I would like to know that the bridge will be sized to accommodate navigation by canoes and kayaks. It should also incorporate features for dry animal/pedestrian passage under the structure. A large portion of the road should remain fenced with animal and herpetofauna crossings incorporated. There should be an improved parking area on the north west end at the existing trail location.Presumably the new bridge will remove the need for a snow plow turn around.A pedestrian/animal underpass may be a consideration at this location if not incorporated in the bridge design. I have indicated favour for a stop sign at Downey Rd. as a traffic calming speed control measure over a traffic signal. I believe a round about would require encroachment into Hanlon Creek with too many environmental issues.I trust that the designers have considered the plans that are in place for the future on ramp to the Hanlon, service road behind the Y and signalled intersection when Hanlon upgrades are implemented. The function of the Downey/Niska Rd. intersection will be affected.	Thursday, Nov 20th 2:03PM
109,485,273	Failure to create a two lane bridge would mean that we should be looking to connect Stone Rd to Highway 24 and Elmira Rd to Highway 24. Or that sideroad 10 should be connected to Laird Rd. Since these other options are outside of the city's control, it is necessary to improve Niska Rd.	Thursday, Nov 20th 12:23PM
109,473,345	Intersection Alternatives - Stop lights at Downey / Niska would also assist with the Downey Road / Woodland Glen intersection during morning and evening peak traffic periods, providing consistent breaks in traffic flow for existing Woodland Glen and heading East.	Thursday, Nov 20th 10:47AM
109,408,318	Since the city in its wisdom failed to connect Stone Road to Rte. 124 and failed to connect Ptarmigan to Stone, as it should have, there is no other reasonable alternative route from the south end to Rte 124, Whitelaw Rd, and County Road 32, other than taking the Hanlon Expressway all the way to Wellington Street. The corner where Niska meets Whitelaw should be re-aligned to a gentle curve. This corner sees many cars in the ditch since it is very sharp. Also the dead-end road that meets at this intersection should have a stop sign. I realize this is outside the study area, but these improvements should be done. Since the trails along the river are used regularly, you should try to maintain the small parking area that currently exists near the bridge.	Wednesday, Nov 19th 7:20PM
109,407,972	Bridge needs to be replaced and widened	Wednesday, Nov 19th 7:16PM
109,407,481	Plans the further increase the capacity of the route certainly fail to appreciation how efficiently the modest travel route is used. Primary users are residents in the area commuting to work. Drivers are extremely well mannered in allowing ongoing vehicles pass so there is minimal stoppage in traffic flow both ways. Occasionally, a midsize truck might try to cross the bridge, only to realize the trunk the bridge is not wide enough, and failure to heed the warning result in difficulties in trying to turn around. Increasing the capacity of the bridge will create a host of problems. The steep hill between Downy and Ptarmigan will become cause major problems in winter. Intersection of Woodlandglen and Downey road has a stop sign, that has served its purpose well. Why would anyone even consider putting a stop light at Niska and Downey Road. Increased access to the bridge will greatly increase vehicle traffic. Ptarmigan Drive will likely carry most of this traffic. Perhaps city staff my not realise that there is about a 1 km section near Kortright School where the speed limit is 30 km/h. The idea of a traffic circle further supports my view that city staff may not realize haw these work, even though many have the built around outside. For example,one was considered at St. George's square. Perhaps planner did not realize that site has the busiest pedestrian crossing. I have yet to encounter a traffic circle that has cross walks and traffic signals to allow safe crossing. Traffic circles are require large area. When I heard the City was proposing a traffic at the "5 corner intersection" my thought was the person(s) who proposed appeared to be totally unaware of its design and function. Circles have a large central area with two lanes around it. Can't imagine a Guelph Transit bus negotiating this. The bridge-river is the boundary between two townships (?). About 1 km across the bridge is a 90 degree turn. This could any area of concern in the future.	Wednesday, Nov 19th 7:07PM

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109,394,420	It has been total lunacy that Stone Road was never take over to 24. Are you sure there insn't a "special needs frog" inhabiting the Bailey Bridge that may become endangered with this project? This may be a bit tonge-in-cheek, but it exposes the lunacy of that steadfast refusal to take Stone Road over to 24. My wife and I have lived at 7 Tanager Drive for over 25 years and have raised two sons from diapers to lawyer and commercial airline pilot. A lot of water has passed under the Bailey Bridge during that time. Since moving here, traffic on Niska has increased primariy for the reason given above, but also from over doubling of poplulation since first moving to Guelph in 1977. I am not against development, and this is not a N.I.M.B.Y. syndrome. I suspect the "preferred options" may well stem from a vested interest in securing lucrative contracts, and not from essential need. Our taxes in ten years have increased 44% while the changes in the consumer price index have increased less than half that at 19%. Please do not waste our tax dollars. They can be better spent.	Wednesday, Nov 19th 4:47PM
109,380,431	I would rather put our resources into upgrading the Hanlon "Espressway" and using it for its intended purpose....moving large volumes of traffic. Widening Niska Rd. and Bailey Bridge will only bring in more traffic through a relatively quiet neighborhood that currently enjoys close proximity to conservation land ie. trials, river etc. Extra traffic will only negatively effect this rare quiet area of the city that is enjoyed by many who live close by and other parts of the city. As the saying goes ..."Build a road and they will come"... We should be upgrading the roads we have in place Hanlon Exp) and not look at building new ones (widening Niska and B. Bridge). Thank you!	Wednesday, Nov 19th 3:15PM
109,373,737	I think that safety should be the primary concern rather than aesthetics or a 'nice to have' option. Niska currently isn't safe for pedestrians and cyclists and this should be taken into consideration. However to solve a safety issue doesn't mean closing the road and bridge altogether as this will only direct traffic onto already heavily congested alternative routes.	Wednesday, Nov 19th 2:47PM
109,338,372	I am in full support of Guelph creating some form of connection between South and West Guelph, I am just unsure if this is the best connection. I think that once the road is open far more vehicles (including trucks) will use it than you might think.	Wednesday, Nov 19th 10:36AM
109,224,159	I don't mind the one lane bridge if people knew how to use it, too many idiots running the bridge and I feel a traffic light would stop that.....or I would hope.	Tuesday, Nov 18th 10:28AM
109,222,322	Don't waste money on building a new bridge or road, add a simple pedestrian walk way to the out side of the current bridge	Tuesday, Nov 18th 10:12AM
109,176,418	I think that the traffic on Niska road is a problem. People drive too fast, and they treat it as a thoroughfare rather than a residential street. The intersection of niska and ptarmigan is dangerous now, in my opinion. I hope that the reconstruction can slow the traffic down and reduce the risks of pedestrians and cars being in the same space at the same time. I understand the frustration of people who live in homes that are immediately alongside niska. The road can get very busy and very noisy. That said, closing off the bridge doesn't seem like a smart solution to me. I like being able to get out of the city that way. I think there are other ways to calm the traffic on Niska. More traffic lights, and warning signs, and perhaps safer sidewalks. Maybe there are ways to isolate the residential areas from the traffic a bit more with trees or other landscaping?	Monday, Nov 17th 7:29PM
109,163,181	I would highly recommend - if replacing the bridge is necessary - to replace it with a one lane bridge. Changing the bridge to a two-lane bridge is unnecessary with the amount of traffic that flows through the area - I drive through it at the busiest of times and it is completely fine. My concerns changing it to a two-lane bridge would be it would encourage more and heavier traffic to the area. Perhaps a single lane bridge with a bike lane would be the best course of action. Best, -Andrew	Monday, Nov 17th 3:56PM

DRAFT

109,161,522	I think that it is so important to not destroy the scenery, we have already the Hanlon with all it's exits to jump out of the city. Please leave this beautiful piece of land as a wooded area for recreation. It will also help the traffic flow if it gets diverted on Downey to Laird Road West. All it needs is for people to be aware that this is a 50Km/H zone and that they have other choices to find shortcuts instead of speeding through residential areas. I realize I am not living there but I can only imagine how much traffic would fly down the roads if we allow a two way lane. I am aware that the city is growing, but HW124 (Wellington) is just as fast to get out to road 32. There are no businesses along the Niska road and I would hope the city would allow Niska to remain what it is now - a beautiful place to fish and wander.	Monday, Nov 17th 3:35PM
109,161,221	Please see previous response re: bailey bridge and TWO traffic circles	Monday, Nov 17th 3:31PM

Question 08 **Name:**

Answers 236 77%

Skips 69 23%

112,901,094	Brad Clugston	Today, 9:50AM
112,846,806	Penny Mcdonald	Yesterday, 4:31PM
112,769,899	Lambert Otten	Saturday, Dec 20th 3:18PM
112,755,591	Tom Farfaras	Saturday, Dec 20th 11:47AM
112,752,145	Andy Bokma	Saturday, Dec 20th 11:03AM
112,708,015	Martin Collier	Friday, Dec 19th 9:18PM
112,702,963	Hal Caruso	Friday, Dec 19th 7:52PM
112,697,298	—	Friday, Dec 19th 6:27PM
112,693,848	Lynda Vollett	Friday, Dec 19th 5:38PM
112,692,220	Dan McPherson	Friday, Dec 19th 5:19PM
112,688,049	Ben Johnson	Friday, Dec 19th 4:29PM
112,687,149	Steve Warren	Friday, Dec 19th 4:20PM
112,686,515	Kyleigh Howes	Friday, Dec 19th 4:14PM
112,686,303	Nick Anastasakos	Friday, Dec 19th 4:12PM
112,686,070	George Anastasakos	Friday, Dec 19th 4:09PM
112,685,835	Christine Anastasakos	Friday, Dec 19th 4:07PM
112,679,566	Anna Lammerding	Friday, Dec 19th 2:52PM
112,679,261	Lee Anastasakos	Friday, Dec 19th 2:50PM
112,672,887	Karen Miller	Friday, Dec 19th 1:20PM

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112,669,821	Pat& Gus Restivo	Friday, Dec 19th 12:42PM
112,668,026	Cliff Liddle	Friday, Dec 19th 12:17PM
112,665,903	Diane Stein	Friday, Dec 19th 11:43AM
112,665,809	Deborah Warren	Friday, Dec 19th 11:44AM
112,665,401	Brendan Campbell	Friday, Dec 19th 11:36AM
112,665,317	Deirdre Gregory	Friday, Dec 19th 11:35AM
112,664,704	Paul Mller	Friday, Dec 19th 11:22AM
112,664,498	Yuri Collesso	Friday, Dec 19th 11:21AM
112,664,343	Peter Claessens	Friday, Dec 19th 11:21AM
112,663,706	Sharon Claessens	Friday, Dec 19th 11:02AM
112,663,519	Brian McKechnie	Friday, Dec 19th 11:08AM
112,663,408	Steva Rajkovic	Friday, Dec 19th 11:06AM
112,661,615	Ainsley Otten	Friday, Dec 19th 10:36AM
112,661,146	David Wheelhouse	Friday, Dec 19th 10:26AM
112,660,997	Bhaju RTamot	Friday, Dec 19th 10:19AM
112,660,573	Michael Peters	Friday, Dec 19th 10:18AM
112,659,132	Barb Vettor	Friday, Dec 19th 9:54AM
112,658,895	Regina Vettor	Friday, Dec 19th 9:51AM
112,658,411	Erika Levett	Friday, Dec 19th 9:41AM
112,657,985	Gino Vettor	Friday, Dec 19th 9:32AM
112,656,759	Greg Fortune	Friday, Dec 19th 9:14AM
112,656,710	Alice Fraser	Friday, Dec 19th 9:14AM
112,637,229	Elizabeth McLaren-Davies	Friday, Dec 19th 1:26AM
112,633,402	Terry Halstead	Thursday, Dec 18th 11:21PM
112,632,711	Ernest And Clare Hafner	Thursday, Dec 18th 10:56PM
112,631,601	Edie Houle	Thursday, Dec 18th 10:20PM

DRAFT

112,631,070	Margie Zimmo	Thursday, Dec 18th 10:02PM
112,630,714	Norah Chaloner	Thursday, Dec 18th 9:52PM
112,630,254	Louise Cobey	Thursday, Dec 18th 9:36PM
112,630,215	Norm Konyer	Thursday, Dec 18th 9:35PM
112,629,315	S Nicholls	Thursday, Dec 18th 9:10PM
112,628,660	Carol South	Thursday, Dec 18th 8:52PM
112,628,658	David Walpole	Thursday, Dec 18th 8:52PM
112,628,626	Rob Bigley	Thursday, Dec 18th 8:46PM
112,628,477	David Walpole	Thursday, Dec 18th 8:47PM
112,628,365	Rose Miller	Thursday, Dec 18th 8:44PM
112,628,083	M Otten	Thursday, Dec 18th 8:36PM
112,628,023	David Walpole	Thursday, Dec 18th 8:35PM
112,627,051	G Cobey	Thursday, Dec 18th 8:07PM
112,626,992	Stefanie Palmer	Thursday, Dec 18th 8:07PM
112,626,331	Kerri Liddle	Thursday, Dec 18th 7:53PM
112,626,199	Heather Caruso	Thursday, Dec 18th 7:51PM
112,625,597	Cynthia Della Croce	Thursday, Dec 18th 7:36PM
112,625,408	Julie Male	Thursday, Dec 18th 7:30PM
112,625,123	Jeff Male	Thursday, Dec 18th 7:24PM
112,624,684	Geeta Tamot	Thursday, Dec 18th 7:05PM
112,624,474	Heather Coppolino	Thursday, Dec 18th 7:09PM
112,624,032	Elfi Strohmaier	Thursday, Dec 18th 6:58PM
112,623,236	Lynn Black	Thursday, Dec 18th 6:43PM
112,623,199	James MacDonald	Thursday, Dec 18th 6:42PM
112,623,164	Saide Haddad	Thursday, Dec 18th 6:42PM
112,623,153	Rob Holmes	Thursday, Dec 18th 6:41PM

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112,623,000	Chad Newsome	Thursday, Dec 18th 6:35PM
112,622,931	Sam Haddad	Thursday, Dec 18th 6:36PM
112,621,900	Delfia @rogers.com Whiteside	Thursday, Dec 18th 6:16PM
112,618,723	Marjorie Euale	Thursday, Dec 18th 5:22PM
112,615,418	Sandra D. Brown	Thursday, Dec 18th 4:31PM
112,610,153	William Blackie	Thursday, Dec 18th 3:18PM
112,585,608	Chris Richmond	Thursday, Dec 18th 9:58AM
112,559,020	Ted Poulin	Wednesday, Dec 17th 10:40PM
112,556,637	Margaret Gaweda-Pogan	Wednesday, Dec 17th 9:19PM
112,529,860	Marlene Hart	Wednesday, Dec 17th 1:39PM
112,527,714	Dorothy Griggs	Wednesday, Dec 17th 1:07PM
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112,467,990	John Villhauer	Tuesday, Dec 16th 5:47PM
112,449,434	Peter Villhauer	Tuesday, Dec 16th 1:55PM
112,418,800	Michael Inkol	Tuesday, Dec 16th 6:53AM
112,393,509	Robert Bruder	Monday, Dec 15th 8:31PM
112,386,725	Hannah Connolly	Monday, Dec 15th 6:25PM
112,382,970	Landon West	Monday, Dec 15th 5:23PM
112,374,076	Tim Pengelly	Monday, Dec 15th 3:20PM
112,361,417	Patricia Megyesi	Monday, Dec 15th 12:25PM
112,357,752	Nelson & Paula Parker	Monday, Dec 15th 11:35AM
112,353,852	Pamela Pittens	Monday, Dec 15th 10:52AM
112,353,536	John Prescott	Monday, Dec 15th 10:49AM
112,346,375	Janet Weigel	Monday, Dec 15th 9:22AM
112,342,832	Carol South	Monday, Dec 15th 8:31AM
112,294,713	Ken Hills	Sunday, Dec 14th 6:26PM

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112,289,978	Doreen Pascoe	Sunday, Dec 14th 5:16PM
112,279,666	Tom O'Brien	Sunday, Dec 14th 2:43PM
112,270,698	Andrew Roberts	Sunday, Dec 14th 12:41PM
112,267,113	Jessica Haddad	Sunday, Dec 14th 11:54AM
112,228,489	Cliff Liddle	Saturday, Dec 13th 10:30PM
112,221,679	Margaret Macsween	Saturday, Dec 13th 8:01PM
112,204,278	Ruth Ann Smit	Saturday, Dec 13th 3:33PM
112,192,261	Matthew Noble	Saturday, Dec 13th 1:53PM
112,191,888	Daniel Noble	Saturday, Dec 13th 1:50PM
112,191,456	Jonathan Noble	Saturday, Dec 13th 1:46PM
112,189,769	David Major	Saturday, Dec 13th 1:32PM
112,188,198	Tony Noble	Saturday, Dec 13th 1:20PM
112,172,655	Monika Noble	Saturday, Dec 13th 11:20AM
112,166,261	Geeta Tamot	Saturday, Dec 13th 10:12AM
112,076,396	Kim Fortune	Friday, Dec 12th 12:20PM
111,989,550	Leo Keating	Thursday, Dec 11th 7:37PM
111,989,348	Saide Haddad	Thursday, Dec 11th 7:34PM
111,987,928	Wael Haddad	Thursday, Dec 11th 7:17PM
111,977,320	Earl Dumaran	Thursday, Dec 11th 5:20PM
111,953,660	Robert Davies	Thursday, Dec 11th 1:04PM
111,953,469	John Hart	Thursday, Dec 11th 12:54PM
111,953,044	Robert Davies	Thursday, Dec 11th 12:55PM
111,951,550	Sam Haddad	Thursday, Dec 11th 12:36PM
111,868,950	D. Wayne JOHNSON	Wednesday, Dec 10th 6:16PM
111,770,728	DONNA Marconi	Tuesday, Dec 9th 10:23PM
111,769,344	DONNA	Tuesday, Dec 9th 9:53PM

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111,758,194	Andrew Harris	Tuesday, Dec 9th 6:18PM
111,632,960	Keith Poore	Monday, Dec 8th 1:27PM
111,607,719	Albert De Jong	Monday, Dec 8th 10:06AM
111,527,343	Chadi Abouhalka	Sunday, Dec 7th 2:48PM
111,526,955	Karen Lee	Sunday, Dec 7th 2:47PM
111,505,610	Nicole Abouhalka	Sunday, Dec 7th 11:35AM
111,403,304	Don Lorente	Saturday, Dec 6th 6:23PM
111,355,925	Peter Horner	Saturday, Dec 6th 10:53AM
111,314,523	Meg Brubacher	Friday, Dec 5th 8:38PM
111,305,699	Keith Hutcheson	Friday, Dec 5th 6:26PM
111,260,518	Norm Konyer	Friday, Dec 5th 11:46AM
111,258,209	Randy Husson	Friday, Dec 5th 11:26AM
111,256,256	Shantel Catania	Friday, Dec 5th 11:07AM
111,207,161	Susan Merritt	Thursday, Dec 4th 10:11PM
111,198,924	Kyle Johnson	Thursday, Dec 4th 7:15PM
111,197,807	David Noble	Thursday, Dec 4th 6:57PM
111,192,989	Mary Jane Gow	Thursday, Dec 4th 5:57PM
111,192,906	Jim Mottin	Thursday, Dec 4th 5:54PM
111,184,430	Ian Campbell	Thursday, Dec 4th 4:49PM
111,175,273	Steve Linthwaite	Thursday, Dec 4th 3:38PM
111,174,667	John Leatherland	Thursday, Dec 4th 3:31PM
111,173,402	Peter Burden	Thursday, Dec 4th 3:20PM
111,133,925	Don Swinton	Thursday, Dec 4th 10:54AM
111,122,273	Caro Schenk	Thursday, Dec 4th 8:55AM
111,114,093	Morganne Linthwaite	Thursday, Dec 4th 7:29AM
111,084,500	Liliane Linthwaite	Wednesday, Dec 3rd 10:24PM
111,010,200	Janet & Douglas Dalgleish	Wednesday, Dec 3rd 11:33AM

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110,949,641	John Mather	Tuesday, Dec 2nd 8:24PM
110,913,496	Elizabeth Harloff	Tuesday, Dec 2nd 3:40PM
110,894,404	Lynn Black	Tuesday, Dec 2nd 1:28PM
110,739,619	Lyle McNair	Monday, Dec 1st 3:32PM
110,685,030	Laura McKay	Monday, Dec 1st 11:06AM
110,606,888	Wayne Brightwell	Sunday, Nov 30th 8:09PM
110,593,666	Beverley Tschirhart	Sunday, Nov 30th 5:07PM
110,575,695	Karen Dykstra	Sunday, Nov 30th 12:51PM
110,575,499	Karen Sooley	Sunday, Nov 30th 12:49PM
110,529,983	Emily Johnson	Saturday, Nov 29th 10:30PM
110,464,628	Vince Hanson	Saturday, Nov 29th 10:34AM
110,455,487	Leo Kok	Saturday, Nov 29th 9:09AM
110,353,284	Joe Sciorilli	Friday, Nov 28th 2:07PM
110,345,663	Guy McGuffin	Friday, Nov 28th 12:38PM
110,334,640	Ana Pamela Membreno	Friday, Nov 28th 10:06AM
110,321,977	Marla Corbett	Friday, Nov 28th 6:51AM
110,303,547	Nick Mares	Thursday, Nov 27th 11:37PM
110,285,824	Marilyn White	Thursday, Nov 27th 5:53PM
110,284,751	Christine Cowan	Thursday, Nov 27th 5:34PM
110,276,341	Jan Husson	Thursday, Nov 27th 3:39PM
110,272,061	Donna Driskell	Thursday, Nov 27th 2:41PM
110,270,727	Oliver Jakel	Thursday, Nov 27th 2:21PM
110,265,526	Chris Norfolk	Thursday, Nov 27th 1:08PM
110,254,739	Ana Smith	Thursday, Nov 27th 11:01AM
110,252,542	Linda Trouten-Radford	Thursday, Nov 27th 10:40AM
110,241,110	Steve Collins	Thursday, Nov 27th 8:46AM

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110,238,048	Khamsy Siharath	Thursday, Nov 27th 8:10AM
110,198,466	Alana McIntyre	Wednesday, Nov 26th 9:58PM
110,193,087	Ross Valeriote	Wednesday, Nov 26th 7:11PM
110,190,379	Fred Verboom	Wednesday, Nov 26th 6:15PM
110,174,165	Mike	Wednesday, Nov 26th 2:40PM
110,167,557	Dustin Piccinetti	Wednesday, Nov 26th 1:25PM
110,142,505	Ron Dunn	Wednesday, Nov 26th 9:04AM
110,136,035	Charles Mcwilliams	Wednesday, Nov 26th 7:56AM
110,091,235	H & J Bates	Tuesday, Nov 25th 6:30PM
110,061,178	Kathleen Crispi	Tuesday, Nov 25th 1:54PM
110,050,858	Chris Robb	Tuesday, Nov 25th 12:33PM
110,048,434	Fran Rotondo	Tuesday, Nov 25th 12:09PM
110,029,707	Paul Latour	Tuesday, Nov 25th 9:36AM
110,007,640	Peter Paragi	Tuesday, Nov 25th 5:08AM
109,964,329	John Morton	Monday, Nov 24th 7:23PM
109,910,181	Jasper Tey	Monday, Nov 24th 2:54PM
109,909,953	Mariusz Kasinski	Monday, Nov 24th 2:50PM
109,886,008	Glenn & Jackie Porterfield	Monday, Nov 24th 11:40AM
109,876,188	Dave Duffy	Monday, Nov 24th 10:06AM
109,836,040	Patty Quackenbush	Sunday, Nov 23rd 10:08PM
109,826,281	Mary Grad	Sunday, Nov 23rd 6:31PM
109,822,307	Margie Zimmo	Sunday, Nov 23rd 5:43PM
109,818,909	Jill & Dan Bernhard	Sunday, Nov 23rd 4:40PM
109,818,755	D D	Sunday, Nov 23rd 4:38PM
109,813,633	Rochelle Sypkes	Sunday, Nov 23rd 3:15PM
109,715,869	Karen And Cliff Chamberlain	Saturday, Nov 22nd 1:20PM

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109,707,125	John Fraser	Saturday, Nov 22nd 11:55AM
109,705,968	Alice Fraser	Saturday, Nov 22nd 11:43AM
109,690,811	Laurie Timms	Saturday, Nov 22nd 9:23AM
109,678,112	Edwin MacPherson	Saturday, Nov 22nd 7:21AM
109,625,551	Michael Shannon	Friday, Nov 21st 4:18PM
109,624,091	Glenn White	Friday, Nov 21st 5:01PM
109,585,029	Robert Braham	Friday, Nov 21st 12:26PM
109,580,287	Chris Thomas	Friday, Nov 21st 11:45AM
109,524,437	Paul Niesen	Thursday, Nov 20th 7:27PM
109,522,246	Ken Hills	Thursday, Nov 20th 6:44PM
109,518,924	Russ Dwyer	Thursday, Nov 20th 5:54PM
109,511,322	Tom Beale	Thursday, Nov 20th 4:27PM
109,496,253	Andy Watson	Thursday, Nov 20th 2:07PM
109,495,951	David Penny	Thursday, Nov 20th 2:03PM
109,485,273	Michael Schuster	Thursday, Nov 20th 12:23PM
109,473,345	CONSTANT DIFRUSCIA	Thursday, Nov 20th 10:47AM
109,465,894	Stephen Phair	Thursday, Nov 20th 9:38AM
109,414,354	John Legere	Wednesday, Nov 19th 8:48PM
109,408,318	Allan Willms	Wednesday, Nov 19th 7:20PM
109,408,234	Jayne Fo	Wednesday, Nov 19th 7:20PM
109,408,136	Jayne Ford	Wednesday, Nov 19th 7:18PM
109,407,972	Rob Statz	Wednesday, Nov 19th 7:16PM
109,407,481	Arthur Niimi	Wednesday, Nov 19th 7:07PM
109,406,638	Gusti Matei	Wednesday, Nov 19th 6:55PM
109,394,420	Rolf Eliason	Wednesday, Nov 19th 4:47PM
109,394,302	John Price	Wednesday, Nov 19th 4:46PM

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109,338,372	Susan Frasson	Wednesday, Nov 19th 10:36AM
109,222,322	Derek Stacy	Tuesday, Nov 18th 10:12AM
109,221,983	Laura Scott	Tuesday, Nov 18th 10:07AM
109,176,418	Andrew Taylor	Monday, Nov 17th 7:29PM
109,163,181	Andrew Duszczyszyn	Monday, Nov 17th 3:56PM
109,161,522	Al Van Der Laan	Monday, Nov 17th 3:35PM
109,161,409	Robert G Crook	Monday, Nov 17th 3:34PM
109,161,221	Cindy Hannant-Steffler	Monday, Nov 17th 3:31PM

Question 09

Email Address:

Answers	Skips
222	83
73%	27%

Question 10

Address:

Answers	Skips
220	85
72%	28%

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CULTURAL HERITAGE EVALUATION REPORT WITH PHOTOGRAPHIC DOCUMENTATION

NISKA ROAD BRIDGE, MUNICIPAL SITE No. 00001 (LOT 12, CONCESSIONS 5 & 6 GEOGRAPHIC TOWNSHIP OF PUSLINCH)

CLASS ENVIRONMENTAL ASSESSMENT STUDY NISKA ROAD IMPROVEMENTS CITY OF GUELPH, ONTARIO

April 2014

Prepared for:
R.J. Burnside & Associates Limited

Prepared by:

UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

DRAFT

CULTURAL HERITAGE EVALUATION REPORT WITH PHOTOGRAPHIC DOCUMENTATION

NISKA ROAD BRIDGE, MUNICIPAL SITE No. 00001 (LOT 12, CONCESSIONS 5 & 6 GEOGRAPHIC TOWNSHIP OF PUSLINCH)

CLASS ENVIRONMENTAL ASSESSMENT STUDY NISKA ROAD IMPROVEMENTS CITY OF GUELPH, ONTARIO

April 2014

DRAFT

Prepared for:
R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20
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Prepared by:
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Heritage Resource Management Consultants
540 Runnymede Road
Toronto, Ontario, M6S 2Z7
Tel: 416-766-7333

PROJECT PERSONNEL

Unterman McPhail Associates
Richard Unterman, Principal
Barbara McPhail, Principal

Jean Simonton
Heritage Consultant

DRAFT

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1.0 INTRODUCTION

R.J. Burnside & Associates Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a Cultural Heritage Evaluation Report (CHER) for the Niska Road Bridge on behalf of the City of Guelph. The bridge is identified as Municipal Site No. 00001 and MTO Site No. 35-345. In conjunction with the CHER, the consultants were requested to complete a photographic documentation of the bridge. The City of Guelph is considering the replacement of the existing one-lane bridge with a new two-lane structure at the same location as part of the planned improvements to Niska Road from the City limits to Downey Road. The Niska Road Bridge was identified in the Existing Conditions Report, Built Heritage & Cultural Heritage Landscape undertaken as part of the Environmental Study Report (ESR) (June 2013, revised October 2013).

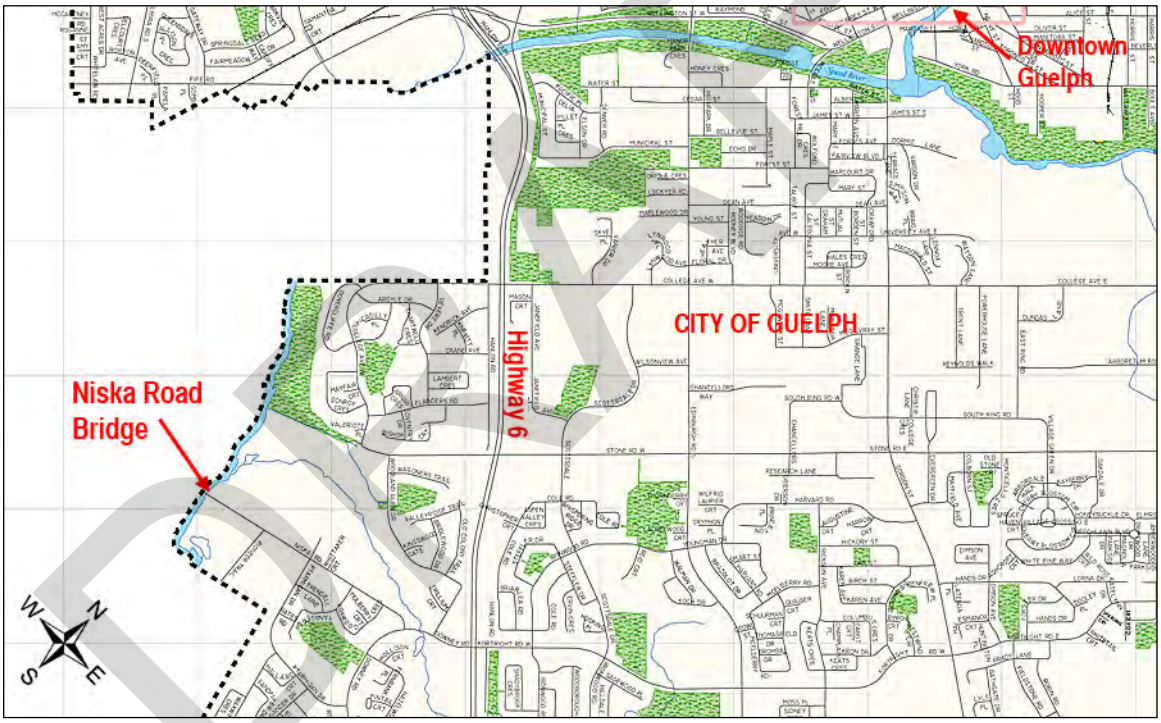

Figure 1. Location plan of the Niska Road Bridge in the City of Guelph [City of Guelph Street Map, February 2013, as modified].

The Niska Road Bridge, formerly known as the Kortright Road Bridge, is a one-span, double truss Bailey bridge that was installed in 1974 after the collapse of an earlier steel pony truss bridge. It is located on Niska Road over the Speed River in the southwest part of the City of Guelph ***(Figure 2)***. Specifically, it is situated on Lot 12, Concessions 5 & 6 of the geographic Township of Puslinch. Consultation with the City of Guelph confirms the Niska Road Bridge is not municipally designated under the *Ontario Heritage Act* (OHA). It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA. The structure is included in the

publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013), and noted as the only example of its bridge type in the City of Guelph. It is also noted as having the potential to yield information that contributes to an understanding of the community. The Speed River forms part of the Grand River's Canadian Heritage River designation.

This CHER with photographic documentation includes a historical summary of the bridge, a description of the bridge and its setting, an evaluation of the cultural heritage value of the bridge, a summary of cultural heritage value and mitigation recommendations. The site was evaluated using the criteria set out under 'Ontario Regulation 9/06', which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the OHA. 'Ontario Regulation 9/06' describes the three criteria as design value or physical value, historical value or associative value, and contextual value. Historical maps, photographs and drawings are included in Appendix A. The photographic documentation of the cultural heritage landscape and the built heritage resource are found in Appendix B and Appendix C, respectively.

Imperial measurements are used in the description of the bridge and metric equivalents are provided in brackets. For the purposes of this report, the Niska Road Bridge is considered to run in an east to west direction.

2.0 HISTORICAL SUMMARY

2.1 Township of Puslinch

Augustus Jones surveyed a line from Burlington Bay on Lake Ontario to a point near Arthur Village in North Wellington in 1784, to ascertain the source of the Grand River. It became known as the Jones Line or Base Line and was afterwards used as a boundary line between many of the counties and townships located beside it, including the eastern limit of Puslinch Township. In 1791, Jones surveyed the boundary of the Six Nations Indian Reserve, extending northward from Lake Erie along the Grand River. The east side of this reserve was surveyed north to a point near what is now the Guelph and Puslinch Townline, and forms the west boundary of Puslinch. The southern limit of the Canada Company lands determined the northern boundary, and the Beverly Swamp defined the southern township limits. Puslinch was named after the birthplace of Lady Seaton, wife of Sir John Colborne, Lieutenant-Governor of Upper Canada.[1]

Most of Puslinch was originally designated as Clergy Reserve Land, thus it developed somewhat later than neighbouring Guelph Township. The community of Guelph in

[1] Jean Hutchinson, *The History of Wellington County* (Grand Valley, Ontario: Landsborough Print, 1998) 107.

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Guelph Township was settled in 1827. It quickly became apparent that the Guelph settlement needed a more direct route to Dundas than the existing one through Galt. John Galt lobbied the government to assist in building this new road in 1828. Provincial Land Surveyor, David Gibson began a survey of roads and lots in Puslinch Township, which became known as the "old survey". It included Concessions 7 to 10 and the Gore, which ran in a northwest and southeast direction. The new road to Dundas was first referred to as Aboukir Road, and later Brock Road, and it ran between Concessions 7 and 8.

The "new survey" was completed on the west side of the township in the spring of 1831, and comprised Concessions 1 to 6, which extended east and west. The old survey is oriented to the original baseline of 1784; the new survey conforms to the survey of 1791. The intersection of the two surveys resulted in a distinctive 'V'-shaped arrangement of township roads.

The township was settled and quickly cleared for agricultural purposes in the 1830s, after the completion of the "new survey". In 1836, Puslinch was organized as a township, first within the Home District, and then within the Gore District. The District of Wellington separated from the Gore District in 1838; Puslinch remained within the Gore until 1844, when it joined the Wellington District.

By 1846, *Smith's Canadian Gazetteer* described Puslinch Township in the Wellington District as follows,

> "*In Puslinch, 50653 acres are taken up, of which 13, 140 are under cultivation.… There are five saw mills in the township. Population in 1841, 1500; who are principally Highland Scotch.*"[2]

The northern part of the "new survey" of Puslinch Township was settled in the second quarter of the 1800s. Irishman, Felix Hanlon, had arrived in Puslinch in 1827, as one of John Galt's axe men. In 1833, he bought Lots 12, 13, 14, 15, and 16 of Concession 6, which had been Clergy Reserve lots. Hanlon retained ownership of Lots 14, 15 and 16, with a residence on Lot 15. In the early 1860s, Felix Hanlon sold Lots 12 and 13 to Mr. Ramsey for a sawmill, which operated for several years. This property was sold at a later date to Mr. F. Stone.[3] The Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) shows a building on Lot 13, Concession 6, on the east bank of the Speed River to the north of Niska Road ***(Appendix A)***; G.J. Grange was the owner at this time.

Robert Buchanan came to Upper Canada in 1849 and bought 190 acres of land on Lots 11, 12 and 13, Concession 5.[4] His property on the banks of the Speed River was known

[2] Wm. H. Smith, *Smith's Canadian Gazetteer* (H. & W. Rowsell: Toronto, Ontario, 1846) 154-55.
[3] Ibid.
[4] *Historical Atlas of the County of Wellington, Ontario* (Toronto: Historical Atlas Publishing Co., 1906) 17.

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as the Buchanan Homestead.[5] The Buchanan name is depicted on the Leslie and Wheelock Map (1861) and the Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) ***(Appendix A)***. The Buchanan residence is shown to the west of the Speed River on Lot 11, Concession 5 on both maps.

The first school in School Section #3 was built in Concession 7 in 1837, and then relocated to Lot 11, front of Concession 4. In 1856, it was relocated once again to Lot 16, Concession 4. It became known as the Downey School after its first teacher, Mr. Patrick Downey. In addition to the school, local 19th century institutions in the northern part of Puslinch included a Methodist church that was situated on Lot 10, Concession 4. William Strachan built a hotel on Lot 15, Concession 4, which later became a general store.

Topographic maps indicate the northern part of Puslinch Township remained agricultural in character throughout most of the 20th century ***(Appendix A)***. The *Historical Atlas of the County of Wellington* (1906) indicates the Buchanan family remained on Lot 11, Concession 5 and identifies John C. Crane as the owner of 66 acres of Lots 12 and 13, Concession 6 ***(Appendix A)***. A building is shown on the Buchanan property; however no structure is depicted on the Crane site. In 1948, Horace G. Mack bought Lots 12 and 13, Concession 6, and developed the Niska Game Farm along Niska Road.[6]

After Mack's death in 1959, the Ontario Waterfowl Research Foundation bought the site and it became known as the Kortright Waterfowl Park.[7] The Niska Wildlife Foundation, a charitable non-profit organization formed by interested citizens, took over the Ontario Waterfowl Research Foundation Park in 1976. The Foundation was responsible for the operation of Kortright Waterfowl Park (305 Niska Road), as well as developing park policy and raising the necessary funds for its operation. The primary goal of the Foundation was to increase public awareness of wildlife resources and their conservation. Public nature trails and parking were located on the north and south sides of Niska Road to the east of the Speed River. At the same time the Foundation took over the Kortright Waterfowl Park, the Grand River Conservation Authority acquired the lands along the Speed River. The Foundation operated the park until it was closed in June of 2005.[8] The Hanlon family continued to farm Lots 14, 15 and 16 into the second half of the 20th century. Much of the Hanlon farm property became part of a residential subdivision in the late 20th century. The Hanlon farmhouse and several agricultural buildings, including two barns, a driveshed and a storage building remain on spacious grounds at 35 Niska Road. The property is listed in the City of Guelph's Municipal Register of Cultural Heritage Properties.

[5] *Annals of Puslinch 1850-1950.*
[6] Ibid.
[7] Jon Frear, "Flash from the Past: Gilson Manufacturing president kept a private wildlife sanctuary", The Record.com. Access: --< http://www.therecord.com/living-story/2594924-flash-from-the-past-gilson-manufacturing-president-kept-a-private-wil/> (June 2013).
[8] Guelph Public Library Archives. Fonds F58 – Niska Wildlife Foundation fonds. Administrative history.

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The Provincial Government assumed Brock Road as part of its fledging provincial highway system in 1920. It was designated as the King's Highway No. 6 and was paved through Puslinch Township in 1925. Highway 401, the McDonald Cartier Freeway, was officially opened through the lower part of Puslinch Township in 1960. A number of years later in 1972, the first section of the Hanlon Expressway between Woodlawn Road and Highway 401, the new Highway 6, was officially opened. The expressway was named after the Hanlon family who sold part of their land on Lot 15, Concession 4 for the infrastructure project.

The City of Guelph experienced great expansion in the second half of the 20th century, resulting in annexation of land from the neighbouring townships to accommodate its planning needs. The land in proximity to the Niska Road Bridge was annexed from the Township of Puslinch by the City of Guelph in 1966. Topographic maps of the 20th century show the rural character of the area along Niska Road into the later part of the century when residential subdivision took place to the east.

2.2 Niska Road Bridge

Niska Road relates to the "new survey" of Puslinch Township as the road allowance between Concessions 5 and 6. The road is depicted as an open transportation route on the Leslie and Wheelock Map (1861) and on the Puslinch Township Map (1877) in the *Illustrated Historical Atlas of the County of Wellington.* Staff of the Wellington County Museum and Archives speculate the road may have been opened prior to 1849 as a review of township by-laws from 1849 to 1879 do not include reference to the opening of this road allowance.[9] As the surrounding area had been developed for agricultural purposes by the mid 1800s, it is probable the road was opened by this date. The route was known as Kortright Road in the mid 20th century, after the waterfowl park, and renamed Niska Road in the latter part of the 20th century. The name "Niska" may have been derived from the Niska Game Farm.

There have likely been a series of bridges over the Speed River at this location. The initial bridges were possibly of wood construction, and would have required frequent repairs. Puslinch Township Council Minutes from July 12, 1897, make reference to an old and decayed bridge over the Speed River at Concession 6 that was unsafe and needed to be replaced. Township representatives made a request to the County of Wellington to assume the structure as a County Bridge. There is no indication the township received a positive response from the County and the bridge appears to have remained a local responsibility. At an unknown date, a one-span steel pony truss structure was constructed at the site.

[9] Email communication from Kimberly Summerville, Archives Assistant to Jean Simonton, Heritage Consultant on December 3, 2013. The Township of Puslinch by-laws from 1849 are earliest bylaws held at the Wellington County Museum and Archives.

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Steel highway bridges were used in Ontario for the first time in the mid 1880s, at a time when new production methods made steel cheaper and competitive with the price of wrought iron. Canadian companies, such as the Hamilton Bridge Company, Canadian Bridge Company, Dominion Bridge Company of Montreal, as well as other smaller and more local or regional companies, quickly entered the rapidly growing business of fabricated steel bridges.[10] In the initial decades, the bridges were constructed of steel imported from the United States or Great Britain. Many of the steel bridges were built for railways; however, road bridges were also constructed. The first all steel highway bridge in Ontario was a through truss structure built in 1885 to carry Dundas Street over Bronte Creek.

Figure 2. A view along the former Kortright Road shows the steel pony truss structure over the Speed River, September 20, 1971 [City of Guelph].

Steel bridges grew in popularity after 1900. By the beginning of the First World War, most of Canada's railway infrastructure had been completed and there was a shift to the construction of steel road bridges to address the increasing volume of vehicles on the roads. The pony truss bridge with its deck between the top and bottom chords and no top lateral bracing proved easy to erect and was relatively inexpensive. It found widespread

[10] David J., Cuming *Discovering Heritage Bridges on Ontario's Roads* (Boston Mills, Ont.: The Boston Mills Press, 1983) 43.

application, proving particularly useful for shorter spans. Many were constructed in the first part of the 20th century. The stronger through truss structures were used in applications requiring longer spans or carrying heavier traffic. The Government of Ontario issued its "General Specifications for Steel Highway Bridges" in 1917, followed by the Canadian Engineering Standards Association's *Specification for Steel Highway Bridges* in 1922.

The Township of Puslinch was responsible for the construction of a steel pony truss bridge over the Speed River on Lot 12, Concessions 5 and 6 ***(Figure 2)***. Known as the Kortright Road Bridge, it was probably constructed in the first part of the 20th century, although, a review of the Township of Puslinch Council Minutes from 1897 to 1931 does not make reference to a new bridge at this location.[11] The National Topographic Series (NTS) map 40 P/9 Guelph (1935) depicts a bridge at this location; however, it is noted as a masonry bridge rather than a metal structure.

The one-span Kortright Road Bridge extended approximately 80-ft. (24 m) over the Speed River. The pony truss superstructure used a Warren truss design with parallel top and bottom chords. Triangular in outline, the diagonals carry both compressive and tensile forces. A true Warren truss uses equilateral triangles. The trusses were made up of five panels each. The deck comprised a transverse wood plank wearing surface and curbs. No sidewalk was provided on the bridge. Historic photographs suggest at least one nameplate was installed on the bridge ***(Appendix A)***. The structure became the responsibility of the City of Guelph in 1966 as part of an annexation of land from the Township of Puslinch.

Figure 3. A view west depicts the collapsed Kortright Road Bridge, September 26, 1974 [City of Guelph].

Figure 4. A view southwest shows the north side of the collapsed structure, September 26, 1974 [City of Guelph].

[11] Puslinch Township Council Minutes, Access: --<http://www.clarksoftomfad.ca> (December 2013).

The Kortright Road Bridge collapsed at midday on Monday, September 23, 1974 ***(Figures 3 and 4)***.[12] An anonymous telephone call alerted City officials to the bridge failure. The bridge was posted with a weight limit of 5 tons and newspaper reports speculated an overweight vehicle might have contributed to the collapse. Investigations revealed the structure could not be repaired and had to be replaced.

The municipality moved quickly to investigate the possibility of installing a temporary bridge structure at the site in order to reopen the road as soon as possible. A memorandum on file with the City of Guelph indicates the City Engineering Department had been in contact with the Ontario Ministry of Transportation and Communications (MTC) by September 27.[13] Upon an official written request, MTC agreed to provide a Bailey bridge to the City of Guelph subject to the following conditions:

- The City will agree to pay any damages to the unit;
- The City will replace any missing parts upon return;
- The City will pay all transportation costs to and from Downsview;
- MTC inspect the site after the old bridge is removed and before the new bridge is delivered; and
- MTC will provide an inspector on the site during erection at no cost to the City.[14]

Accordingly, Guelph City Council passed a resolution on October 8, 1974, requesting the loan of a Bailey bridge from MTC and agreeing to the stipulated conditions.[15]

In the interim, six contractors were contacted regarding the demolition of the existing bridge and the installation of the Bailey bridge. Three companies expressed interest and submitted prices in the form of hourly rates for labour and equipment. Inverleigh Construction of Milton, who had prior experience with Bailey bridges, submitted the lowest price for the work and was retained. The demolition was anticipated to take four days, the placement of the Bailey bridge to take five days, and the laying of the decking to take two days.[16] Estimated costs for the work were as follows,

- Demolition of the old bridge $4,000.00
- Erection of the bridge including decking by the contractor $6,000.00
- Supply of materials for decking by the City of Guelph $1,500.00
- Transportation of the Bailey bridge 800.00[17]

[12] City of Guelph, File 16.161.025, Memorandum to Mr. F.M. Woods, P. Eng., City Administrator from William P. Taylor, P. Eng. City Engineer, September 23, 1974.
[13] City of Guelph, File 16.161.025, Memorandum to Mr. F.M. Woods, P. Eng., City Administrator from W.P. Taylor, P. Eng. City Engineer, September 27, 1974.
[14] Ibid., 1.
[15] City of Guelph, File 16.161.025, Letter to Mr. W.P. Taylor, P. Eng. City Engineer from W.G. Hall, City Clerk, October 8, 1974.
[16] Ibid., 2
[17] Ibid., 2.

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The *Guelph Mercury* reported the demolition work commenced on Monday, September 30, 1974, and was completed on Friday, October 4, 1974.[18] The Bailey bridge components arrived from the Downsview yard of MTC and the bridge was erected quickly. An item in the Wednesday, October 16, 1974, edition of the *Guelph Mercury* indicated the deck was almost finished ***(Figure 5)***.[19] The Bailey bridge reopened to traffic on Monday, October 21, 1974, just four weeks after the collapse of the former bridge.[20] The new Bailey bridge reused the stone masonry substructure of the previous bridge. A road limit of 5 tonnes was retained on the Kortright Road Bridge.

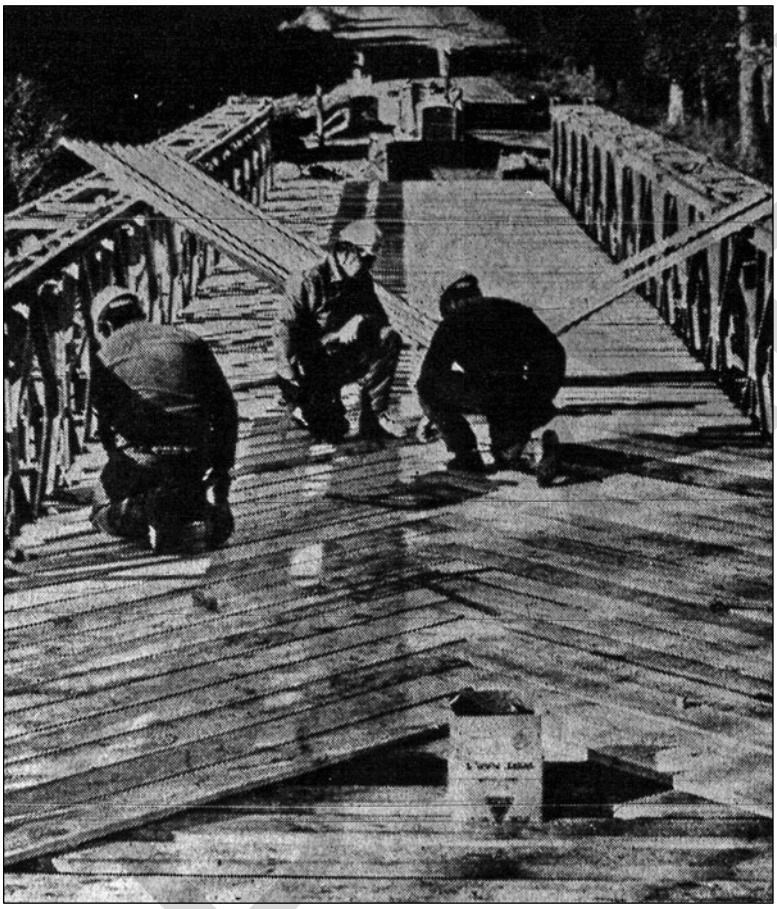

Figure 5. A view across the bridge shows the completed Bailey bridge structure and the wood plank deck laid in a herringbone pattern [*Guelph Mercury*, October 16, 1974].

The Ministry of Transportation contacted the City of Guelph in 1994 regarding the Bailey bridge that the Province had loaned to the municipality. Under new ministry policies,

[18] "Kortright Road Bridge Demolition Work Begins", *Guelph Mercury*, Monday, September 30, 1974, 9 and "Final Pieces of Bridge Wreckage Are Removed", *Guelph Mercury*, Friday, October 4, 1974, 13.
[19] "Platform Almost Completed", *Guelph Mercury*, Wednesday, October 16, 1974.
[20] "Kortright Reopened to Traffic", *Guelph Mercury*, Monday, October 21, 1974.

bridge material would only be loaned for two years. A road authority could return the material within the two-year period, or purchase or rent the material beyond the two year timeframe. In the City of Guelph's situation, the municipality had been possession of the material for 20 years and the depreciated value of the bridge material was deemed to be zero. Accordingly, the city assumed ownership of the bridge from the province for a purchase price of One Dollar ($1.00). By this date, the bridge was known as the Niska Road Bridge.

2.3 Bailey Bridge

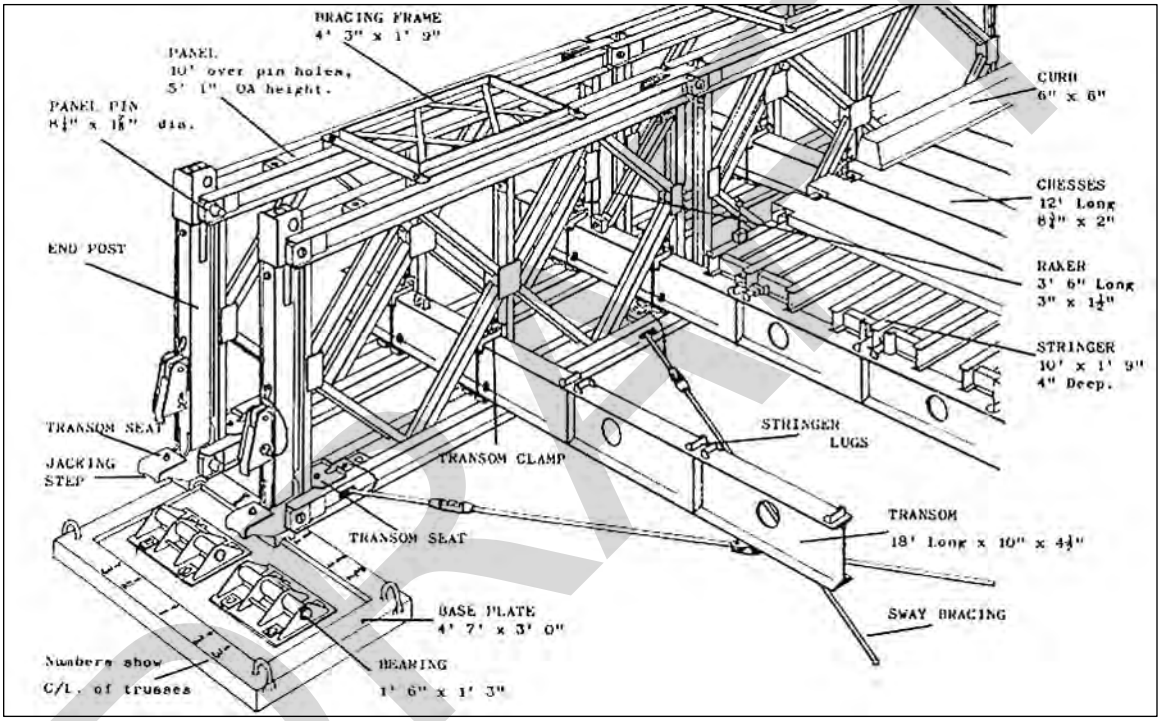

Figure 6. An isometric drawing of a double truss, single storey (DS) Bailey panel illustrates the arrangement of metal components [Sir Donald Bailey's Bridge[21]].

Bailey bridges are named after British civil engineer, Sir Donald Bailey (1901-1985).[22] Bailey invented the bridge in 1940 during the Second World War as a temporary span capable of carrying heavy loading. The Bailey bridge was constructed out of interchangeable prefabricated sections with steel pins ***(Figure 6)***. They could be assembled without complicated equipment and were used to carry troops, tanks and guns over rivers in the Allied landings at Normandy. Bailey bridges became well known for their flexibility, versatility and ease of construction and could be adapted to long spans

[21] Sir Donald Bailey, Access:--<http://www.150th.com/rivers/bailey.htm>.
[22] Donald Coleman Bailey was born in Rotherham, Yorkshire, England on September 15, 1901. He studied at the University of Sheffield. He worked for a short time for the railway industry before joining the Ministry of Supply in the Experimental Bridging Establishment in 1929. Bailey was knighted in 1946 in recognition of his contribution to the war effort with the design of the Bailey bridge. He died in 1985.

with the aid of pontoons. The deck and truss systems could be strengthened in response to span, terrain and live loads by doubling or tripling the truss girders.

The principal features of the Bailey bridge relate to its modular nature and simple structural forms and details including,

- truss panels simple to fabricate with symmetrical top and bottom chords;
- connections between panels using pins;
- sidewalks attached on the exterior of the panels by bolts;
- pinned end supports; and
- a single truss panel that can be easily moved by a small group of people.

The Bailey bridge was later adapted to peacetime use. In the post Second World War period in Ontario, the Department of Highways Ontario used Bailey bridges to provide temporary river crossings until steel became available for permanent structures. The first Bailey bridges were completed on Ontario's highways in 1948. They included two structures on Highway 17 in Algoma, the 110-ft. (33.53m) Carp River and the 60-ft. (18.29m) Montreal River Bridge, and the three-span Wyburn Bridge over the Mattsaishkwia River, Cochrane.[23] The Department of Highways Ontario reported in 1949 that some 2,000 tons of Bailey bridge parts were imported from War Assets sources in Europe and were being used for temporary and permanent structures.[24] Chief Engineer A.A. Smith, King's Highway Operations, noted in the same report that despite the short supply of structural steel the Department was able to construct a number of bridges, and that it was interesting to note *the use of the "Bailey Bridge" as a temporary structure to accommodate traffic, has greatly facilitated this work.*[25]

Bailey bridges are currently classified as a type of Temporary Modular Bridge. Other modular systems include Acrow and Mabey. Modular structures continue to be used in emergency situations and for detour purposes but are also applicable for permanent installations in remote areas.

2.4 Bridge Designer/Builder

2.4.1 City Engineer's Department, City of Guelph

The City of Guelph contracted for the installation of a Bailey bridge over the Speed River on Niska Road, formerly Kortright Road, after the collapse of an earlier bridge at the site. The Ontario Government, through MTC, provided the Bailey bridge components to the municipality. The superstructure was erected on the existing stone masonry abutments that relate to a previous structure constructed by the Township of Puslinch.

[23] *DHO Annual Report* (1948-1949) 130-131.
[24] Ibid., 34.
[25] Ibid., 10.

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The City of Guelph has had a City Engineer since the early 1900s. Initially, a contract position, the City Engineer became a full-time permanent position in 1923. City Engineers were responsible for the infrastructure within the growing municipality, including roads, bridges, sidewalks, sewers, sewer connections and water works.

William [Bill] Peaker Taylor held the post of City Engineer during the construction of the Niska Road Bridge. Bill Taylor attended Parkdale Collegiate in Toronto and went on to graduate in civil engineering from the University of Toronto in 1955.[26] His career as a municipal engineer spanned a period of rapid growth in the years following the Second World War. Taylor worked in a variety of municipalities including Scarborough, Brampton, Guelph and Mississauga. After retirement he joined the consulting engineer firm of Totten, Sims and Hubicki. Taylor was active in the engineering professional and served at various times as President of the Ontario Good Roads Association, the Municipal Engineers Association, and the Ontario Chapter of the American Public Works Association.

2.4.2 Inverleigh Construction Limited

Inverleigh Construction Limited of Milton, Ontario was retained to install the Niska Road Bailey Bridge. Little information has been located on the range of work of the firm and its contribution to the engineering community.

3.0 CULTURAL HERITAGE LANDSCAPE DESCRIPTION

3.1 Area Context

Historically, the Niska Road Bridge lay within the boundaries of the Township of Puslinch in the southern part of the County of Wellington. It was absorbed into the City of Guelph as part of an annexation in 1966.

In general, the land slopes from east to west and from north to south across Wellington County. The surface deposits in Wellington County are primarily of glacial origin, which formed the material from which soils developed. Recessional moraines, ridges, left during pauses in the retreat of a glacier cover a large part of the geographic Township of Puslinch. They contribute to the characteristic hilly topography with steep, irregular and short slopes, stony loam soil and boulders. Glacial streams formed valleys or spillways between the recessional moraines. Deposits of outwash gravel and sand are found along the sides of the valleys.

[26] Gilbert MacIntyre & Son Funeral Home, Death Notices, William P. Taylor, Access: --<http://www.gilbertmacintyreandson.com/death_notices/index.php?deceasedid=1574> (December 2013).

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The soils developed from stony soil material derived largely from limestone. Generally, the soils are well drained, although susceptible to surface erosion on the slopes. The presence of stones and boulders on the surface and throughout the soil requires stone removal and can interfere with cultivation. The fieldstone provided a ready building material for the settlers of Puslinch Township.

The area is drained by the Speed River, part of the Grand River watershed. The Speed River flows south from its source near Orton, through Guelph, where it is joined by the Eramosa River and empties into the Grand River at the City of Cambridge (Preston) to the west. The Speed River forms part of the 1994 Grand River Canadian Heritage River Designation.

Lands in Puslinch Township were developed for agricultural purposes after 1830. The original forest cover was removed during this initial settlement period. By the late 1870s, the Puslinch Township map in the *Illustrated Historical Atlas* (1877) shows the landscape was characterized by well-established farmsteads, a developed local road system, and railway access through the south of the township. Through the same period, the community of Guelph to the north of Puslinch, solidified its position as the economic, service and administrative centre of region, achieving status as a city in 1879.

Topographic maps of the 20th century indicate Puslinch Township remained agricultural in use into the latter part of the 20th century, with little change in the rural landscape ***(Appendix A)***. The rolling countryside was dotted with farmsteads, fields and woodlots. Most of the soils were used for livestock raising and dairying as the steep slopes limited crop cultivation. Spring grains, winter wheat, mixed hay, pasture and silage corn were noted as important crops in 1963.[27]

The growth of the City of Guelph exerted pressure on the northern part of Puslinch Township, notably through annexations in 1966, 1968 and 1993, and the development of the Hanlon Expressway (Highway 6) in the 1970s. Residential subdivision growth has occurred in proximity to the Hanlon Expressway to the north and south of Niska Road. Some areas of former farmland were redeveloped for aggregate extraction in the latter part of the 20th century.

3.2 Site Description

The Niska Road Bridge is located in the southwest part of the City of Guelph. Specifically, it is situated on the Lot 12, Concessions 5 and 6 of the geographic Township of Puslinch.

[27] D.W. Hoffman et. Al., *Soil Survey of Wellington County, Ontario, Report No. 35 of the Ontario Soil Survey* (Guelph, Ontario: Research Branch, Canada, Department of Agriculture and the Ontario Agricultural College, 1963) 24.

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The Niska Road Bridge spans the Speed River. In the vicinity of the bridge site, the road is considered to run in an east-west direction and the river flows north to south. Niska Road, formerly known as Kortright Road, relates to the survey of Puslinch Township as the road allowance between Concession 5 and 6. Opened by 1861, the road is an early settlement route in the northern part of the township. The road retained a gravel surface through much of the 20th century. Niska Road is currently a paved road with two lanes, one eastbound and one westbound. It narrows to a single lane of traffic to cross the Bailey bridge over the Speed River. The posted speed in the vicinity of the bridge is 50 km/hr. A single wood pole utility line parallels the south side of Niska Road. The roadway serves primarily local traffic, although it is a known shortcut between the Hanlon Expressway and Wellington Road 124, formerly Highway 24, to Cambridge. Niska Road generally follows a straight alignment and rises to the east and west out of the river valley. Sharps turns at the top of the hill to the west of the bridge mark the historic boundary between the former Township of Puslinch and Township of Guelph. Niska Road connects with Wellington Road 124 via Whitelaw Road.

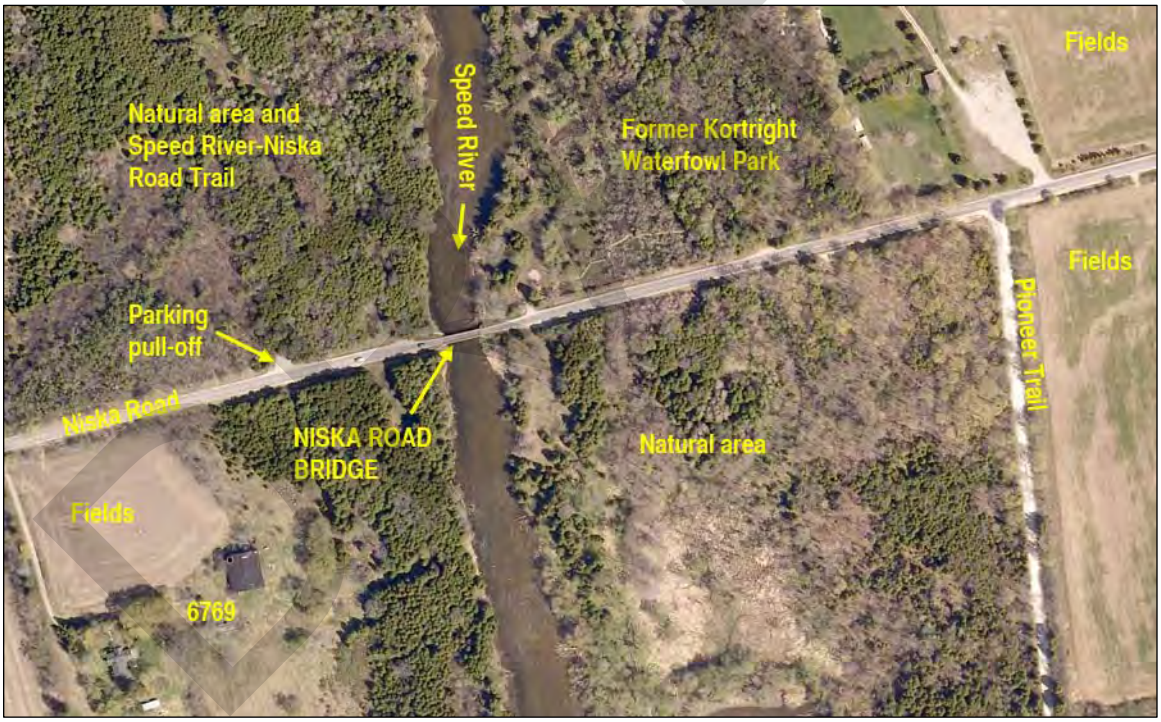

Figure 7. An annotated aerial photograph depicts land uses in proximity to the Niska Road Bridge [R.J. Burnside, 2013 as modified].

The Speed River flows in a north to south direction at Niska Road. The banks are lined with dense vegetation including cedars and grasses and wetlands extend to the northeast. The surrounding land remains largely undeveloped in the vicinity of the bridge site and under the control of the Grand River Conservation Authority ***(Figure 7)***. Agricultural lands border the river valley. The landscape on the north and south sides of Niska Road comprises wooded lands from the banks of Speed River easterly to Pioneer Trail. The

north side is part of the former Kortright Waterfowl Park, where a vestige wooden boardwalk is still visible in the landscape. Maintenance roads and a turn around for maintenance vehicles are located in the northeast and southeast quadrants of the Niska Bridge.

On the northwest corner of the Speed River there is a pull-off for parking that provides access to the Speed River-Niska Road Trail that runs along the west side of the river from Niska Road northward. The land beside the northwest corner of the bridge is used as a boat launch for canoeists and kayakers. A farm complex to the southwest of the bridge at 6769 Niska Road relates historically to the Buchanan Homestead.

Contextual photographs with captions and photographic key plans documenting the cultural heritage landscape associated with the Niska River Bridge are found in Appendix B. A scale stick with one-foot gradations is used in the photographs, where possible.

4.0 BUILT HERITAGE RESOURCE DESCRIPTION

The following description of the Niska Road Bridge, Municipal Site No. 0001 and MTO site No. 35-345, is based on inspection reports (July 1994, May 1997, August 29, 2012 and August 6, 2013), a repair drawing (May 2003) and a site visit (November 2013). The only engineering drawing located for the structure relates to the 2003 repair. Imperial measurements are used in this report. The metric equivalents are provided in brackets. For the purposes of this report, the Niska Road Bridge runs in an east to west direction. The engineering drawing is included in Appendix A. Photographs of the Niska Road Bridge together with captions and photographic key plans documenting the built heritage resource are contained in Appendix C. A scale stick with one-foot gradations is used in the photographs, where possible.

4.1 Niska Road Bridge, Municipal Site No. 00001

The Niska Road Bridge is a Bailey bridge supported on stone masonry abutments with concrete rubble retaining walls ***(Figure 8)***. The abutments and retaining walls were constructed as part of earlier bridge works at the site and predate the construction of the Bailey bridge. The Niska Road Bridge consists of one span of approximately 80-ft. (24 m) over the Speed River.

The east and west abutments are faced in dressed and coursed limestone blocks and constitute the oldest elements of the structure. The exposed sections of the abutments above the waterline contain six courses of stone mortared in place. The top blocks at the outer corners of the bridge project slightly over the wall to shed water. Retaining walls comprised of concrete rubble laid in a random pattern are located at the four corners of the bridge. These appear to be of later construction than the abutments.

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Figure 8. A view of the south elevation of the Niska Road Bridge depicts the Bailey bridge with stone abutments.

Figure 9. A view north shows the one-lane bridge with timber deck.

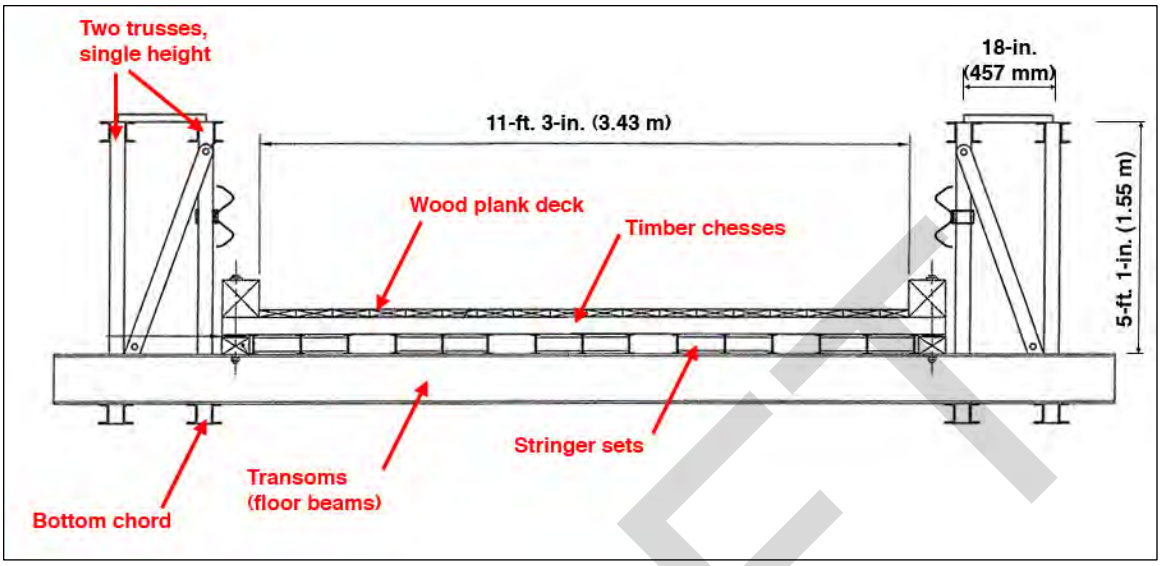

Figure 10. A section through the deck identifies the key components of the Bailey bridge [Triton Engineering Services Limited, 2003, as adapted].

The Bailey bridge is built up of modular parts ***(Figure 10)***. There are two galvanized trusses on each side of the bridge that are interconnected. Each of the trusses is fabricated of eight panels, 7-in. (178 mm) wide, 5-ft. 1-in. (1.55 m) high and 10-ft. 0-in. (3.05 m) long. The two trusses are set at 18-in. (457 mm) on centre. The end posts are tied into steel bearing seats at the abutments. Floor beams, known as transoms, comprise steel I-beams that measure 10-in. (254 mm) high, with a 4 ½ -in. (114 mm) wide flange, and 18-ft. 0-in. (5.49 m) in length; they are located at each half panel or approximately 5-ft. 0-in. (1.52 m) on centre. They extend across the width of the structure and are tied into the bottom chords with clamps. Sway bracing extends diagonally between the transoms and the bottom chords. Stringers, formed of 15 steel I-beams, 4-in. (102 mm) high, are laid longitudinally along the bridge and are supported on top of the transoms. No makers' marks were identified on the steel components. An inspection report (1994) indicates the trusses are galvanized, while the original, non-galvanized transoms and stringers were originally painted grey.[28] By 1994, the paint had largely worn away and the transoms and stringers were visibly rusted.

The overall width of the structure is 16-ft. 5 ½-in. (5.02 m) from outside to outside of the trusses. The 11-ft. 3-in. (3.43 m) wide roadway, set between the trusses, carries a single lane of traffic ***(Figure 10)***. The trusses, with an overall length of 80-ft. 7 ¾-in. (24.58 m), enclose either side of the road. A wooden rub rail is mounted on the inside of the trusses. The timber deck contains two layers of timber planking. The bottom layer runs transversely across the stringers and supports the wearing surface. The original surface laid in a herringbone pattern has been replaced with 18 longitudinal planks, 7 ¼-in. (184

[28] Gamsby and Mannerow Limited, Consulting Professional Engineers, *Report on Visual Inspection, Niska Road Bridge, City of Guelph* (Guelph: July 1994) 2.

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mm) wide. Wood curbs, 7 ½-in. by 7 ½-in. (191 mm by 191 mm) run along the outside of the roadway.

4.1.1 Modifications

The original pinned connections have been replaced with bolts. The wood deck and the steel stringers were replaced in 1996. Concrete blocks were placed at the northwest corner of the bridge in 1998 to protect the foundation from the scouring action of the river. Additional work in 2003 included the replacement of the Raker bolts, the timber-wearing surface, transoms, sway bracing and a partial replacement of the timber curb. Triton Engineering Services Limited, Consulting Engineers of Orangeville, undertook this most recent work.

4.1.2 Comparative Analysis

While the Bailey bridge was developed for wartime purposes during the Second World War, it was adapted for peacetime applications in the years following the termination of hostilities in 1945. They were useful as temporary structures for emergency access, for detours during road construction and in remote locations. Bailey bridges were installed on a temporary, emergency basis after Hurricane Hazel destroyed several structures in the Toronto area in 1954. The *Heritage Bridges Identification and Assessment Guide Ontario 1945-1965* indicates that many Bailey bridges can still be found in the province, but most are located in Northern Ontario locations.[29]

Identified examples of Bailey road bridges in Southern Ontario include,

- Milne (Old Finch Avenue) Bailey Bridge, Toronto, and
- Jordan Bailey Bridge, 21st Street, Jordan.

Bailey bridges have also been used for pedestrian use, particularly in a park or trail setting. Examples of pedestrian structures include,

- Lake Shore Boulevard Bailey Bridge, Toronto;
- Lions Valley Park Bailey Bridge, Burlington;
- Princess Point Bailey Bridge, Hamilton; and
- Caledon Trailway, Caledon

Former road bridges converted for pedestrian use include,

- Unwin Avenue Bailey Bridge, Toronto; and
- 16th Avenue Bailey Bridge, Rouge Park, Markham.

[29] *Heritage Resources Centre, Heritage Bridges Identification and Assessment Guide Ontario 1945-1965* (Waterloo, Ontario: University of Waterloo, 2005) 36.

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The Niska Road Bridge is noted as the only example of its type in the City of Guelph.[30] A review of *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013) identifies only one other Bailey bridge (MB0008) in the Grand River watershed. It is located on Concession 8, 1.1 km east of Sideroad 12, Township of Mapleton, and was considered to be a "non-heritage" bridge within the watershed.

The Niska Road Bridge is the only identified example of a Bailey bridge within the City of Guelph, it is a rare example of Bailey bridge within the Grand River watershed as one of only two examples of its type, and it is one of a limited number of Bailey bridges located in Southern Ontario.

5.0 CULTURAL HERITAGE VALUE

5.1 Introduction

The criteria for determining cultural heritage value or interest were set out under 'Ontario Regulation 9/06' made under the OHA, as amended in 2005. These criteria were developed to assist municipalities in the evaluation of properties considered for designation. The regulation states that:

"A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. *The property has design value or physical value because it,*
   i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
   ii. displays a high degree of craftsmanship or artistic merit,
   or
   iii. demonstrates a high degree of technical or scientific achievement.
2. *The property has historical value or associative value because it,*
   i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
   ii. yields, or has the potential to yield , information that contributes to an understanding of a community or culture, or
   iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. *The property has contextual value because it,*
   i. is important in defining, maintaining, or supporting the character of an area,
   ii. is physically, functionally, visually or historically linked to its surroundings, or
   iii. is a landmark."

[30] Heritage Resources Centre et. al., *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (Waterloo, Ontario: University of Waterloo, March 2013) 205.

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Consultation with the City of Guelph confirms the Niska Road Bridge is not municipally designated under the OHA. It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA. The structure is included in the publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013), and noted as the only example of its type in Guelph, having the potential to yield information that contributes to an understanding of the community.

5.2 Evaluation

The evaluation criteria set out under 'Ontario Regulation 9/06' were applied to the Niska Bridge

5.2.1 Design Value or Physical Value

Design or Physical Value	
i. Rare, unique, representative or early example of a style, type, expression, material or construction method.	✔
ii. Displays a high degree of craftsmanship or artistic merit.	**N/A**
iii. Demonstrates a high degree of technical or scientific achievement.	**N/A**

Rare example of a style, type – The Niska Road Bridge is a rare example of a Bailey bridge within the City of Guelph. Bailey bridges were invented during the Second World War as a temporary span capable of carrying heavy loading for the movement of troops, equipment and supplies. The Bailey bridge was later adapted to peacetime use, primary as a temporary structure for emergency purposes, during road construction or in remote locations. Most Bailey bridges remaining in the province are located in Northern Ontario. Remaining examples in Southern Ontario tend to be in pedestrian use rather than road use. The Niska Road Bridge has undergone some modifications, but retains its dominant form and design character.

Displays a high degree of artistic merit – The modest, functional bridge is not considered to display a high degree of artistic merit.

Demonstrates a high degree of technical or scientific achievement – No aspects of technical merit were identified for the Niska Road Bridge. It is, therefore, concluded it is of little value from a technical or scientific perspective.

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5.2.2 Historical Value or Associative Value

Historical or Associative Value	
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	✔
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	✔
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	**N/A**

Direct associations with a theme – The Niska Road Bridge is associated with the settlement history of the Township of Puslinch and the City of Guelph. Bridge building activities are expensive undertakings and in the development phase of an area, local Councils would have focused on important settlement roads within its jurisdiction. The opening of Niska Road by 1861, through the northern part of the Township of Puslinch, would have entailed the construction of a bridge crossing at the Speed River. The bridge remains an important crossing of the Speed River, providing important transportation links between the City of Guelph to the east and City of Cambridge to the west.

Yields information that contributes to an understanding of a community or culture – The structure conveys the evolution of bridge building activities at the site. The stone faced abutments would be representative of 19th century construction techniques, while the concrete rubble retaining walls and Bailey bridge structure relate clearly to the 20th century.

There is a continuum in temporary modular bridge construction from the Second World War to the present day that has interpretative potential at the site. The use of a Bailey bridge at this location underlines the importance of modular structures in emergency situations and the durability of its form over time.

Designer – The City of Guelph contracted for the installation of a Bailey bridge over the Speed River on Kortright Road, now Niska Road, after the collapse of an earlier bridge at the site. William [Bill] Peaker Taylor held the post of City Engineer during the construction of the Niska Road Bridge. Taylor had a distinguished career as a municipal engineer and served as president of provincial engineering organizations. The Province of Ontario provided the Bailey bridge components and the bridge was installed according to standard procedures for this type of modular structure. As the existing abutments could be reused, no municipal engineering work was required on the project. Further, the province, through the Ministry of Transportation and Communications, provided an inspector to oversee the installation. The Niska Road Bridge would not be considered to an important example of the work of the City Engineer's Department under the leadership of W.P. Taylor.

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The firm of Inverleigh Construction Limited of Milton was awarded the contract for the installation of the Bailey bridge on Kortright Road, now Niska Road. Little information has been located on the range of work attributed to the firm and its contribution to the engineering community.

5.2.3 Contextual Value

Contextual Value	
i. Is important in defining, maintaining, or supporting the character of an area.	✔
ii. Is physically, functionally, visually or historically linked to its surroundings.	✔
iii. Is a landmark.	✔

Character – The Niska Road Bridge is located in the southwest part of the City of Guelph. The surrounding land remains largely undeveloped in the vicinity of the bridge site and under the control of the Grand River Conservation Authority. The Bailey bridge structure with wood deck is well suited to its rural location and is important in maintaining the character of the area.

Linkages – The Niska Road Bridge is physically, functionally, visually, and historically linked to its surroundings. It is one of a series of bridges at the same location from c1860 to the present. The bridge reuses the cut limestone faced abutments and concrete rubble retaining walls from earlier structures.

Landmark – The Niska Road Bridge spans the Speed River, which forms part of the Grand River's Canadian Heritage River designation, and is considered to be a physical landmark within the southwest part of the City of Guelph. The bridge is highly visible along Niska Road as the roadway leads down to the river crossing. It is a well-known and familiar structure within the area as vehicles funnel into a single lane of traffic over the bridge. The sound of the wood deck highlights the experience of traversing the bridge.

5.3 Summary of Cultural Heritage Value or Interest

It is determined through the application of the "Criteria for Determining Cultural Heritage Value" under 'Ontario Regulation 9/06' that the Niska Road Bridge is of cultural heritage value or interest for design/physical, historical/associative and contextual reasons.

5.3.1 Statement of Cultural Heritage Value of Interest

The Niska Road Bridge is the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare

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example of a Bailey Bridge remaining in road use within Southern Ontario. Developed during the Second World War for military applications, the Bailey bridge was later adapted to peacetime use. The double truss Bailey bridge structure on Niska Road has undergone some modifications but retains its dominant form and design character. Through its limestone abutments, concrete rubble retaining walls and Bailey bridge superstructure, the structure conveys aspects of bridge building activities at the site through the 19th and 20th centuries.

Bridges play a critical role in the settlement of a community and the Niska Road Bridge site relates to the opening up of Puslinch Township for agricultural development in the mid 1800s. The bridge continues to provide critical linkages between the City of Guelph to the east and the City of Cambridge to the west. The one-lane bridge with wood deck is a well-known and familiar structure and is important in maintaining the rural character of the area. The Niska Road Bridge spans the Speed River that forms part of the Grand River's Canadian Heritage River designation.

5.3.2 Description of Heritage Attributes

Heritage attributes, i.e., character defining elements, of the Niska Road Bridge include:

- Single-span Bailey bridge, double truss structure extending approximately 80-ft. (24 m) over the Speed River;
- Abutments with dressed and coursed limestone block facing set in mortar;
- Retaining walls comprising concrete rubble laid in a random pattern; and
- Wood deck.

6.0 MITIGATION RECOMMENDATIONS

6.1 Introduction

The City of Guelph has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate options to address the deficiencies of the Niska Road Bridge, Municipal Site No. 00001. The study is being conducted in accordance with Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011), as a Schedule 'C' project. The City of Guelph is considering the replacement of the existing one-lane bridge with a new two-lane structure at the same site as part of the planned improvements to Niska Road from the City limits to Downey Road. A range of alternative solutions being considered, include but are not limited to bridge closure, rehabilitation or replacement. The Niska Road Bridge was identified in the Existing Conditions Report, Built Heritage & Cultural Heritage Landscape undertaken as part of the Environmental Study Report (ESR) (June 2013, revised October 2013).

An undertaking should not adversely affect cultural heritage resources, and intervention should be managed in such a way that its impact is sympathetic with the value of the

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resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources. These measures may include such actions as avoidance, monitoring, protection, relocation documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The principal heritage philosophy for the protection of cultural heritage resources is retention in-situ and the preservation of the material integrity to the maximum extent possible, consistent with public safety.

6.2 Mitigation Recommendations

The Niska Road Bridge is considered to be of local cultural heritage value or interest, see ***Section 5.3.1 Statement of Cultural Heritage Value or Interest***.

Within this context, the mitigation recommendations are:

- If it is determined that rehabilitation of the existing bridge structure is preferred, modifications should be sympathetic and care should be taken to conserve the character defining elements of the bridge ***(see 5.3.2 Heritage Attributes)***.

- If it is determined that rehabilitation of the existing bridge structure is not preferred, a documentation report of the bridge and its associated cultural heritage landscape should be compiled prior to the removal of the bridge and any modifications to its surroundings. Additional historical research should seek to describe more fully the bridge building activities at the site, and specifically, should attempt to identify the construction dates of previous bridges in order to determine the date of the stone abutments and the concrete rubble retaining walls. The photographic documentation included in the CHER will form a component of the Cultural Heritage Documentation Report (CHDR).

- The City of Guelph would retain of a copy of the CHDR as part of its record of the project. Additional copies would be provided to the Guelph Public Library and Archives, Guelph Civic Museum, Township of Puslinch, Puslinch Historical Society, the Puslinch Branch of the Wellington County Library and County of Wellington Museum and Archives.

- Given the demonstrated cultural heritage value of the existing Bailey bridge, any new replacement structure should be designed in such a manner to retain its role in the rural environment. Consideration should be given to the continued use of a modular structure at the site. Enhancements could include the incorporation of sidewalks, bicycle paths and viewing areas.

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- It is recommended that consideration should be given to providing an interpretive plaque detailing the history of the Niska Road Bridge.

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Contacts

Michelle Cassar, Deputy Tax Collector, Township of Puslinch, November 2013.

Brad Hamilton, Project Engineer, Engineering Services, City of Guelph, December 2013.

Stephen Robinson, Senior Heritage Planner, Planning Services, , City of Guelph, November 2013.

Kimberly Sommerville, Archives Assistant, Wellington County Museum and Archives, December 2013.

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APPENDIX A:
HISTORICAL MAPS, PHOTOGRAPHS AND DRAWINGS

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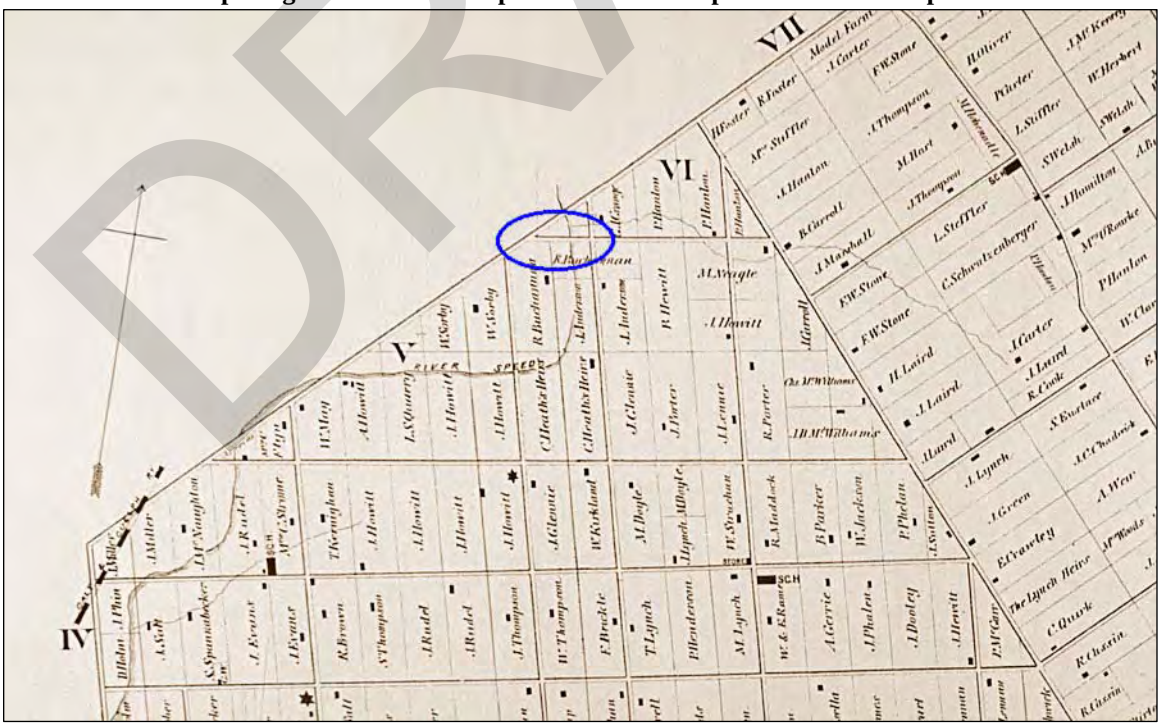
Leslie and Wheelock's Map (1861) indicates the road allowance between Concessions 5 and 6 of Puslinch Township is opened. The blue oval highlights the bridge crossing at the Speed River.

The Puslinch Township map in the *Illustrated Historical Atlas of the County of Wellington* (1877) shows a well-developed agricultural landscape in the northern part of the township.



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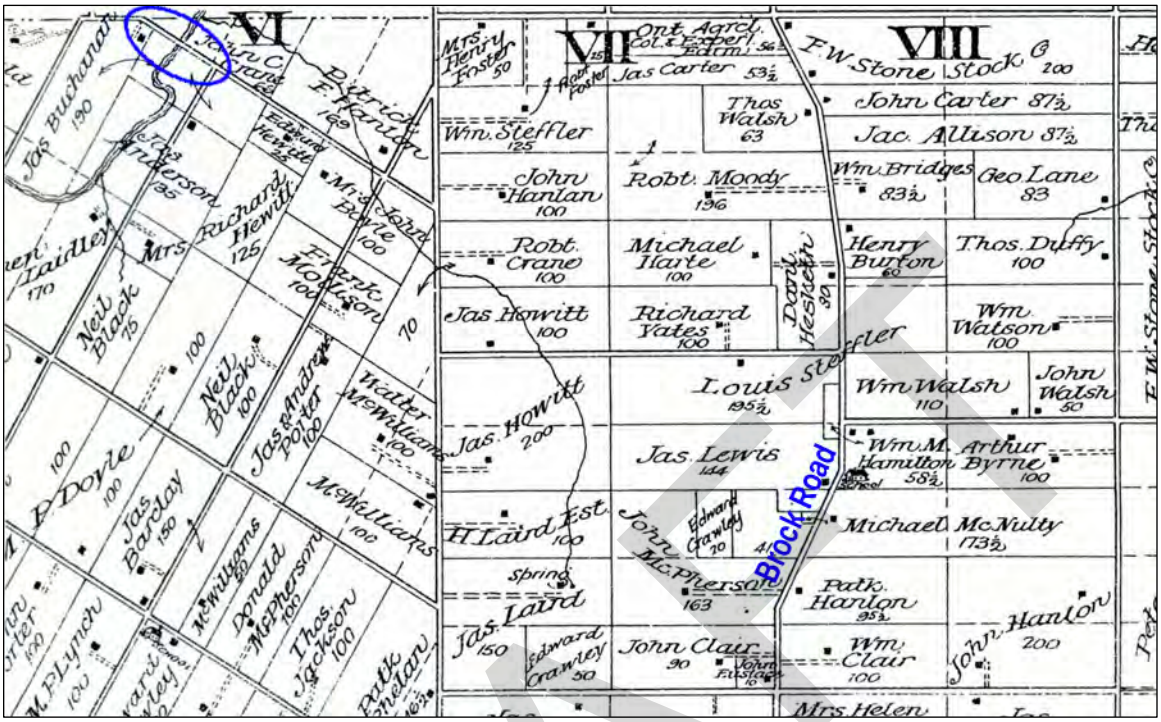
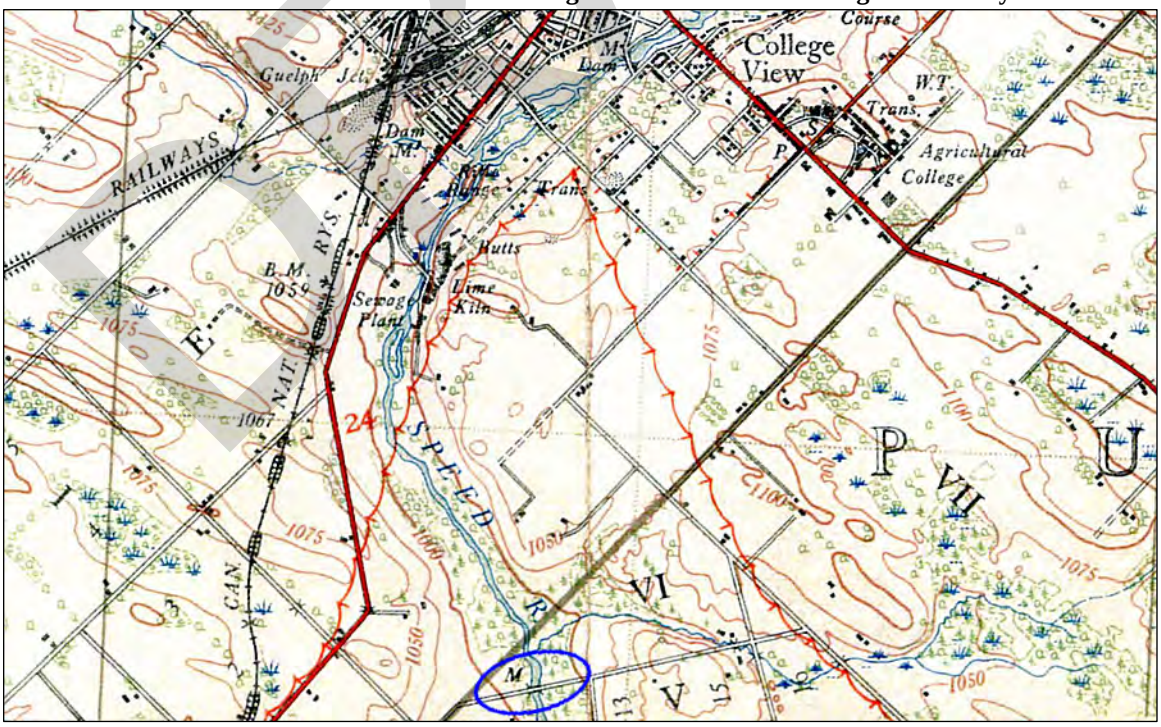


The Historical Atlas of the County of Wellington (1906) notes James Buchanan and John C. Crane as landowners in proximity to the bridge crossing over the Speed River at the Sixth Concession.

The National Topographic Series (NTS) map 40 P/9 Guelph (1935) depicts the bridge over the Speed River on the Sixth Concession Road. The 'M' designation indicates the bridge is masonry.



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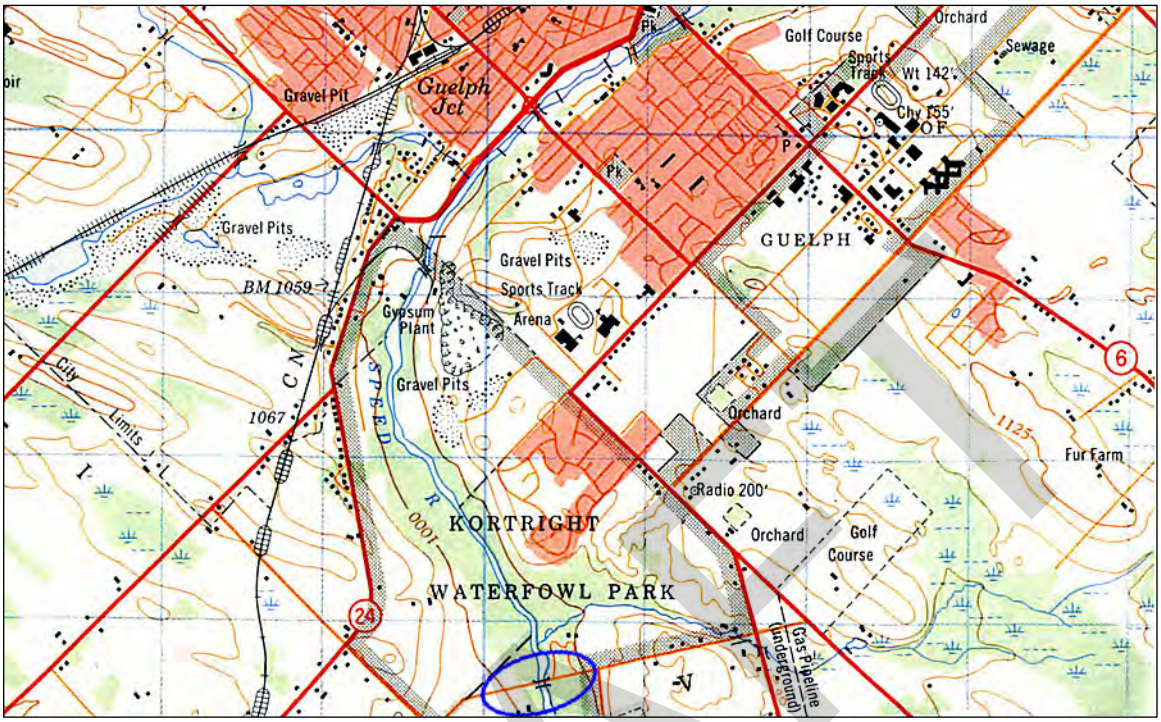
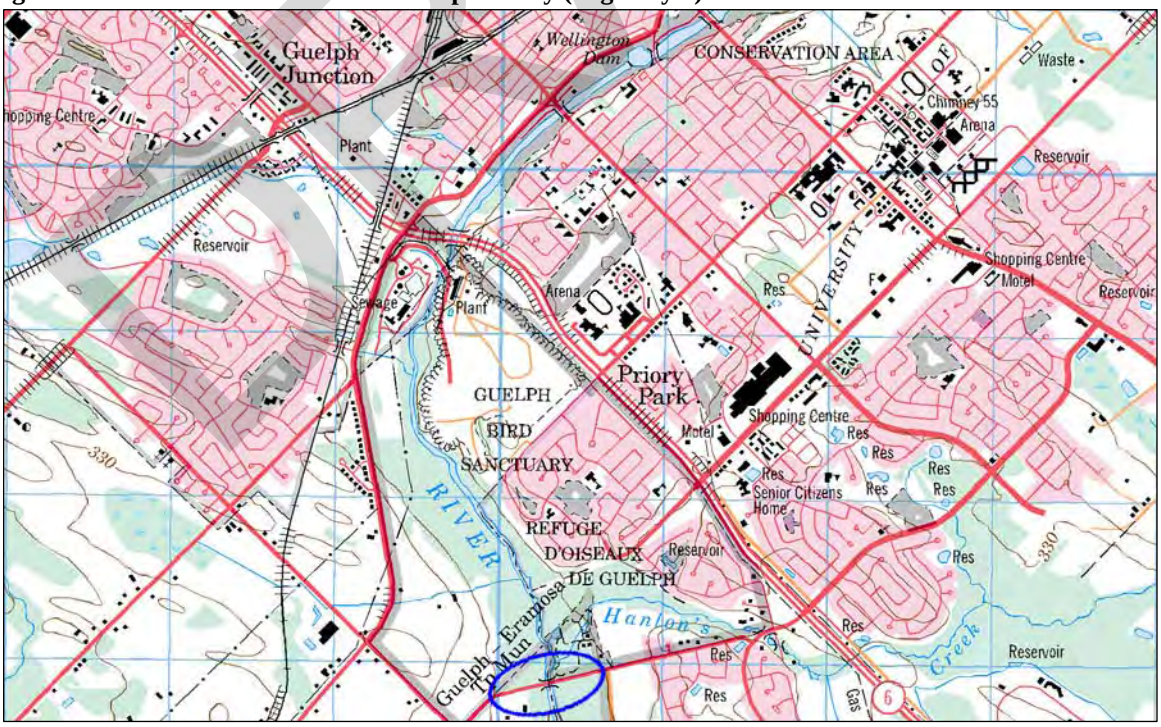


The NTS map 40 P/9 Guelph (1973) depicts Niska Road, formerly Kortright Road, with a gravel surface at this date. The Kortright Waterfowl Park is identified.

The NTS map 40 P/9 Guelph (2000) illustrates the growth of the City of Guelph into the former agricultural lands beside the Hanlon Expressway (Highway 6).



A series of photographs document the Niska Road Bridge after its collapse on September 23, 1974 [City of Guelph]. The middle photograph on the right shows a nameplate on the west end chord.

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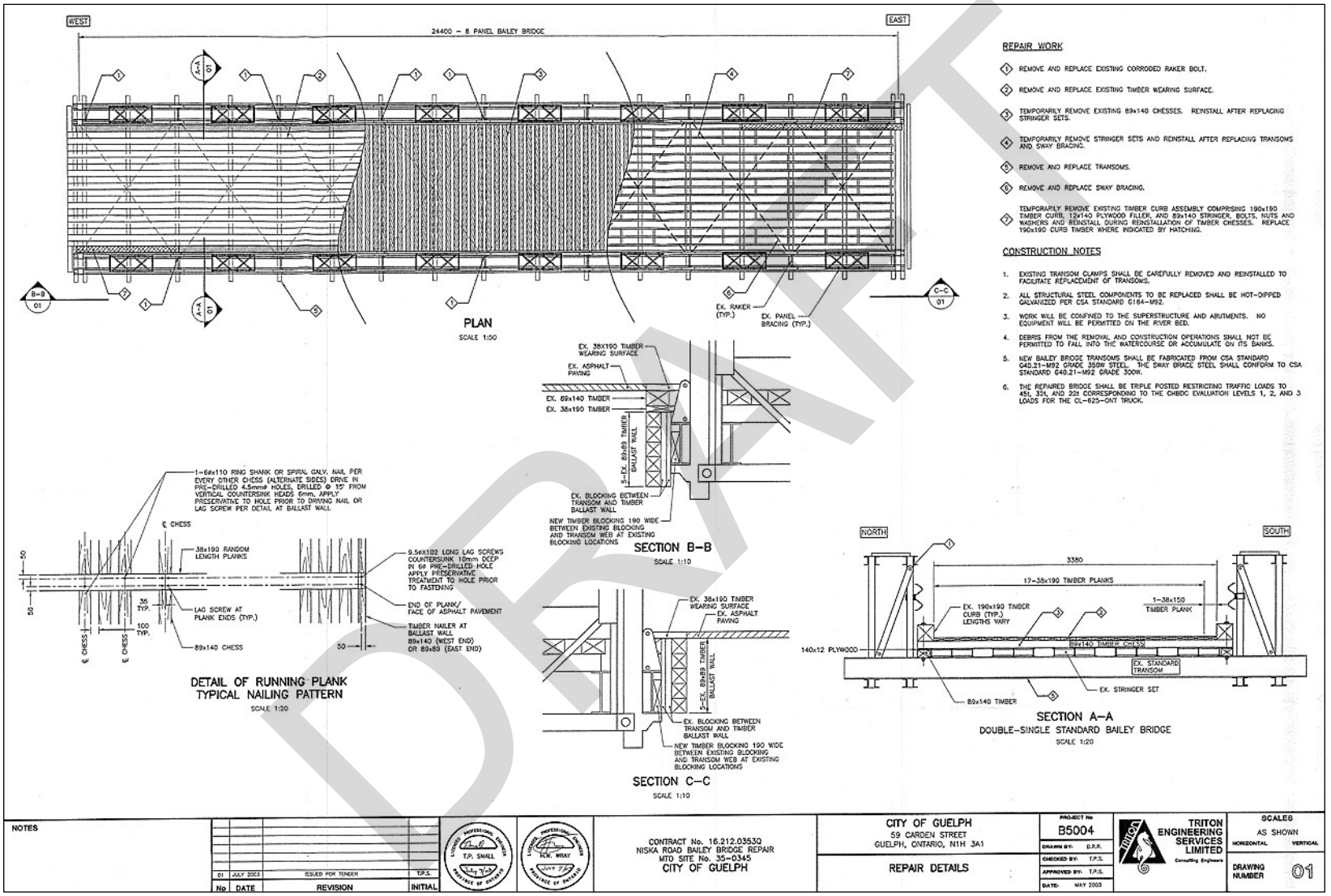


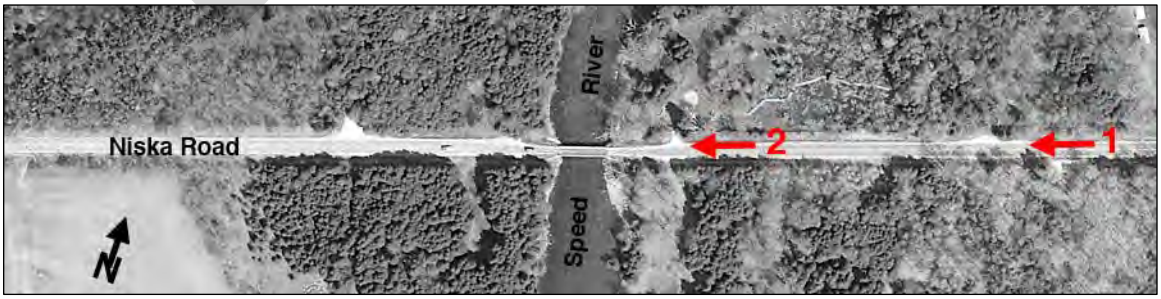
Triton Engineering Services Limited, Consulting Engineers prepared a Repair Details drawing for the Niska Road Bridge that is dated May 2003.

APPENDIX B:
CULTURAL HERITAGE LANDSCAPE PHOTOGRAPHIC DOCUMENTATION

DRAFT

1. Niska Road follows a generally straight alignment down into the Speed River valley. A utility right-of-way parallels the south side of the roadway.

2. The two-lane paved road with narrow grass verges has a posted speed limit of 50 km/hr in proximity of the Niska Road Bridge.



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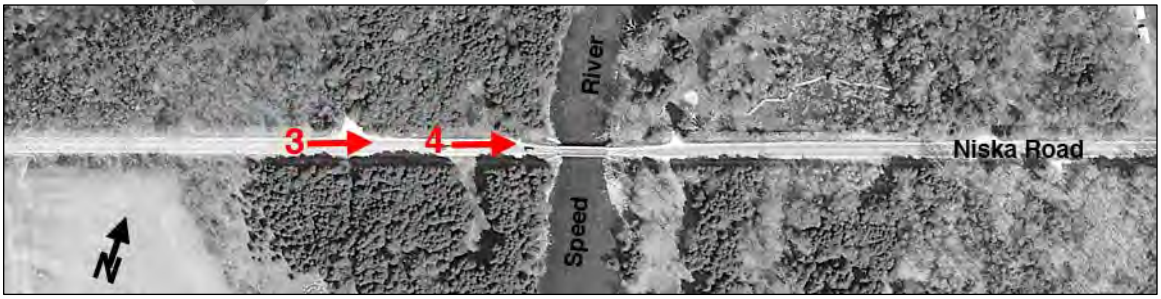
3. Mixed coniferous and deciduous vegetation encloses the sides of the road. Signs warn trunks over 3 tonnes to follow designated routes.

4. Chevron signs and guiderails funnel traffic from the two-lane roadway onto the one-lane bridge. The bridge has a 5 tonnes posted weight limit.



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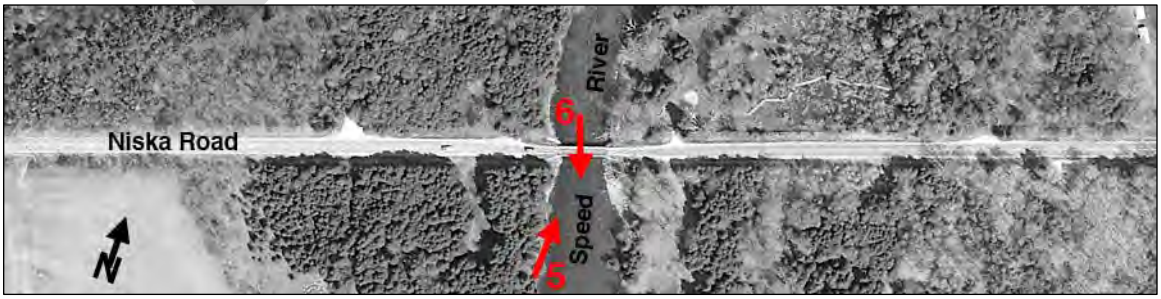
5. The Niska Road Bridge is set within a natural landscape characterized by woods and wetlands.

6. The Speed River flowing north to south in the vicinity of the Niska Road Bridge is lined with dense vegetation.



DRAFT

7. A late 19th century farmhouse with dichromatic brickwork at 6769 Niska Road relates historically to the Buchanan Homestead.

8. The property retains an expansive bank barn with a gable roof, a stone foundation and an unusual interior silo.

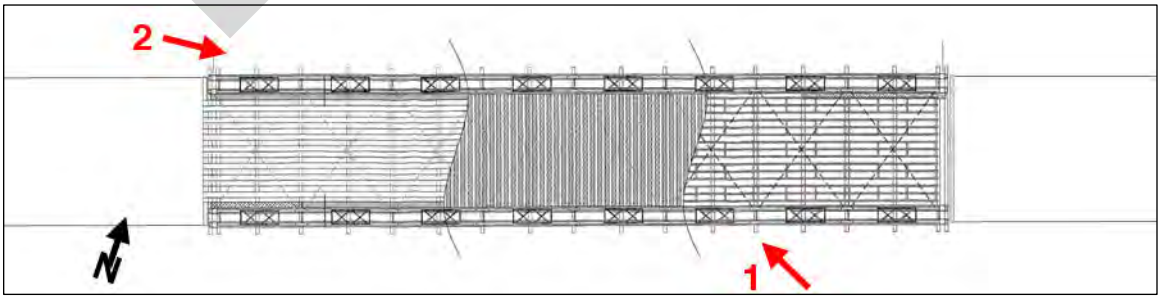
DRAFT

APPENDIX C:
BUILT HERITAGE RESOURCE PHOTOGRAPHIC DOCUMENTATION

DRAFT

1. The Niska Road Bridge comprises a substructure of stone abutments and concrete rubble retaining walls and steel Bailey truss superstructure.

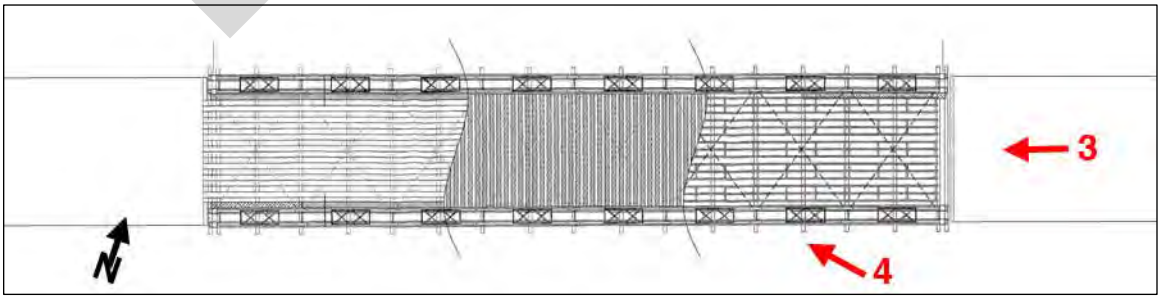
2. The one-span structure spans approximately 80-ft. (24 m) and features double truss, single storey Bailey panels.



DRAFT

3. The Niska Road Bridge carries a single lane of traffic on a timber plank deck.

4. The east and west abutments are flanked by retaining walls to the north and south sides.



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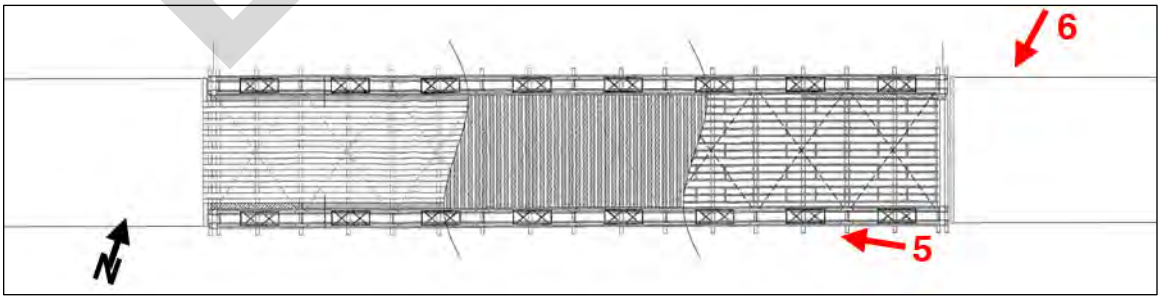
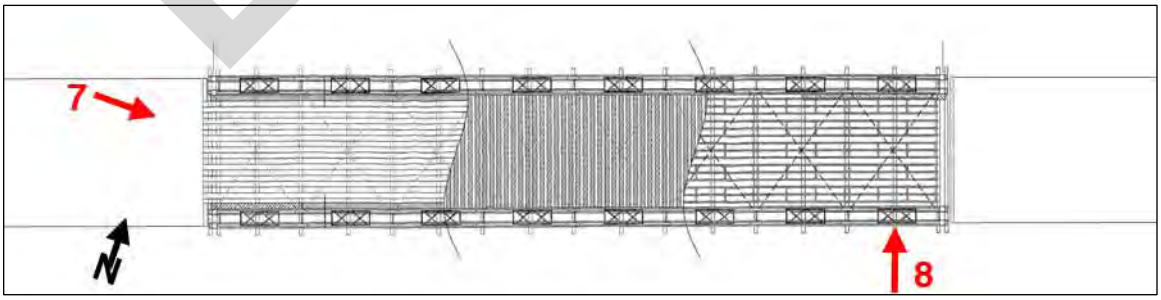
5. The abutments are faced in large dressed limestone blocks laid in six courses.

6. The retaining walls contain rubble concrete laid in a random pattern.



7. There are two galvanized trusses on each side of the bridge.

8. Each truss contains eight panels of the typical double diamond design that are 5-ft. 1-in. (1.55 m) high and 10-ft. 0-in. (3.05 m) long.



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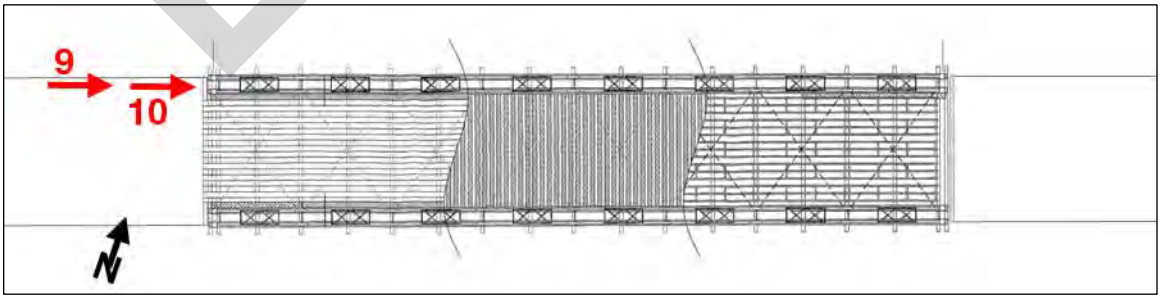
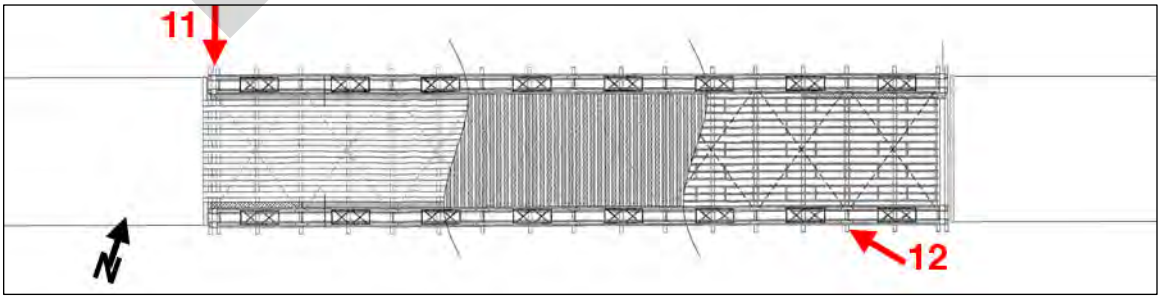
9. A bracing frame connects the top chords of the trusses.

10. Some of the truss components are identified with standard Bailey bridge designations as exemplified by the 'Mk II' on the northwest end post.



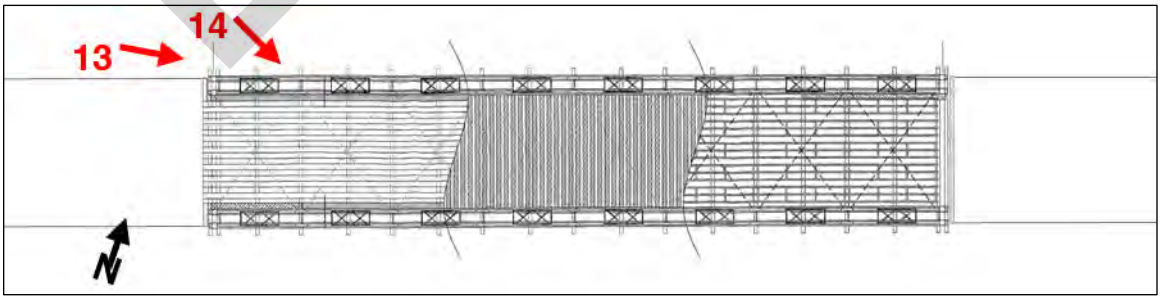
11. The trusses are tied into steel bearings seats at the abutments.

C-12. The deck assembly comprises transverse transoms (floor beams), longitudinal stringers and diagonal sway bracing. Two layers of timber decking are supported on the stringers.



13. The transoms are supported on the bottom chords of the trusses.

14. A detail of the deck assembly depicts the transom clamps that connect the transoms to the bottom chords.

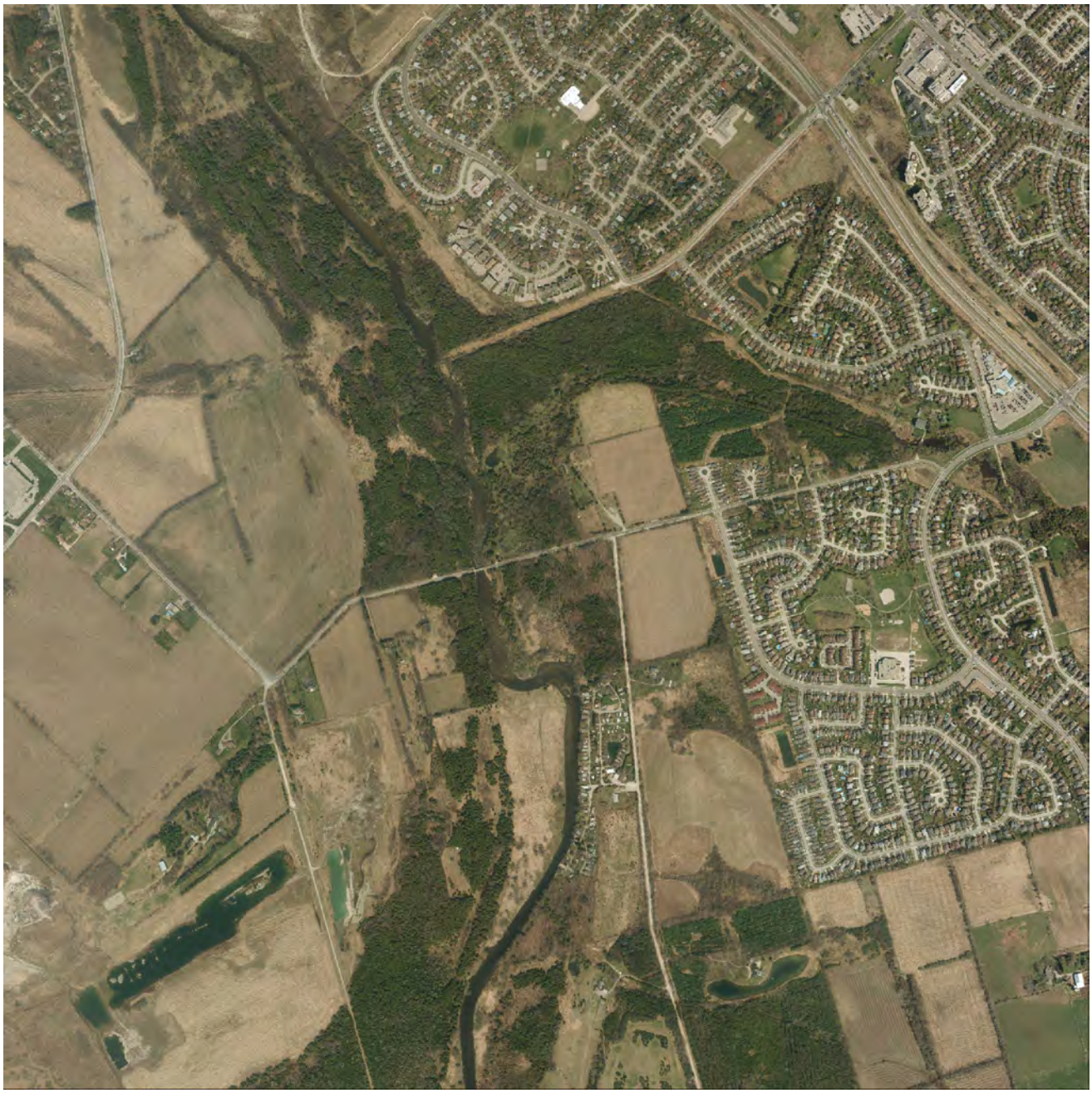


Niska Road Cultural Heritage Landscape Addendum

to:

Cultural Heritage Evaluation Report with Photographic Documentation
Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study, Niska Road Improvements
City of Guelph, Ontario

Unterman McPhail Associates, April 2014



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February 5, 2015

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Appendix 1 Qualifications of the author

photographs by Owen R. Scott of CHC Limited, January 12, 2015 unless otherwise noted.

1.0 BACKGROUND - CULTURAL HERITAGE LANDSCAPE ADDENDUM

The City of Guelph has undertaken a Class Environmental Assessment (EA) *study to investigate opportunities for improvements to Niska Road from the City limits to Downey Road. According to information circulated for the first Public Information Centre (held November 27*, 2014*), both the road and bridge are in poor condition and require improvements.*[1]

The April 2014 Cultural Heritage Evaluation Report (CHER) concluded that the Niska Road Bridge is of local cultural heritage value or interest, being ... *the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare example of a Bailey Bridge remaining in road use within Southern Ontario*.[2]

The 'Preliminary Preferred Option' from the EA is to the replace the bridge with a new, wider structure as well as implement road improvements, including provision for pedestrians and cyclists. ... *the City of Guelph is considering the replacement of the existing* (Niska Road) *one-lane bridge with a new two-lane structure at the same site as part of the planned improvements to Niska Road from the City limits to Downey Road* [3],

An invitation to submit a proposal to prepare this report was issued by the City of Guelph on December 4, 2014.[4] The report is a cultural heritage landscape addendum to the Unterman McPhail Associates April 2014 *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario*.

The above noted CHER recommendations are limited to the Niska Road bridge itself and it is the objective of this Cultural Heritage Landscape (CHL) Addendum to evaluate an enhanced EA study area using *Ontario Regulation 9/06* and make a recommendation as to whether any portion of the EA study area should be considered a cultural

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[1] from invitation to submit a proposal to prepare an addendum to the CHER, Stephen Robinson, Senior Heritage Planner, City of Guelph, December 4, 2014

[2] *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario*. Unterman McPhail Associates April 2014, pp. 22 & 24

[3] *Ibid*, p 23.

[4] *Ibid* - "The City of Guelph requires a qualified heritage consultant to provide an addendum to the CHER that evaluates the EA study area using Ontario Regulation 9/06 and makes a recommendation as to whether any portion of the EA study area should be considered a cultural heritage landscape as defined in the City of Guelph Official Plan. If the Niska Road area is found to contain a cultural heritage landscape, the heritage consultant would provide advice as to how the proposed improvement options for Niska Road and its bridge may impact the heritage attributes of a confirmed cultural heritage landscape and would also suggest reasonable measures to mitigate any negative impacts." from invitation to submit a proposal to prepare an addendum to the CHER, Stephen Robinson, Senior Heritage Planner, City of Guelph, December 4, 2014

heritage landscape as defined in the City of Guelph *Official Plan*[5]*;* and if so, provide advice as to how the proposed improvement options for Niska Road and its bridge as outlined in the EA may impact the heritage attributes of a confirmed cultural heritage landscape and suggest reasonable measures to mitigate any negative impacts. The Unterman McPhail CHER contains a chapter entitled "Cultural Heritage Landscape Description" that describes the environs of the Niska Road bridge. CHL boundaries are not indicated; no listing of the heritage attributes of the landscape is provided, no significance is attributed to the CHL, and no mitigation recommendations respecting the CHL are noted. This addendum investigates the lands (addendum study area) that traverse three political boundaries as shown in figure 1.

Figure 1 EA and Addendum Study Areas - *Grand River Conservation Authority (GRCA) mapping*

[5] **"Cultural Heritage Landscape Resource** means groups of features made by people. The arrangement of features illustrates noteworthy relationships between people and their surrounding environment. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural heritage landscapes include such groups of features as neighbourhoods, townscapes and farmscapes." *City of Guelph Official Plan 2001 September 2014 Consolidation* p. 234

2.0 THE CULTURAL HERITAGE LANDSCAPE ADDENDUM REPORT

2.1 Historical Research

As can be seen in figure 1, there are three political jurisdictions in the addendum study area. The boundaries until 1966 differed from the current scenario (figure 2) when the City of Guelph annexed lands (figure 3) from both Guelph and Puslinch Townships, and before the amalgamation of Guelph and Eramosa Townships.

Figure 2 pre 1966 political boundaries - EA and Addendum Study Areas - *GRCA mapping*

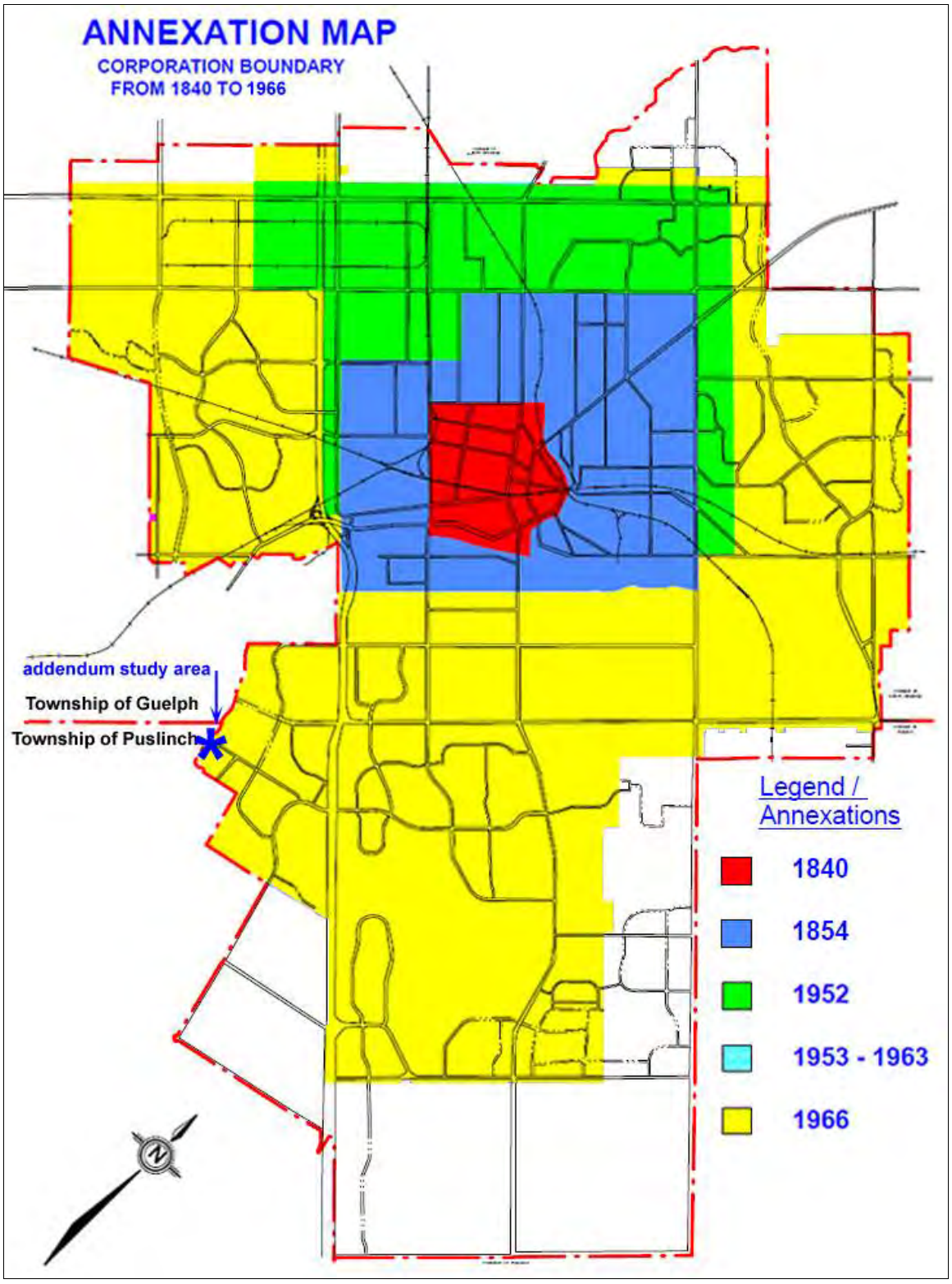

Figure 3 Annexations, City of Guelph 1840 to 1966 - adapted from: *Community by Design: Making Choices for Guelph Future, Opening Remarks* – Mayor Karen Farbridge, February 24, 2007

The North Side of Niska Road

The 1861 Leslie and Wheelock Map of the county of Wellington, Canada West (figure 4) shows the road allowance between Puslinch Township Concessions 5 and 6 being open at that time . Unterman McPhail (April

2014, p. 5) suggest it may have been opened prior to 1849.

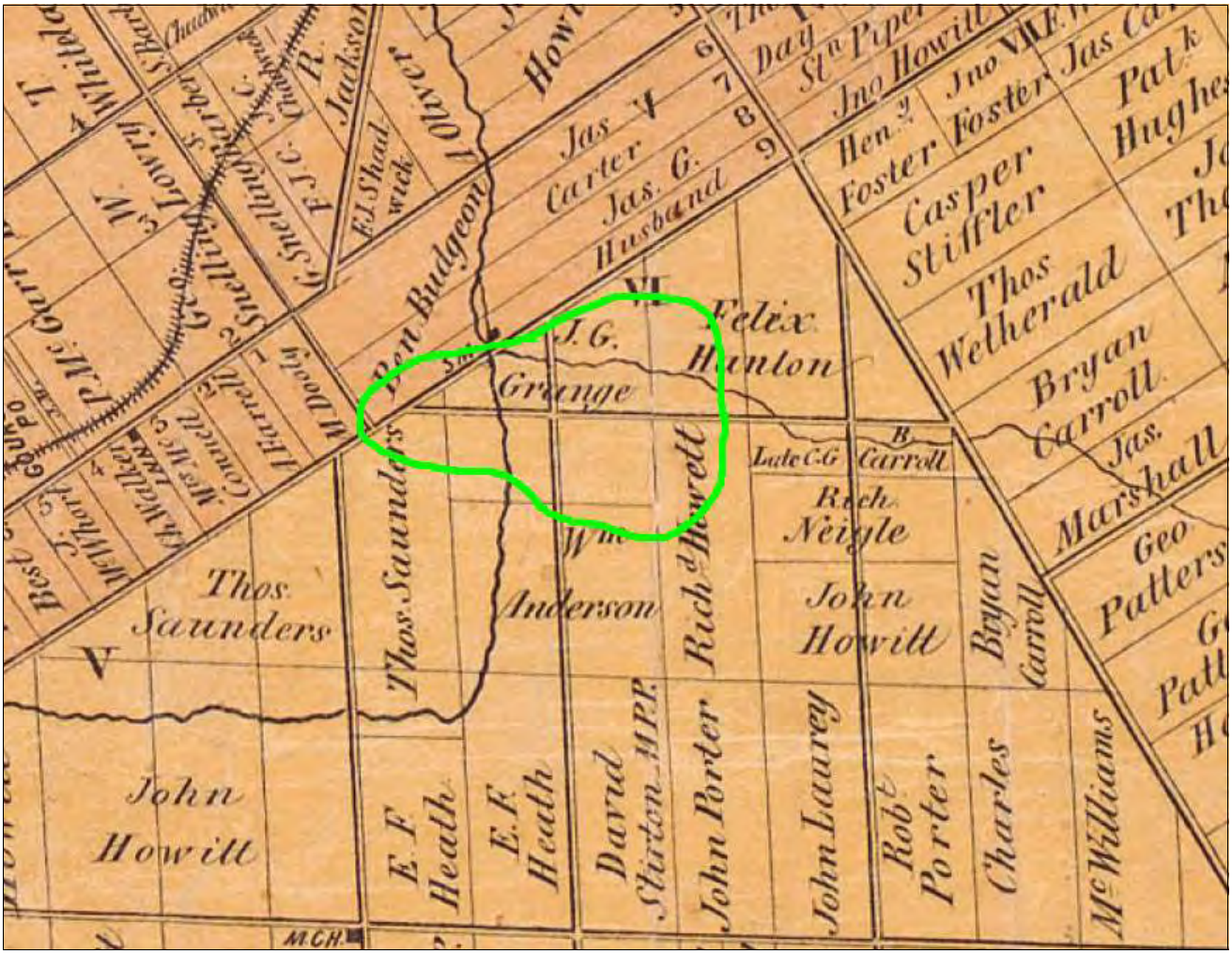

Figure 4 Addendum Study Area - from: Leslie and Wheelock Map 1861 *Township of Puslinch website*

> *In 1827, Felix Hanlon arrived with John Galt as one of his axe men, coming from County Monaghan, Ireland. On February 5, 1833 he purchased Lots 12, 13, 14, 15, and 16 on the Sixth Concession of Puslinch* (north side of Niska Road). *Lots 12 and 13 were sold in the early sixties to Mr. Ramsey for the purpose of establishing a saw mill, which operated here for several years.*[6]

The 1861 Leslie and Wheelock map (figure 4) shows a saw mill on the G. J. Grange property, Lot 13. There is no record at this time of a Ramsey owning the property. On the 1877 County Atlas[7] the property continues in the ownership of G. J. Grange. There is a building shown on the Hanlon Creek which might be the saw mill referenced in the *Annals of Puslinch*. The 1906 County Atlas[8] shows the property being owned by John C. Crane,

[6] *Annals of Puslinch 1850-1950*, http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

[7] *Historical Atlas of Waterloo & Wellington Counties, Ontario, Illustrated, 1881 - 1877,* H. Parsell & Co., Walker & Miles, Toronto edited by Ross Cumming, Port Elgin, ON July 1972.

[8] *Historical Atlas of Wellington County*, Historical Atlas Publishing Co., Toronto, 1906, re-print 1972.

the same owner referred to in the next paragraph. No building is shown on this map, although there is reference to a shanty on the property in the *Annals of Puslinch* in next paragraph. The lands south of present day Niska Road are in the ownership of Thomas Saunders, and the lands north and in Guelph Township, in the name of Ben Budgeon.

> *In the North-west corner of the Township of Puslinch with only a fence separating it from Guelph Township, lies the Downey School Section. The Town Line, running East and West between Puslinch and Guelph Townships, stops at the County Road. At one time this Town line was marked out for some distance but several years ago the Township sold it to the late John C. Crane; now, no trace of a road remains. Some of our older residents remember a shanty here in which Miss Johanna Lynch lived for several years.*[9]

Figures 5 and 6 combine the 1877 historical atlas maps and the 1906 historical atlas maps of Guelph and Puslinch Townships respectively. Reference to the settlement pattern of both townships in the vicinity of the Addendum Study Area is made in the *Annals of Puslinch* ...

> *It is apparent that this section was settled from the North as well as the South. Many who made their way up from Hamilton settled in the Southern portion, while a few, who came with John Galt to Guelph, settled in the extreme North. The names available of those who came with John Galt are the Fosters, Hewitts, Hanlons and McQuillans, who settled in Guelph Township. On account of the year of their arrival, they were known as "The '27 Boys".*[10]

The South Side of Niska Road

Robert Buchanan was born in Paisley, Scotland in 1819. He came with his father to Upper Canada in 1849 and purchased 190 acres, Lots 11, 12 and 13, Concession 5 of Puslinch. His property on the banks of the Speed River was known as the Buchanan Homestead.[11] The Buchanan name is not depicted on the Leslie and Wheelock Map (1861). Both the Puslinch Township map in the 1877 Historical Atlas of the County of Wellington (figure 5) and the corresponding map in the 1906 Atlas (figure 6) show all the lands within the Addendum Study Area south of present day Niska Road in the possession of the Buchanan family and by 1906, the former Budgeon farm in adjacent Guelph Township is also in Buchanan family hands. The Buchanan residence is shown to the west of the Speed River on Lot 11, Concession 5 within the Addendum Study Area on both maps.

Robert Buchanan ... *was a man far above the ordinary and soon made himself felt in the community, where he became one of the most prosperous and influential citizens. ... ... He was one of the promoters and was President of the Puslinch Farmers' Club for many years. This was the initial Farmers' Institute in Ontario from which all of the others have taken pattern.* His son, Walter W. followed in his footsteps, being ... *President of the Puslinch Agricultural Society ... ... and has been a Director and Secretary and Treasurer of the Puslinch Farmers' Club and Co. Wellington Farmers' Institute ... .*[12]

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[9] *Annals of Puslinch 1850-1950,* http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

[10] *Ibid*

[11] *Annals of Puslinch 1850-1950,* http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

[12] *Historical Atlas of the County of Wellington, Ontario* Historical Atlas Publishing Co., Toronto 1906. Reprint by the Corporation of the County of Wellington, 1972, p. 17.

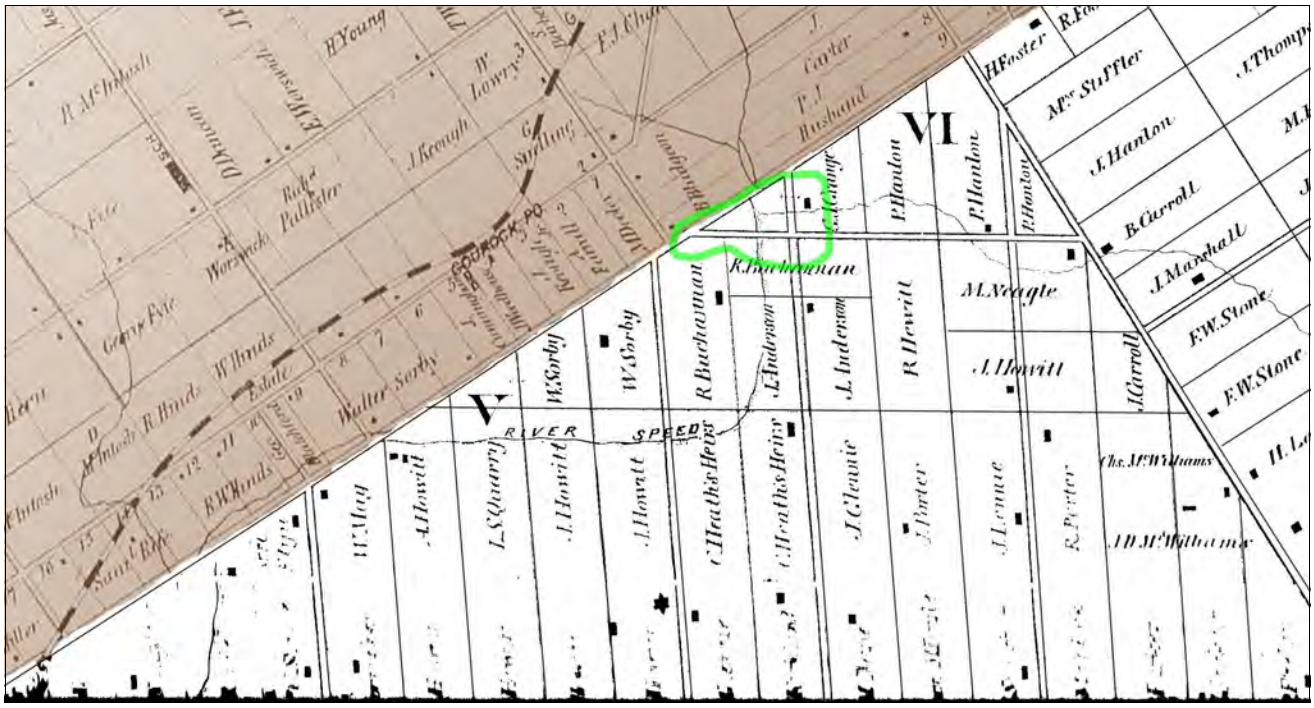

Figure 5 Addendum Study Areas - Guelph & Puslinch Townships 1877,
Historical Atlas of Waterloo & Wellington Counties, Ontario, Illustrated, 1881 - 1877

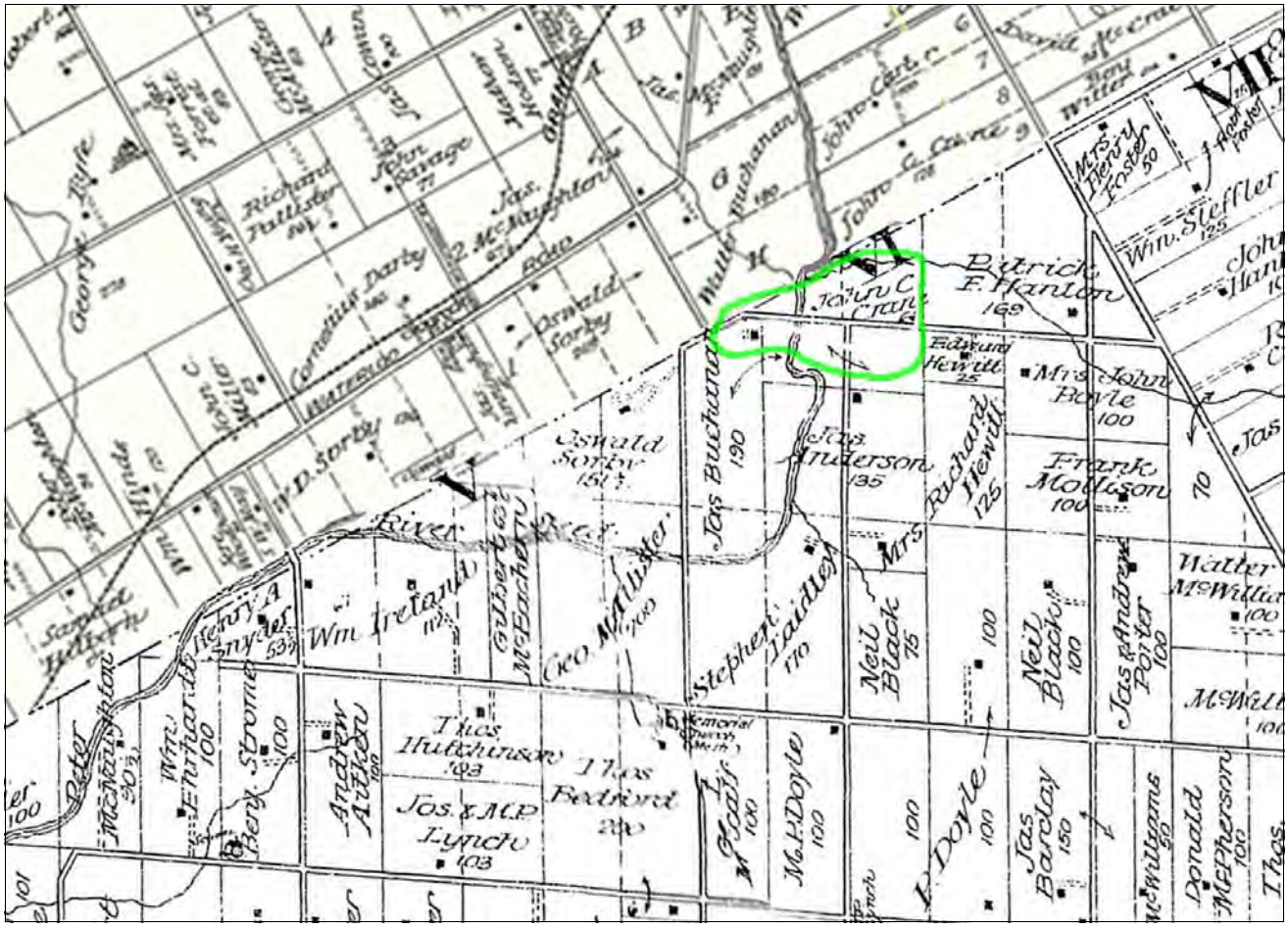

Figure 6 Addendum Study Area Guelph & Puslinch Townships, 1906
Historical Atlas of Wellington County, 1906

At the easterly end of the Addendum Study Area on Lot 13, Concession 5, the 1861 Leslie and Wheelock map (figure 4) shows the property belonging to Wm. Anderson. No buildings are shown, nor are any indicated on the 1877 map. By 1906, a house is indicated on the farm, then in the possession of Jas. Anderson[13].

The 20th century

In 1948, Horace G. Mack bought Lots 12 and 13, Concession 6, and developed the Niska Game Farm along Niska Road. After Mack's death in 1959, the Ontario Waterfowl Research Foundation bought the site and it became known as the Kortright Waterfowl Park. The Niska Wildlife Foundation, a charitable non-profit organization formed by interested citizens, took over the Ontario Waterfowl Research Foundation Park in 1976. The Foundation was responsible for the operation of Kortright Waterfowl Park (305 Niska Road), as well as developing park policy and raising the necessary funds for its operation. Public nature trails and parking were located on the north and south sides of Niska Road to the east of the Speed River. At the same time the Foundation took over the Kortright Waterfowl Park, the Grand River Conservation Authority acquired the lands along the Speed River. The Foundation operated the park until it was closed in June of 2005.[14]

With the termination of the lease to the Foundation in 2014, the GRCA ... *intends to develop a master plan for the long-term use of the property, with input from the community and from the City of Guelph.*[15]

The road allowance between former Puslinch Township Concessions 5 and 6 was known as Kortright Road in the mid 20th century after the waterfowl park, and re-named Niska Road in 1986[16], likely derived from the adjacent Niska Game Farm. Niska is the Cree word for Canada Goose. There have been a number of bridges over the Speed River at this location from the mid 19th century on. A one-span steel pony truss bridge pre-dated the current one-span, double truss Bailey bridge that was installed in 1974 after the previous bridge collapsed.

Appendix A of the April 2014 Unterman McPhail CHER provides topographic maps from 1935, 1973 and 2000 which depict the growth of the City of Guelph adjacent to the Addendum Study Area, the most recent being the development of Ptarmigan Drive in 1992. At the western end of the Study Area, modern homes have recently been built on the south side.

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[13] "James Anderson, known as the Laird of Puslinch, was an early resident of this Township. He sold the property about 1900 to Mr. E. S. Baker who now operates River Bend Camp on the premises." *Annals of Puslinch 1850-1950*, http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

[14] *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario*. Unterman McPhail Associates April 2014, p. 4

[15] Lovell, Jessica, "Kortright park no longer for the birds" , *Guelph Tribune*, Tuesday, April, 29, 2014

[16] *Guelph, Origin of Street Names 1827 - 1997*, Ross W. Irwin, President Guelph Historical Society, January 1998, Guelph, ON, p. 47

2.2 Physical Characteristics and Spatial Configuration of the Landscape

Figure 7 illustrates the existing landscape features of the Addendum Study Area. Niska Road traverses the Speed River valley with the river being crossed by a one-lane Bailey bridge. On the north and south sides of the road, from east to west, the Study Area is bordered by single family homes fronting on Ptarmigan Drive (figures 26 - 27). Niska Road descends into the Speed River valley in a series of terraces as can be seen via the one metre contours on Figure 7. The Ptarmigan Drive intersection with Niska Road is at the bottom of the first terrace (figures 28 - 29). Behind the houses are relatively flat, open, cultivated crop lands, actively farmed in 2014 (figures 30 - 31). Sparse hedge rows line both sides of Niska Road. In summer, views of the fields from the road would be partially limited, whereas in winter, relatively open views are afforded.

Pioneer Trail T's at Niska road at the bottom of the second terrace. South of the cultivated field just across the Puslinch Township line is the historic Steele/Anderson house (figures 10 - 11) and River Bend Park, a mobile home park in the flood plain of the Speed.

Progressing westward on either side of the road, immature, mixed deciduous/coniferous woodlands with numerous open spaces are the remnant of the former Kortright Waterfowl Park (KWP) (figures 32 - 34), and before that, farmland. Buildings, animal pens, boardwalks and trails on the north side are associated with that former land use. Chain link fences line both sides of the road adjacent these lands (figure 35). Views from the road are short, limited by the vegetation on either side. As much of it is coniferous, winter and summer views are both relatively short.

The river crossing affords views upstream and down and usually rewards the viewer with scenes of waterfowl on the river (figures 36 - 37). Views from an automobile are fleeting as the crossing is short and careful attention is required to negotiate the one-lane bridge while looking out for on-coming traffic. Pedestrian access is very dangerous as there is no accommodation for pedestrians

Figure 7 Landscape features - Addendum Study Area - *GRCA mapping*

or cyclists on the narrow bridge (figure 38).

The westerly climb out of the valley is much less steep and without the terracing of the east bank. Dense, mature mixed deciduous/coniferous woodlands flank both sides, limiting views to a few metres (figure 39).

Near the top of the slope the road turns to the left at about a 45 degree angle, finding its way on to the former Puslinch Township/Guelph Township Town Line (figure 40). This section of road is flanked by open cultivated fields, fairly well screened by mature trees and shrubs along the roads allowance. Summer views from the road would be very limited, while winter views are heavily filtered by the vegetation.

South of the road is the historic Buchanan homestead with its polychrome brick house and large bank barn (figures 13 - 17). Modern residences are located at the junction of Whitelaw Road and Niska Road. The junction is one of the few vantage points from which long views of the landscape can be had (figures 41 - 43).

Built heritage features in the Addendum Study Area include the Niska Road Bridge, subject of the April 2014 Unterman McPhail CHER; the Steele/Anderson house at Lot 13, Concession 5, Puslinch Township, on the Township's Inventory of Plaqued Sites; and the Buchanan homestead in Puslinch Township, Lot 11, Concession 5.

Cultural heritage landscape features include the remnant Puslinch/Guelph Town Line; the paths, boardwalks, bridges, *etc*. of the former Niska Waterfowl Park; the fence rows/hedge rows that line portions of the road and separate fields from one another; and the Speed River Trail.

Niska Road Bridge

The Niska Road Bridge is not municipally designated under the *Ontario Heritage Act (OHA)*. It is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the *OHA*. It is included in the publication, *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013).

The April 2014 Unterman McPhail CHER provides the following "Statement of Cultural Heritage Value or Interest". *The Niska Road Bridge is the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare example of a Bailey Bridge remaining in road use within Southern Ontario. Developed during the Second World War for military applications, the Bailey bridge was later adapted to peacetime use. The double truss Bailey bridge structure on Niska Road has undergone some modifications but retains its dominant form and design character. Through its limestone abutments, concrete rubble retaining walls and Bailey bridge superstructure, the structure conveys aspects of bridge building activities at the site through the 19th and 20th centuries. Bridges play a critical role in the settlement of a community and the Niska Road Bridge site relates to the opening up of Puslinch Township for agricultural development in the mid 1800s. The bridge continues to provide critical linkages between the City of Guelph to the east and the City of Cambridge to the west. The one-lane bridge with wood deck is a well-known and familiar structure and is important in maintaining the rural character of the area. The Niska Road Bridge spans the Speed River that forms part of the Grand River's Canadian Heritage River designation.*[17]

[17] *Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No. 00001, (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study Niska Road Improvements City of Guelph, Ontario*. Unterman McPhail Associates April 2014, pp. 22 & 23

Figure 8 Niska Road bridge looking southwest

Figure 9 south elevation, Niska Road bridge
Unterman McPhail 2014, p. 16

Steele/Anderson farmhouse

This late 19th century white brick, Italianate farmhouse is not designated under the *OHA* as far as the author can determine. It is listed by the Township of Puslinch in their "Inventory of Plaqued Sites". With respect to plaqued sites, the Township's Heritage Committee's mandate is to: *record sites of heritage significance within the Township, award heritage plaques to those recognized as worthy of preservation, and record others for historical information only; encourage owners of plaqued sites to maintain these properties so that preservation continues to be realistic; comment on any zoning changes or demolition permits that apply to plaqued sites.*[18] The house was associated in the 19th century with James Anderson.[19]

Figure 10 Lot 13, Con 5 Puslinch, Steele/Anderson House
Gordon Couling 1973 - *00239 Wellington County Museum*

Figure 11 Lot 13, Con 5 Puslinch, Steele/Anderson House
Owen Scott 2015

The house is situated at the top of a hill with a commanding view of the Speed River valley

Figure 10 is a 1973 photograph taken by Gordon Couling. To the right is a January 2015 photograph (figure 11). Figure 12 is an Anderson family photograph taken on the property *circa* 1890s.

[18] Township of Puslinch website. http://www.puslinch.ca/en/our-government/Heritage-Committee.asp

[19] *Annals of Puslinch 1850-1950*, http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

Figure 12: James Anderson, first President of the South Wellington Agricultural Society and known as the "Laird of Puslinch", his wife Felicia Howitt, daughter of John Howitt, their son Andrew Anderson, and daughter Grace Anderson.[20]

Buchanan homestead

Located in Puslinch Township, Lot 11, Concession 5, this late 19th century farmstead is not designated under the *OHA*, nor is it listed by the Township of Puslinch in its "Inventory of Plaqued Sites". The farmstead consists of a 2-storey polychrome brick house, a large bank barn with an unusual interior silo and typical farmstead plantings. It is heavily screened from the road, being almost invisible in summer because of the vegetation (figures 13 - 17).

Figure 13 Buchanan farmhouse, January 2015

[20] R. A. M. Stewart fonds, Guelph Public Library Archives. http://www.archeion.ca/james-anderson-2

Figure 14 Buchanan farmhouse
Unterman McPhail 2014, appendix B

Figure 15 Buchanan barn with interior silo

Figure 16 Buchanan farmstead from Niska Road, looking south

Remnant Puslinch/Guelph Town Line

> *The Town Line, running East and West between Puslinch and Guelph Townships, stops at the County Road. At one time this Town line was marked out for some distance but several years ago the Township sold it to the late John C. Crane; now, no trace of a road remains.*[21]

On figure 17, the original Town Line which was marked out, but never opened as a travelled road is still visible in this 2010 airphoto.

[21] *Annals of Puslinch 1850-1950*, http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm, 1950

Figure 17 Town Line between Puslinch and former Guelph Township still visible in 2010 GRCA airphoto

Former Kortright Waterfowl Park

Portions of the former Grange/Crane farm on the north side of Niska Road and Buchanan farm on the south side of the road were the Kortright Waterfowl Park, with waterfowl related activities dating from 1948 as the Niska Game Farm. These formerly cultivated lands have been allowed to naturally reforest with additional plantings of both exotic and native species. The east side of the River has a distinctly different character from the west, being more of a cultural landscape than a natural one. This can be clearly seen in figure 7.

Figure 18 *Gordon Couling 1973*

Fence rows/hedge rows

The Buchanan farmstead has a number of treed fence rows/hedge rows of different eras, running perpendicular to Niska Road. As well, Niska Road is lined on both sides with Sugar Maples, some planted in the 19th century, and numerous volunteer trees and shrubs along the Buchanan frontage and the north side of the original Town Line (figures 19 - 20).

Figure 19 original Town Line from Whitelaw Road looking east

Figure 20 tree-lined Town Line and treed fence rows on Buchanan homestead

At the eastern end of the Addendum Study Area, the Niska Road right-of-way is sparsely treed, the mature trees of the 19th and early 20th centuries having succumbed to road reconstruction. Pioneer Trail, on the other hand, retains some of its mature Sugar Maples and sports numerous volunteers (Figures 21 - 22).

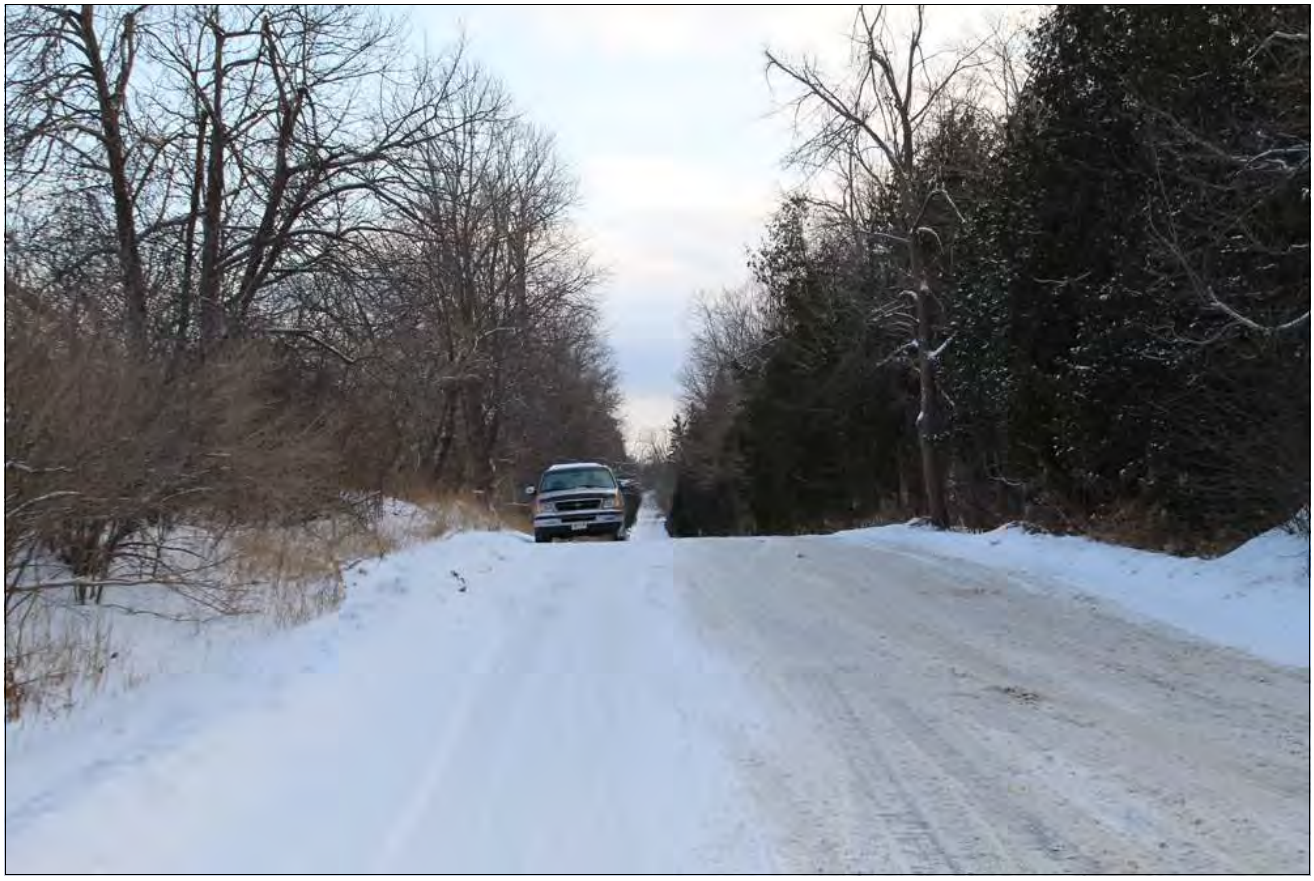


Figure 21 Pioneer Trail looking south from Niska Road

Figure 22 Eastern end of Study Area - roadway and fence row trees

Speed River Trail

The Speed River Trail starts at Wellington Street and is 17 km long from Guelph to Cambridge along the Speed River. It is maintained by the Guelph Hiking Trail Club (GHTC) which is a non-profit, charitable, volunteer organization founded in 1970.

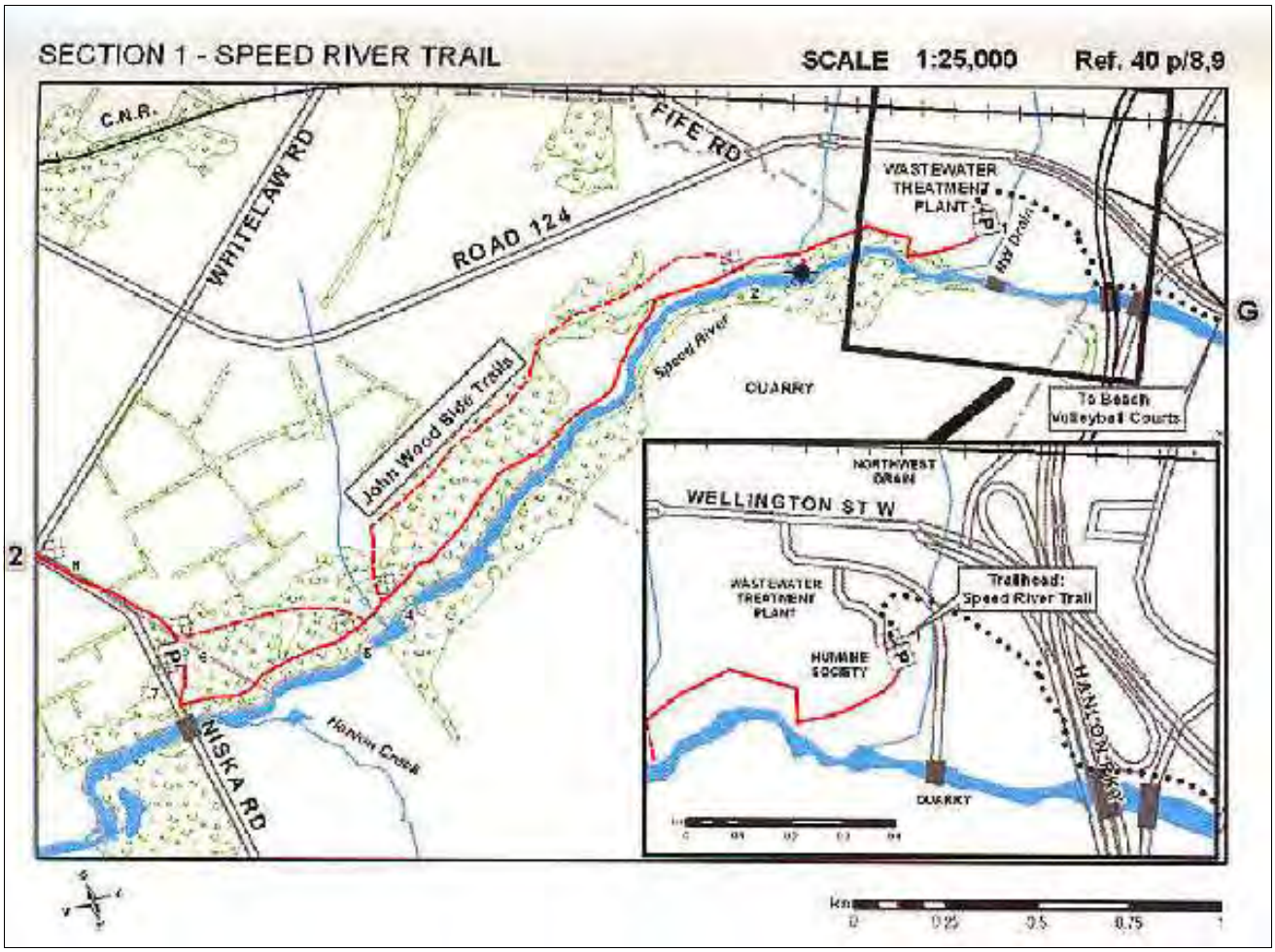
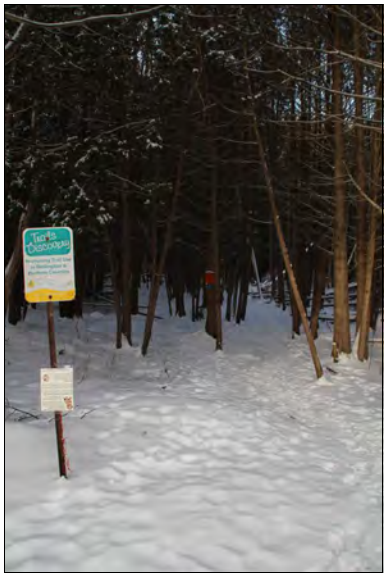


Figure 23 map - Speed River Trail from Wellington Street to Niska Road - http://www.guelphhiking.com/maps.html



Figures 24 and 25:
Speed River Trail access at Niska Road west of the bridge and trail sign

Views and vistas

The following photographs illustrate views and vistas from and to Niska Road within the Addendum Study Area. Some are referenced earlier in this report.

Figure 26 Ptarmigan Drive north from Niska Road

Figure 27 Ptarmigan Drive south from Niska Road

Figure 28 Niska Road east from Ptarmigan at 1st terrace

Figure 29 Niska Road west from Ptarmigan

Figure 30 agricultural field north of Niska Road (east)

Figure 31 agricultural field south of Niska Road (east)

Figure 32 entrance to former Kortright Waterfowl Park

Figure 33 former parking area - KWP, at Pioneer & Niska

Figure 34 entrance to former Niska Game Farm / Kortright Waterfowl Park, now vehicle turnaround

Figure 35 Niska Road through former Kortright Waterfowl Park

Figure 36 Speed River upstream from Niska Road bridge

Figure 37 Speed River downstream from Niska Road bridge

Figure 38 narrow one-lane bridge and busy road - unsafe for pedestrians and cyclists

Figure 39 dense woodland on either side of Niska Road west of bridge

Figure 40 bend in Niska Road to align with original Town Line Road

Figure 41 5th Con. Puslinch and Town Line to City of Guelph - *Gordon Couling*, 1961, *Wellington County Museum*

Figure 42 5th Con. Puslinch and Town Line to City of Guelph - *Gordon Couling*, 1973, *Wellington County Museum*

Figure 43 5th Con. Puslinch and Town Line to City of Guelph - *Owen Scott,* 2015

2.3 Rationale for Boundaries of the Cultural Heritage Landscape

Although the landscape of the Addendum Study Area is relatively complex, this is mainly a result of topography, vegetation and political boundaries. There is a consistency that binds the various physical components and that is the 19th century settlement pattern and history, and the road that divides the landscape in two. Remnants of the 19th century remain in the form of fence rows, tree plantings, farm buildings, roads, *etc.*

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).[22]

The Niska cultural heritage landscape is defined naturally by the Speed River, its valley and adjacent upland, and culturally by the settlement pattern and settlers who cleared the land and farmed it. The survey pattern is somewhat unusual in that two 19th century township surveys meet at peculiar angles, creating triangular and other odd-shaped parcels. Figure 44 suggests a boundary for the Niska cultural heritage landscape.

[22] *Provincial Policy Statement* (*PPS*) 2014, p.40

Figure 44:
Suggested boundary-Cultural Heritage Landscape

The suggested boundary is partially based on the 19th century settlement pattern (1877). Within the boundary are two landowners from 1877: Buchanan and Grange (later Crane). The adjacent Anderson farm is also noted (all outlined in green on figure 44). Two farmsteads remain from the 1870s, Buchanan and Anderson. There is no evidence of the Grange / Crane farmstead, these lands being occupied in the 20th century by the Niska Game Farm and later the Kortright Waterfowl Park. Political boundaries have changed in the interim; Guelph Township has amalgamated with Eramosa Township to become Guelph-Eramosa Township. The City of Guelph has annexed portions of Puslinch Township as indicated on figure 44. Because the suggested CHL boundary crosses political boundaries, the Township of Puslinch and City of Guelph components are shown. The easterly road allowance of Pioneer Trail forms the boundary south of Niska Road and the open field/woodland interface, the boundary on the north side. The original Guelph Township/Puslinch Township boundary is the northerly edge, while the westerly hedgerow of the Buchanan farmstead forms the west boundary south of Niska Road. The southerly boundary is the City of Guelph/Puslinch Township boundary or the lot line between the 1877 Buchanan and Anderson farms. The farm fields to the east and west of the river and woodlands that retain no evidence (other than the Niska Road bridge) of early settlement in the form of buildings, fence rows, *etc.* are not included for that reason. Similarly, the historically and architecturally significant Steele/Anderson farmhouse is not included as it would be an outlier.

2.4 Forms of Recognition and/or Protection

The lands within the suggested CHL boundary are currently protected by a number of policies, not for their heritage attributes, but rather for their natural resource attributes. Figure 45 is an overlay of the regulated areas in the Addendum Study Area. Almost entirely coincident with the suggested CHL boundary within the City of Guelph is the GRCA regulated area. Within that area are the Speed River and Hanlon Creek flood plains which are part of the City of Guelph Natural Heritage System. In this case, the System is a "One Zone Flood Plain"[23] prohibiting development. The System also carries further designations of "Significant Natural Area", "Significant Wildlife Area", "Significant Valleyland", "Significant Woodland", Provincially Significant Wetland", and "Deer Crossing Area". This landscape is well-protected from any form of development. Lands within the suggested CHL boundary on the Puslinch side are similarly protected by the GRCA regulated area and the *County of Wellington Official Plan* which designates the flood plain as "Core Greenlands" and prohibits development therein. The remaining wooded GRCA regulated area is designated "Greenlands" where no development will be approved unless the County is satisfied that the Greenland policies are met.

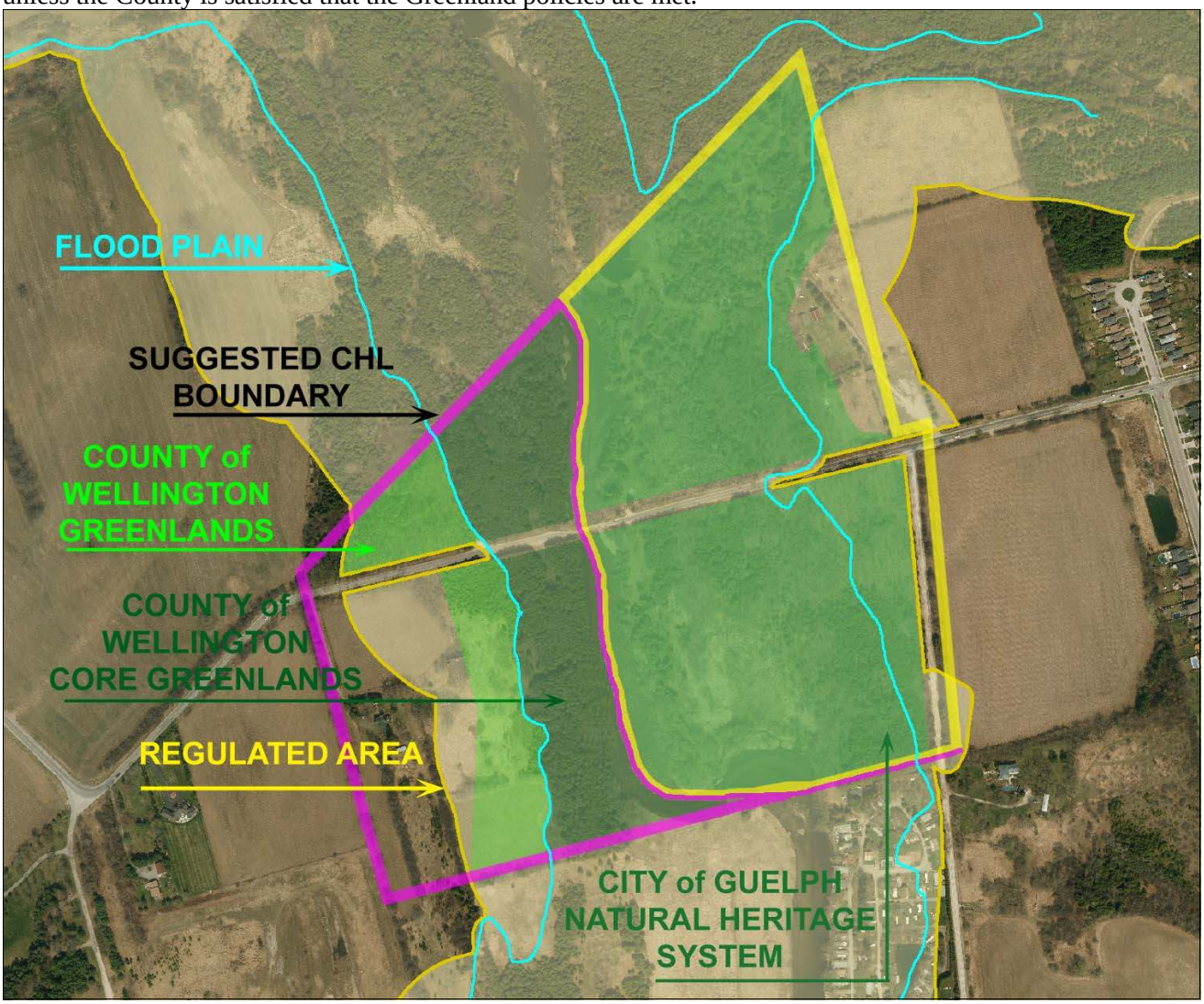


Figure 45 Regulated areas and the suggested CHL boundary - *GRCA, City of Guelph and County of Wellington mapping*

[23] "The One Zone flood plain areas of the City are located within the 'Significant Natural Areas' land use designation. No development is permitted within the One Zone flood plain areas of the City." *City of Guelph Official Plan*

The only City of Guelph portion of the CHL not protected by the GRCA Regulated Area or City Significant Natural Area is the Pioneer Trail right-of-way (figure 21). The hedgerow in this right-of-way would be considered for retention/ integration of the hedgerow through a development application process (should one be made) from a Urban Forest/Tree protection perspective regardless of whether or not it has cultural heritage value. This consideration would occur through the Environmental Impact Study (EIS) and the Tree Inventory and Preservation Plan that would be prepared as part of a development application.[24]

2.5 Cultural Heritage Landscape Evaluation

The criteria outlined in *Ontario Regulation 9/06* are used in this evaluation

Criterion 1 - design value or physical value - to satisfy this criterion the property should:

- *illustrate or exemplify a constructed landscape that is typical of a particular group, time or place;*
- *be unique or rare (the only one of its kind or a prototype, or one of a few in number today due to subsequent loss);*
- *be representative (serving as a portrayal or symbol); and/or*
- *be an early example (in the context of time and place).*

Much of the constructed landscape consists of farmsteads and croplands that are consistent with the 19th century landscape, whereas some of the landscape has been allowed to revert to nature and is in the process of reforesting itself. The landscape is unique in that part of it is the only remnant of a waterfowl park in the area. It is a representative and early example of a settlement in Puslinch Township that has endured. This criterion is satisfied.

Criterion 2 - historic or associative value - to satisfy this criterion the property must meet two tests, namely:

- *the association is direct - the property should exemplify or have strong evidence of its connection to a theme, event, belief, person, activity, organization or institution; and*
- *it is significant to the community – because a theme, event, belief, person, activity, organization or institution has made a strong, noticeable or influential contribution to the evolution or pattern of settlement and development in the community. To be significant it should offer new knowledge or a greater understanding of particular aspect of the community's history or the history of the culture, or contribute to a comparative analysis of similar properties.*

The landscape has a direct association with persons and organizations who were important to the community. Robert Buchanan was one of the promoters and President of the Puslinch Farmers' Club, the initial Farmers' Institute in Ontario. His son, Walter W. was President of the Puslinch Agricultural Society and a Director and Secretary and Treasurer of the Puslinch Farmers' Club and County of Wellington Farmers' Institute. The Kortright Waterfowl Park and Niska Research Centre once held the largest population of captive waterfowl anywhere in North America, and welcomed 45,000 paying visitors each year. The facility's research and breeding program raised about 1,000 ducklings, goslings, and cygnets annually, birds sold to repopulate stock in private

[24] pers. com., April Nix, Environmental Planner, City of Guelph, February 4, 2015

and public areas. It was named in honour of conservationist and author Dr. Francis Kortright.[25] [26] Adjacent lands include those of James Anderson, first President of the South Wellington Agricultural Society, known as the "Laird of Puslinch".

This criterion is satisfied.

Criterion 3 - contextual value - to satisfy this criterion the property:

- *needs to be in an area that has a unique or definable character and it is desirable to maintain that character and consideration should be given as to what would happen to the character of the area if the property was considerably altered or lost;*
- *needs to have a relationship to its broader context (physical, functional, visual, historical) that is important to understand the meaning of the property and/or its context.*

The character of the area is definable, and if the physical characteristics that assist in understanding the meaning of the properties it were not maintained, the character would be lost. This criterion is satisfied.

The cultural heritage landscape identified in this report meets the criteria of *Ontario Regulation 9/06*; thus it is a significant cultural heritage landscape.

3.0 HERITAGE IMPACT ASSESSMENT

3.1 Description of the Proposed Undertaking and Potential Impact of the Proposal on the Resource

This heritage impact assessment is part of the planning and design process for a municipal roads project subject to a Class Environmental Assessment. A preferred alternative undertaking has yet to be determined as of the date of this Addendum report; however, should it be decided that road improvements and/or a replacement bridge are preferred, the following recommendations and mitigating measures are put forth.

4.0 RECOMMENDATIONS and MITIGATING MEASURES

The cultural heritage landscape meets the criteria of *Ontario Regulation 9/06* and is a significant cultural heritage landscape. It is located in two adjacent municipalities. No evidence, other than the Niska Road bridge, of early settlement in the form of buildings, fence rows, *etc.* is extant in the City of Guelph portion of the CHL. Adequate protection of the existing landscape within the suggested CHL boundary is afforded by numerous Provincial, Conservation Authority, City and County of Wellington policies. It is therefore recommended that the CHL need not be designated under the Ontario Heritage Act in order to conserve its integrity. Rather, the existing policies

[25] O'Flanagan, Rob "Police supervise work at Guelph waterfowl park", *Guelph Mercury*, September 22, 2014

[26] Dr. Francis H. Kortright (1887–1972), was an engineer, businessman, author and dedicated conservationist. He was the author of *The Ducks, Geese and Swans of North America* and *Scientific Descriptions, Identifications, and Life Stories of Ducks, Geese and Swans in North America and Europe*. As President of the Toronto Sportsmen's Association, Dr. Kortright, with the help of TSA members, founded the Canadian National Sportsmen's Show in 1948. The Show has raised over 29 million dollars for conservation, wildlife restoration, outdoor education, and special projects in Canada. The Toronto Region Conservation Authority's Kortright Centre is also named in his honour as is the Kortright Reading Room in McLaughlin Library at the University of Guelph.

will suffice with the addition of the following caveats / recommendations.

Should Niska Road be improved within the City boundaries from Ptarmigan Drive to and across the Speed River, the following recommendations / mitigating measures are provided.

1. From a visual perspective, the road cross section from Pioneer Trail to the River should remain a rural cross section, *i.e.* roadside ditches or swales with no curb or gutter; however, because the road is perched higher than the natural landscape on either side, constructing a rural cross-section to current road design standards would require a greater intrusion into the landscape than a curb and gutter profile. Therefore, a curb and gutter design may be a better fit.
2. Should development be approved for the farm fields north and south of Niska Road west of Ptarmigan, views from Niska Road of the CHL should be carefully considered.
3. Native tree plantings in the Niska Road right-of-way that direct views from the Ptarmigan-Niska intersection to the valley should be provided.
4. Should Pioneer Trail be improved in the future to provide access to development in the farm field adjacent, its rural cross section and the vegetation in the east side of the right-of-way should be retained / conserved. The view from and to Niska Road is one of the attributes of the CHL (see figures 21 and 33).
5. If the Niska Road bridge is to be replaced, because it has been determined that it is of local cultural heritage value or interest; because it is in relatively good condition; and because it is a Bailey Bridge, every effort should be made to find a suitable relocation site, preferably in the City or adjacent townships.
6. Provision should be made for pedestrians and cyclists in the road improvement and bridge plans, preferably off-road and on one side only to limit intrusion into the CHL and natural landscape. Currently, the exceptional views of the river and its waterfowl are unattainable at peak traffic flow times because there are no shoulders and the bridge cannot accommodate a vehicle and pedestrians or cyclists at the same time. Views from an automobile are fleeting at best because of the attention required of drivers negotiating the narrow one-lane bridge, especially with oncoming traffic.
7. The information in this report should be shared with the public through the City's website, the Guelph Public Library, Puslinch Township Library and Wellington County Library. It should also be shared with the Puslinch Heritage Committee.
8. Further research should be conducted on the GRCA / former Kortright Waterfowl Park lands when it is safe to do so to determine if there may be remnants of historical features or structures on the property such as the "Ramsey" saw mill of the 1860s.

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Township of Puslinch website. http://www.puslinch.ca/en/our-government/Heritage-Committee.asp

APPENDIX 1 - Report Author's Qualifications

OWEN R. SCOTT, *OALA, FCSLA, CAHP*

Education:
Master of Landscape Architecture (M.L.A.) University of Michigan, 1967
Bachelor of Science in Agriculture (Landscape Horticulture), (B.S.A.) University of Guelph, 1965

Professional Experience:

1965 - present	President, CHC Limited, Guelph, Ontario
1977 - present	President, The Landplan Collaborative Ltd., Guelph, Ontario
1977 - 1985	Director, The Pacific Landplan Collaborative Ltd., Vancouver and Nanaimo, BC
1975 - 1981	Editor and Publisher, *Landscape Architecture Canada*, Ariss, Ontario
1969 - 1981	Associate Professor, School of Landscape Architecture, University of Guelph
1975 - 1979	Director and Founding Principal, Ecological Services for Planning Limited, Guelph, Ontario
1964 - 1969	Landscape Architect, Project Planning Associates Limited, Toronto, Ontario

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Historical Research, Heritage Landscape Planning and Restoration Experience and Expertise

Current Professional and Professional Heritage Associations Affiliations:
Member: Alliance for Historic Landscape Preservation (AHLP)
Member: Canadian Association of Heritage Professionals (CAHP)
Member: Ontario Association of Landscape Architects (OALA)
Fellow: Canadian Society of Landscape Architects (FCSLA)

Community and Professional Society Service (Heritage):
Director: Canadian Association of Heritage Professionals (CAHP), 2002 - 2003
Member: Advisory Board, Architectural Conservancy of Ontario, 1980 - 2002
Member: City of Guelph Local Architectural Conservation Advisory Committee (LACAC), 1987 - 2000 (Chair 1988 - 1990)
Member: Advisory Council, Centre for Canadian Historical Horticultural Studies, 1985 - 1988

Personal and Professional Honours and Awards (Heritage):

Mike Wagner Award	2013	Heritage Award - Breithaupt Block, Kitchener, ON
People's Choice Award	2012	Brampton Urban Design Awards, Peel Art Gallery, Museum and Archives, Brampton, ON
Award of Excellence	2012	Brampton Urban Design Awards, Peel Art Gallery, Museum and Archives, Brampton, ON
National Award	2009	Heritage Canada Foundation National Achievement, Alton Mill, Alton, ON
Award of Merit	2009	Canadian Association of Heritage Professionals Awards, Alton Mill, Alton, ON
Award	2007	Excellence in Urban Design Awards, Heritage, Old Quebec Street, City of Guelph, ON
Award	2001	Ontario Heritage Foundation Certificate of Achievement
Award	1998	Province of Ontario, Volunteer Award (10 year award)
Award	1994	Province of Ontario, Volunteer Award (5 year award)
Regional Merit	1990	Canadian Society of Landscape Architects (CSLA), Britannia School Farm Master Plan
National Honour	1990	CSLA Awards, Confederation Boulevard, Ottawa
Citation	1989	City of Mississauga Urban Design Awards, Britannia School Farm Master Plan
Honour Award	1987	*Canadian Architect*, Langdon Hall Landscape Restoration, Cambridge, ON
Citation	1986	*Progressive Architecture*, The Ceremonial Routes (Confederation Boulevard), Ottawa,
National Citation	1985	CSLA Awards, Tipperary Creek Heritage Conservation Area Master Plan, Saskatoon, SK
National Merit	1984	CSLA Awards, St. James Park Victorian Garden, Toronto, ON
Award	1982	Ontario Ministry of Municipal Affairs Ontario Renews Awards, Millside, Guelph, ON

Selected Heritage Publications:

Scott, Owen R., The Southern Ontario "Grid", *ACORN* Vol XXVI-3, Summer 2001. *The Journal of the Architectural Conservancy of Ontario*.

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Scott, Owen R. Utilizing History to Establish Cultural and Physical Identity in the Rural Landscape. *Landscape Planning*, Elsevier Scientific Press, Amsterdam, 1979. Vol. 6, No. 2, pp. 179-203.

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Scott, Owen R., P. Grimwood, M. Watson. George Laing - Landscape Gardener, Hamilton, Canada West 1808-187l. *Bulletin, The Association for Preservation Technology*, Vol. IX, No. 3, 1977, 13 pp. (also published in *Landscape Architecture Canada*, Vol. 4, No. 1, 1978).

Scott, Owen R. The Evaluation of the Upper Canadian Landscape. Department of Landscape Architecture, University of Manitoba. 1978. (Colour videotape).

Following is a **representative listing of some of the many heritage consultations undertaken by Owen R. Scott** in his capacity as a landscape architect with Project Planning Associates Ltd., as principal of Owen R. Scott & Associates Limited, as principal of The Landplan Collaborative Ltd., and principal of CHC Limited.

- Alton Mill Landscape, Caledon, ON
- Belvedere Terrace - Peer Review, Assessment of Proposals for Heritage Property, Parry Sound, ON
- Black Creek Pioneer Village Master Plan, Toronto, ON
- Britannia School Farm Master Plan, Peel Board of Education/Mississauga, ON
- Confederation Boulevard (Sussex Drive) Urban Design, Site Plans, NCC/Ottawa, ON
- Swift Current CPR Station Gardens condition report and feasibility study for rehabilitation/reuse, Swift Current, SK
- Cruickston Park Farm - Cultural Heritage Resources Study, Cambridge, ON
- Doon Heritage Crossroads Master Plan and Site Plans, Region of Waterloo/Kitchener, ON
- Downtown Guelph Private Realm Improvements Manual, City of Guelph, ON
- Downtown Guelph Public Realm Plan, City of Guelph, ON
- Dundurn Castle Landscape Restoration Feasibility Study, City of Hamilton, ON
- Elam Martin Heritage Farmstead Master Plan, City of Waterloo, ON
- Exhibition Park Master Plan, City of Guelph, ON
- Feasibility Study for a Heritage Resource Centre, Regional Municipality of Waterloo, ON
- George Brown House Landscape Restoration, Toronto, ON
- Government of Ontario Light Rail Transit Route Selection, Cultural and Natural Resources Inventory for Environmental Assessment, Hamilton/Burlington, ON
- *Grand River Corridor Conservation Plan*, GRCA/Regional Municipality of Waterloo, ON

- Hespeler West Secondary Plan - Heritage Resources Assessment, City of Cambridge, ON
- John Galt Park, City of Guelph, ON
- Judy LaMarsh Memorial Park Master Plan, NCC/Ottawa, ON
- Lakewood Golf Course Cultural Landscape Assessment, Tecumseh, ON
- Landfill Site Selection, Cultural Heritage Inventory for Environmental Assessment, Region of Halton, ON
- Langdon Hall Gardens Restoration and Site Plans, Cambridge, ON
- MacGregor/Albert Heritage Conservation District Study and Plan, City of Waterloo, ON
- Museum of Natural Science/Magnet School 59/ Landscape Restoration and Site Plans, City of Buffalo, NY
- Muskoka Pioneer Village Master Plan, MNR/Huntsville, ON
- Peel Heritage Centre Adaptive Re-use, Landscape Design, Brampton, ON
- Phyllis Rawlinson Park Master Plan (winning design competition), Town of Richmond Hill, ON
- Prime Ministerial Precinct and Rideau Hall Master Plan, NCC/Ottawa, ON
- Queen/Picton Streets Streetscape Plans, Town of Niagara-on-the-Lake, ON
- Regional Heritage Centre Feasibility Study and Site Selection, Region of Waterloo, ON
- Rockway Gardens Master Plan, Kitchener Horticultural Society/City of Kitchener, ON
- South Kitchener Transportation Study, Heritage Resources Assessment, Region of Waterloo, ON
- St. George's Square, City of Guelph, ON
- St. James Park Victorian Garden, City of Toronto, ON
- Tipperary Creek (Wanuskewin) Heritage Conservation Area Master Plan, Meewasin Valley Authority, Saskatoon, SK
- University of Toronto Heritage Conservation District Study, City of Toronto, ON
- Waterloo Valleylands Study, Heritage and Recreational Resources mapping and policies, Region of Waterloo
- Woodside National Historic Park Landscape Restoration, Parks Canada/Kitchener, ON
- 255 Geddes Street, Elora, ON, heritage opinion evidence - Ontario Superior Court of Justice

Heritage Impact Assessments (HIA), Heritage Impact Statements (HIS), Cultural Heritage Resource Impact Assessments (CHRIA), Cultural Heritage Evaluation Reports (CHER), and Heritage Conservation Plans:

- Acton Quarry Cultural Heritage Landscape & Built Heritage Study & Assessment Peer Review, Acton, ON
- 33 Arkell Road Heritage Impact Assessment, Guelph, ON
- Barra Castle Heritage Impact Assessment, Kitchener, ON
- Biltmore Hat Factory Heritage Impact Assessment, Guelph, ON
- 140 Blue Heron Ridge Heritage Impact Assessment, Cambridge, ON
- 25 Breithaupt Street Heritage Impact Assessment, Kitchener, ON
- 51 Breithaupt Street Heritage Impact Assessment, Kitchener, ON
- 51 Breithaupt Street Heritage Conservation Plan, Kitchener, ON
- Bridge #20 Cultural Heritage Evaluation Report & Heritage Impact Assessment, Blandford-Blenheim Township, ON
- Bridge #25 Cultural Heritage Evaluation Report & Heritage Impact Assessment, Blandford-Blenheim Township, ON
- 215 Broadway Street Heritage Impact Statement, Mississauga, ON
- Cambridge Retirement Complex on the former Tiger Brand Lands, Heritage Impact Assessment, Cambridge, ON
- 27-31 Cambridge Street, Heritage Impact Assessment, Cambridge, ON
- 3075 Cawthra Road Heritage Impact Statement, Mississauga, ON
- City Centre Heritage Impact Assessment, Kitchener, ON
- 175 Cityview Drive Heritage Impact Assessment, Guelph, ON
- Cordingly House Heritage Impact Statement, Mississauga, ON
- 264 Crawley Road Heritage Impact Assessment, Guelph, ON
- 31-43 David Street (25 Joseph Street) Heritage Impact Assessment, Kitchener, ON
- 35 David Street (Phase II) Heritage Impact Assessment, Kitchener, ON
- 24, 26, 28 and 32 Dundas Street East Heritage Impact Statement, Mississauga, (Cooksville), ON
- 1261 Dundas Street South Heritage Impact Assessment, Cambridge, ON
- 172 - 178 Elizabeth Street Heritage Impact Assessment, Guelph, ON
- 3 - 7 Gordon Street Heritage Impact Assessment, Guelph, ON
- Grey Silo Golf Course/Elam Martin Farmstead Heritage Impact Assessment, City of Waterloo, ON
- GRCA Lands, 748 Zeller Drive Heritage Impact Assessment Addendum, Kitchener, ON
- Hamilton Psychiatric Hospital Conservation Plan, for Infrastructure Ontario, Hamilton, ON
- Hancock Woodlands Cultural Heritage Assessment and Heritage Impact Statement, City of Mississauga, ON

- Harrop Barn Heritage Conservation Plan, Milton, ON
- Hart Farm Heritage Impact Assessment, Guelph, ON
- Irvine Street (Watt) Bridge Cultural Heritage Evaluation Report, Township of Centre Wellington, ON
- 9675, 9687, 9697 Keele Street Heritage Impact Assessment, City of Vaughan (Maple) ON
- Kip Co. Lands Developments Ltd. Cultural Heritage Resource Impact Assessment - Woodbridge Heritage Conservation District, City of Vaughan (Woodbridge) ON
- 117 Liverpool Street Heritage Impact Assessment, Guelph, ON
- 30 - 40 Margaret Avenue Heritage Impact Assessment, Kitchener, ONN
- 2610, 2620 and 2630 Mississauga Road, Cultural Landscape Heritage Impact Statement, Mississauga, ON
- 4067 Mississauga Road, Cultural Landscape Heritage Impact Statement, Mississauga, ON
- 1245 Mona Road, Heritage Impact Statement, Mississauga, ON
- 15 Mont Street, Heritage Impact Assessment, Guelph, ON
- Proposed Region of Waterloo Multimodal Hub at 16 Victoria Street North, 50 & 60 Victoria Street North, and 520 & 510 King Street West, Heritage Study and Heritage Impact Assessment, Kitchener, ON
- 6671 Ninth Line Heritage Impact Statement, Cordingley House Restoration & Renovation, Mississauga, ON
- 324 Old Huron Road Heritage Impact Assessment, Kitchener, ON
- 40 Queen Street South Heritage Impact Statement, Mississauga, (Streetsville), ON
- Rockway Holdings Limited Lands north of Fairway Road Extension Heritage Impact Assessment, Kitchener, ON
- 53 Surrey Street East and 41, 43, 45 Wyndham Street South Cultural Heritage Assessment, Guelph, ON
- Thorny-Brae Heritage Impact Statement, Mississauga, ON
- University of Guelph, Trent Institute Cultural Heritage Resource Assessment, Guelph, ON
- University of Guelph, 1 and 10 Trent Lane Cultural Heritage Resource Assessments, Guelph, ON
- University of Guelph, Gordon Street Houses, Heritage Impact Assessment, Guelph, ON
- Uno Park Road Bridge, Cultural Heritage Evaluation Report and Heritage Impact Assessment, Harley Township, ON
- Victoria Park Proposed Washroom Cultural Heritage Impact Assessment, Kitchener, ON
- 927 Victoria Road South Heritage Impact Assessment, Guelph, ON
- Winzen Developments Heritage Impact Assessment, Cambridge, ON
- 1123 York Road Heritage Impact Assessment, Guelph, ON

Expert Witness Experience:

Owen R. Scott has been called as an expert witness at a number of hearings and trials. These include **Ontario Municipal Board Hearings**, **Conservation Review Board Hearings**, **Environmental Assessment Board** and **Environmental Protection Act Board Hearings**, and civil and criminal trials.

Niska Rd and Bridge Environmental Assessment

Community Working Group Feedback Results

April 21, 2015

Summary

On April 2, 2015, City of Guelph Supervisor of Community Engagement, Kate Bishop, invited all community working group members to provide suggestions to make the final two meetings as effective and productive as possible.

Four of the twelve working group members provided input. It is assumed that no response from the other eight members indicates they are sufficiently comfortable with the current community working group processes and have no need to provide a response.

Three of the four respondents included feedback on technical aspects of the EA process and past engagement activities other than the CWG. Two also included their past correspondence with both the project team and the provincial Ministry of Environment. All of this was forwarded to the project team to be included with all community input received for this project. To stay focused specifically on the CWG processes per invitation from Kate Bishop, this information has not been included in this feedback.

The following is a summary of the CWG input received, grouped by broad theme with suggested solutions, and the City's responses to these.

Feedback Theme #1: Information Sharing with CWG	CWG Suggested Solutions
• Large technical documents were distributed at CWG meetings to review after on own, with no guidance from technical experts (City or consulting staff) • Not enough time was provided at CWG meetings for members to ask questions to understand and therefore provide informed input • Lack of information, or only partial information sharing with CWG members (lack of transparency) • Meeting minutes were not sent out in timely manner • Meetings were cancelled at the last minute	• Distribute large documents and information prior to meeting for review • Provide technical information / studies / reports as they become available • Provide a binder of all technical studies to each CWG member • Provide adequate time at meetings for CWG to ask questions so technical information/studies and EA process can be better understood
City's Responses	
• Circulating information and waiting for feedback is standard EA process. • CWG members have been divided on how they want to be provided with information, in advance or at meetings; some members have complained that there was too much information provided and others too little; a balanced approach between the two approaches has therefore been attempted by the project team; a binder of all technical studies and reports could be overwhelming to some members of the CWG. • All final technical studies are provided at the end of the EA process; draft studies require review and revision throughout the EA process by a number of local, regional, provincial agencies and committees, and so are not usually released to the public until final to avoid misunderstanding and release of misinformation. • This CWG has been given access to some draft reports that are incomplete. • Project team has tried to provide time for all questions and input at every meeting; some meetings have gone over time by as much as an hour to enable this; at one meeting the question time was stopped because the meeting had run over time; project team has stated frequently that input about topics from a previous meeting can be provided at any subsequent meeting or in writing at any time. • All CWG meeting minutes have been sent within 2 weeks after the meeting, as agreed to when the CWG was formed. • 1 of the 6 CWG meetings was cancelled and rescheduled due to unexpected personal matter for a project team member.	

Feedback Theme #2: CWG Input to EA Process	CWG Suggested Solutions
• Members cannot find their feedback provided either verbally at meetings or written in project documents to date • Feel their input doesn't matter to project team; feel discounted and angry about this	• CWG member is unsure what to suggest, but willing to continue to participate on CWG to provide input
City's Responses	
• All stakeholder input received throughout EA process is documented and summarised in EA final report. • CWG input and all project stakeholder input received to date, is reflected in the chart that ranks the alternative options against a number of criteria, under the Socio-economic/ Cultural Environment criteria. • All CWG members' input is valued by the project team, however cannot be weighted more than any other stakeholder group. • Project team feels they are listening and considering CWG input appropriately in the EA process, and so does the Ministry of Environment, as stated to members of CWG in fall 2014 in response to their letter to MOE that the project team was not conducting this EA according to the EA Act.	

Feedback Theme #3: CWG Processes	CWG Suggested Solutions

• Process is broken (did not specify CWG or EA processes)
• Lack of trust / respect between CWG and project team
• Project team:
  o Sometime between June-Sept 2014, decided CWG was done
  o Not interested in collaborating w local community to find "win-win-win" solution
• Meetings are:
  o sometimes disorganized
  o dominated by a local interest sub-group obstructing EA and CWG processes; created "us VS them" situation (them are larger Guelph community)
  o frequently go off topic
• Some CWG members are allowed to:
  o Ramble, be rude / arguementative
	• "key leaders" of "both sides" meet to try harder, to develop constructive dialogue process to collaborate to find joint "win-win-win" solution, a "negotiated agreement"
	• "someone" rework the processes to satisfy EAC, RSAC, Heritage Guelph Committees, City, community stakeholders
	• Meetings need to:
	  o be facilitated by City staff w skills and experience in leading meetings, managing conflict
	  o have agendas with clear objectives and timelines set by City
	  o be kept focused; comments and questions need to stay on topic

City's Responses

- All members of the CWG have equal status, no members have lead roles.
- A CWG is not a legislated requirement of the EA process and is considered one element of a comprehensive stakeholder engagement process; the project team cannot "negotiate" an agreement with one stakeholder group, there are many stakeholders ("sides") involved in this EA;
- The provincially legislated EA process is what this project team must follow and cannot rework/change this process.
- Project team acknowledges some CWG members do not trust/respect the City and their implementation of the EA processes to date; the project team is committed to following the EA process and being as transparent as possible with all stakeholder groups, including the CWG.
- April 21 meeting:
  - will be facilitated by City staff Supervisor Community Engagement
  - will have agenda with clear objectives (i.e. information, questions to understand, discussion), times for each agenda item, to help maintain focus of the meeting.

NISKA ROAD AND BRIDGE IMPROVEMENTS

Class Environmental Assessment Study

City of Guelph, Ontario

CULTURAL HERITAGE EVALUATION REPORT (CHER)

Guelph Heritage Committee Presentation

March 9, 2015

UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

Niska Road Bridge

UNTERMAN McPHAIL ASSOCIATES
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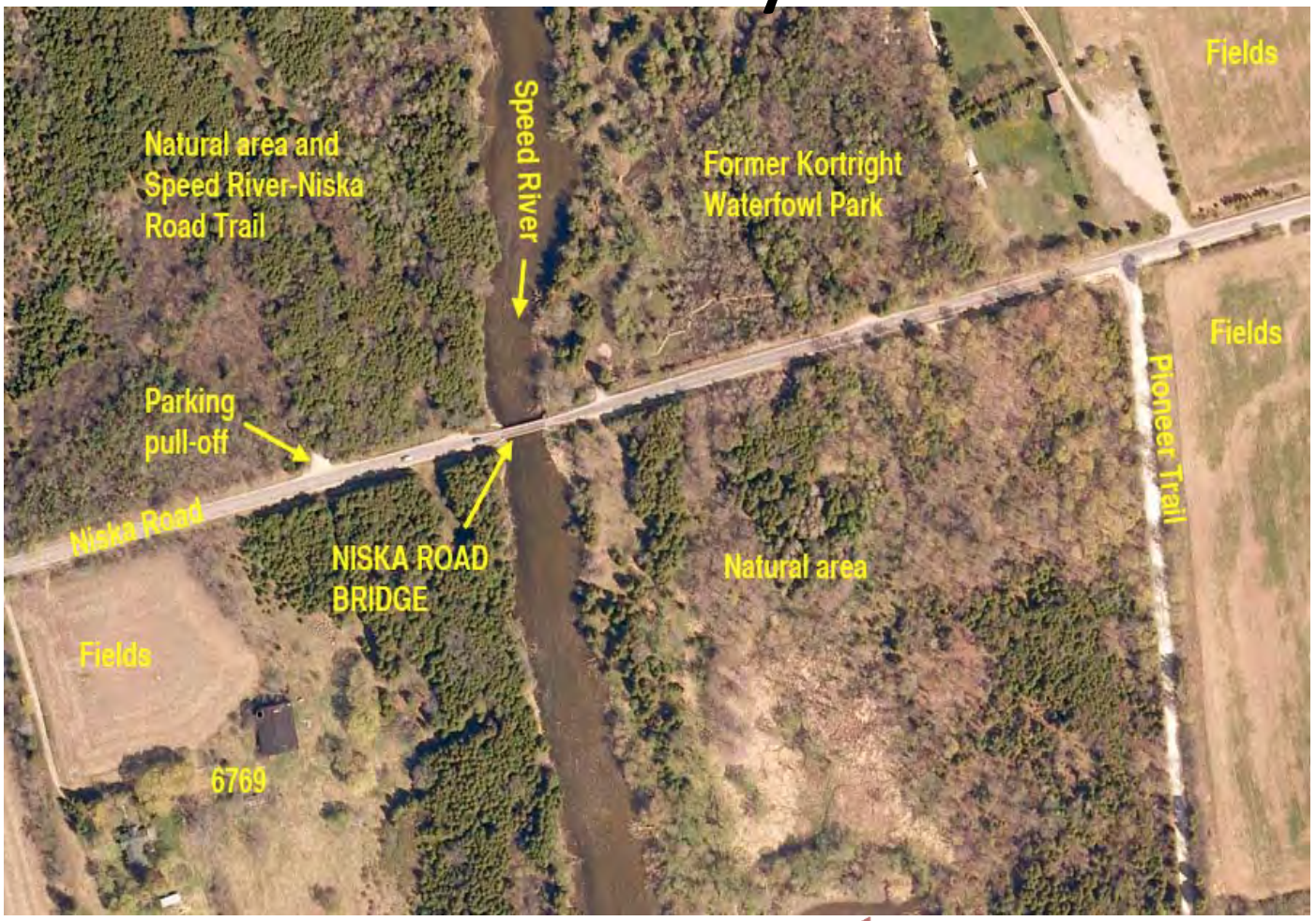
CHER Study Area



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Study Corridor and Vicinity

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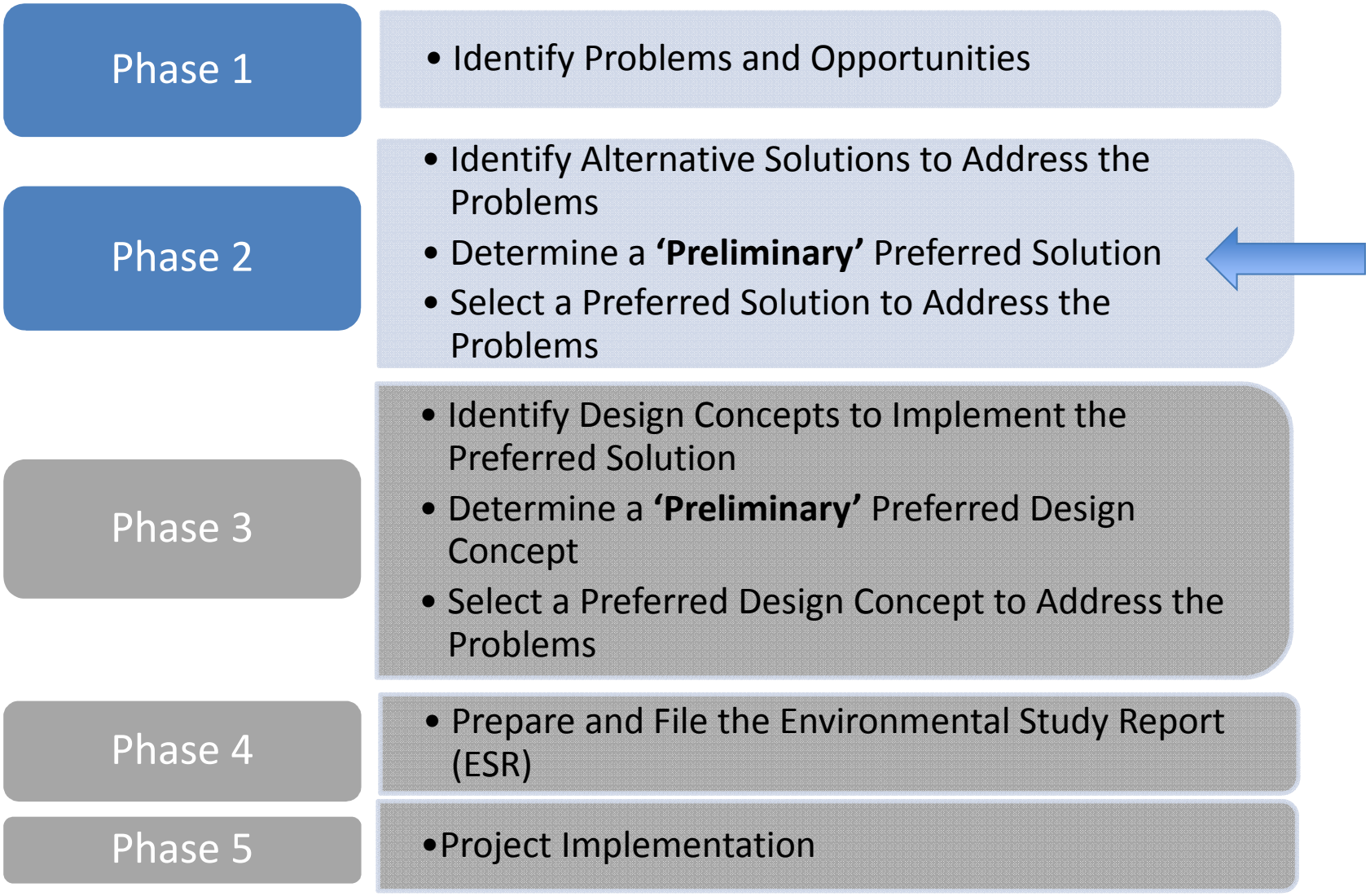
Municipal Class EA Process



Problem/Opportunity Statement

- Segments of Niska Road nearing the end of its useful life
- Bailey Bridge abutments are in poor condition and at the end of their useful life
- EA to address long term transportation needs; public safety, use and access; social/economic impact; aquatic impact; natural environmental impact; archeological, heritage and viewscape assessment
- Local community identified 4 important considerations:
  1. How to maintain, preserve and protect natural environment and cultural heritage viewscapes, historic character of existing road and rural/urban interface
  2. The cultural and historical evaluation of the existing Bailey Bridge
  3. Health and safety of the local community
  4. Recreational opportunities

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HERITAGE RESOURCE MANAGEMENT CONSULTANTS

Brief History

- This Niska Road bridge became the responsibility of the City of Guelph in 1966, and collapsed on Monday, September 23, 1974.
- The bridge was posted with a weight limit of 5 tons and newspapers reports speculated an overweight vehicle might have contributed to the collapse.
- Investigations revealed the structure could not be repaired and had to be replaced.
- The municipality moved quickly to investigate the possibility of installing a temporary bridge structure at the site in order to reopen the road as soon as possible. A memorandum on file with the City of Guelph indicates the City Engineering Department had been in contact with the Ontario Ministry of Transportation and Communications (MTC) by September 27, 1974.

- Upon an official written request, MTC agreed to provide a Bailey bridge to the City of Guelph subject to the following conditions:
  - The City will agree to pay any damages to the unit;
  - The City will replace any missing parts upon return;
  - The City will pay all transportation costs to and from Downsview;
  - MTC inspect the site after the old bridge is removed and before the new bridge is delivered; and
  - MTC will provide an inspector on the site during erection at no cost to the City.

Accordingly, Guelph City Council passed a resolution on October 8, 1974, requesting the loan of a Bailey bridge from MTC and agreeing to the stipulated conditions.

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Brief History

- The existing Bailey bridge was built in 1974 just four weeks after the collapse of the former bridge.
- A road limit of 5 tonnes was retained.
- In 1994, A new policy was adapted by the Ministry of Transportation which stipulated that bridge materials could only be loaned for two years.
- Under this new policy, a road authority could return the material within the two-year period, or purchase or rent the material beyond the two year timeframe.
- In the City of Guelph's situation, the municipality had been in possession of the material (loaned from the Ministry of Transportation in 1974) for 20 years.
- The depreciated value of the bridge material was deemed to be zero.
- Accordingly, the city assumed ownership of the bridge from the province for a purchase price of One Dollar ($1.00). By this date, the bridge was known as the Niska Road Bridge.

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40 Year Temporary Structure

The Niska Road Bridge is a temporary Bailey bridge erected on stone masonry abutments that relate to a previous structure constructed by the Township of Puslinch. The concrete rubble retaining walls were constructed as part of earlier bridge works at the site and predate the construction of the Bailey bridge. The Niska Road Bridge consists of one span of approximately 80-ft. (24m) over the Speed River. The bridge is 40 years old.

The current bridge has undergone some modifications but retains its dominant form and design character. Through its limestone abutments, concrete rubble retaining walls and Bailey bridge superstructure, the structure conveys aspects of bridge building activities at the site through the 19th and 20th century.

Bailey bridges are currently classified as a type of Temporary Modular Bridge. Other modular systems include Acrow and Mabey. Modular structures continue to be used in emergency situations and for detour purposes but are also applicable for permanent installations in remote areas.

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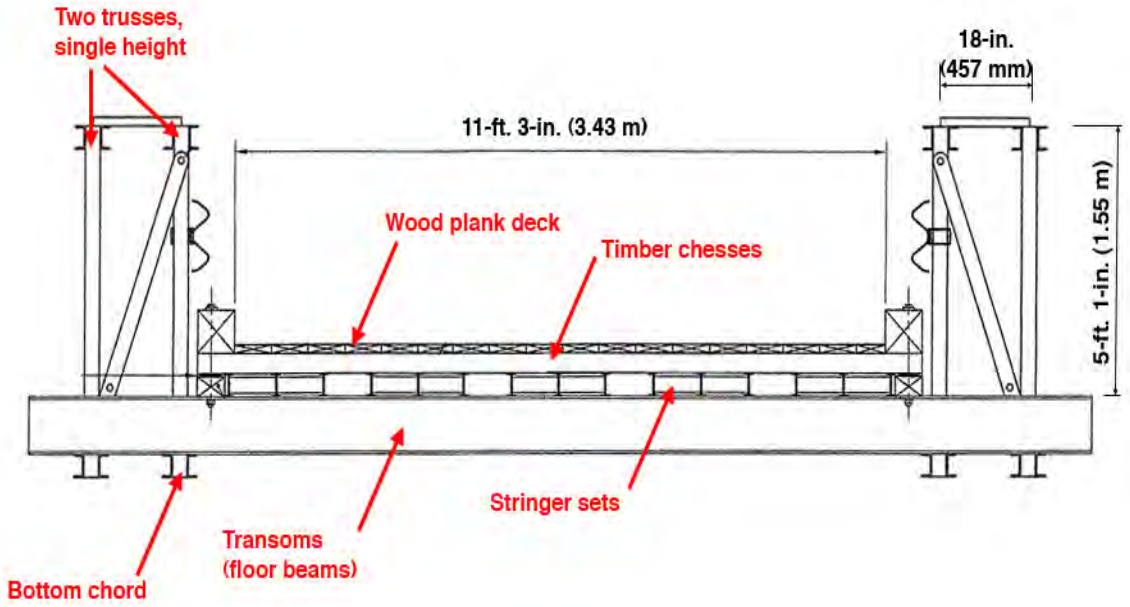
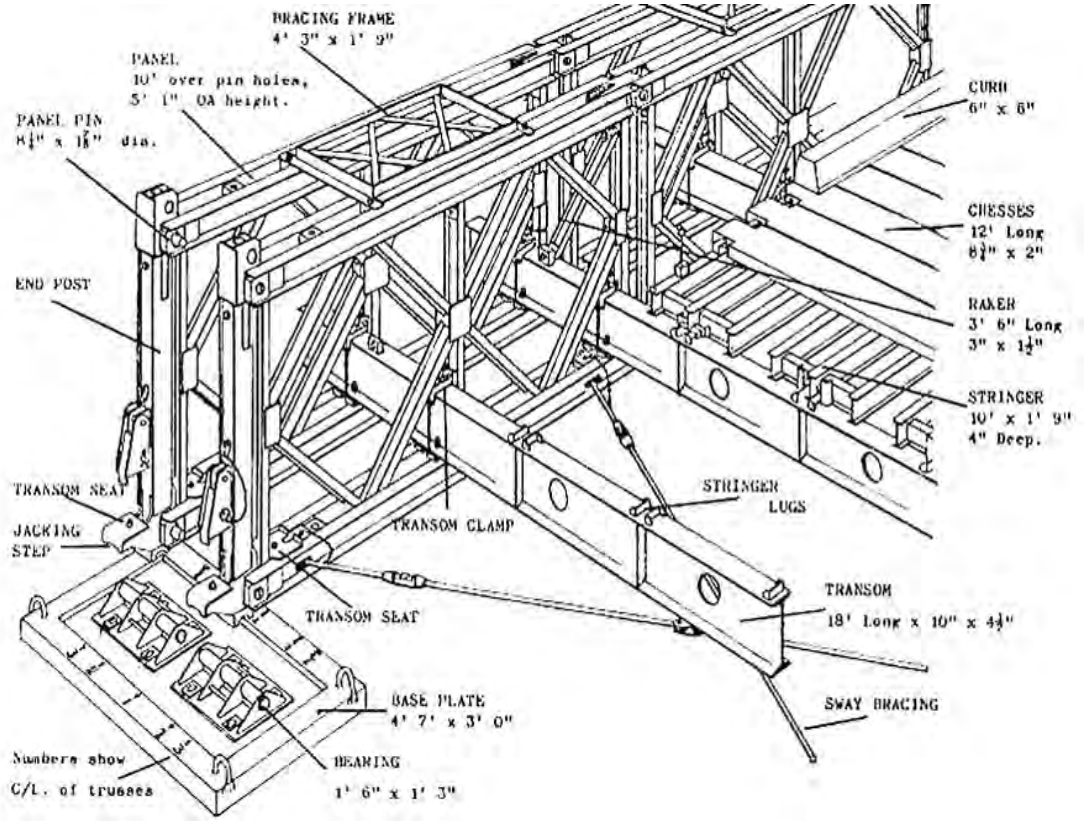
DRAWINGS

BRIDGE SECTION DRAWING



The Bailey bridge was developed for wartime purposes during the Second World War, it was adapted for peacetime applications in the years following the termination of hostilities in 1945. They were useful as temporary structures for emergency access, for detours during road construction and in remote locations.

DRAWINGS (con't)



STANDARD
BAILEY BRIDGE DRAWING

The principal features of the Bailey bridge relate to its modular nature and simple structural forms and details including:

- truss panels are simple to fabricate with symmetrical top and bottom chords;
- connections between panels using pins;
- pinned end supports; and
- a single truss panel that can be easily moved by a small group of people.

Existing Bridge Characteristics

- Installed in 1974 as a temporary bridge
- Poor structural conditions
- Posted 5 tonne load limit
- Requires $800,000 to 1 million in repairs
- Existing safety concern
- Existing structure does not satisfy flood levels

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Cultural Heritage Resources

Cultural Heritage Evaluation Report (CHER) completed by Unterman McPhail Associates concluded that although the original purpose of the structure was to be a temporary bridge:

- Niska Road Bailey Bridge is of **cultural heritage value or interest** for design/physical, historical/associative and contextual reasons:
  1. Rare example of a style, type
  2. Crossing holds direct associations with a theme
  3. Yields information that contributes to an understanding of a community or culture including:
     1. Character
     2. Linkages
     3. Landmark

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Cultural Heritage Resources

Currently No Cultural Heritage Designation

Although the current report has identified that the bridge has heritage value, the bridge is **not:**

- Municipally designated under the Ontario Heritage Act (OHA)
- Designated, listed or registered on a municipal heritage register
- Included on local heritage inventory of cultural heritage resources

CHER Recommendations:

- If impacts are unavoidable, management or mitigation strategies that alleviate detrimental effects will be implemented to lessen or negate anticipated adverse effects to cultural heritage resources

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CHER Recommendations

- **The following mitigation measures were recommended by the CHER:**
  - An undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources.
  - When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement management or mitigation strategies that alleviate the detrimental effects to cultural heritage resources.
  - Apply mitigation measures that lessen or negate anticipated adverse impacts to cultural heritage resources.
  - Mitigation measures may include avoidance, monitoring, protection, relocation documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.
  - **The Niska Road Bailey Bridge has cultural heritage value due to its structure. If bridge removal is chosen, measures should be taken to relocate or document the bridge's significance.**

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Municipal Class Environmental Assessment for Niska Road Improvements

Presentation to Guelph River Systems Advisory Committee

February 18, 2015

Study Corridor and Vicinity

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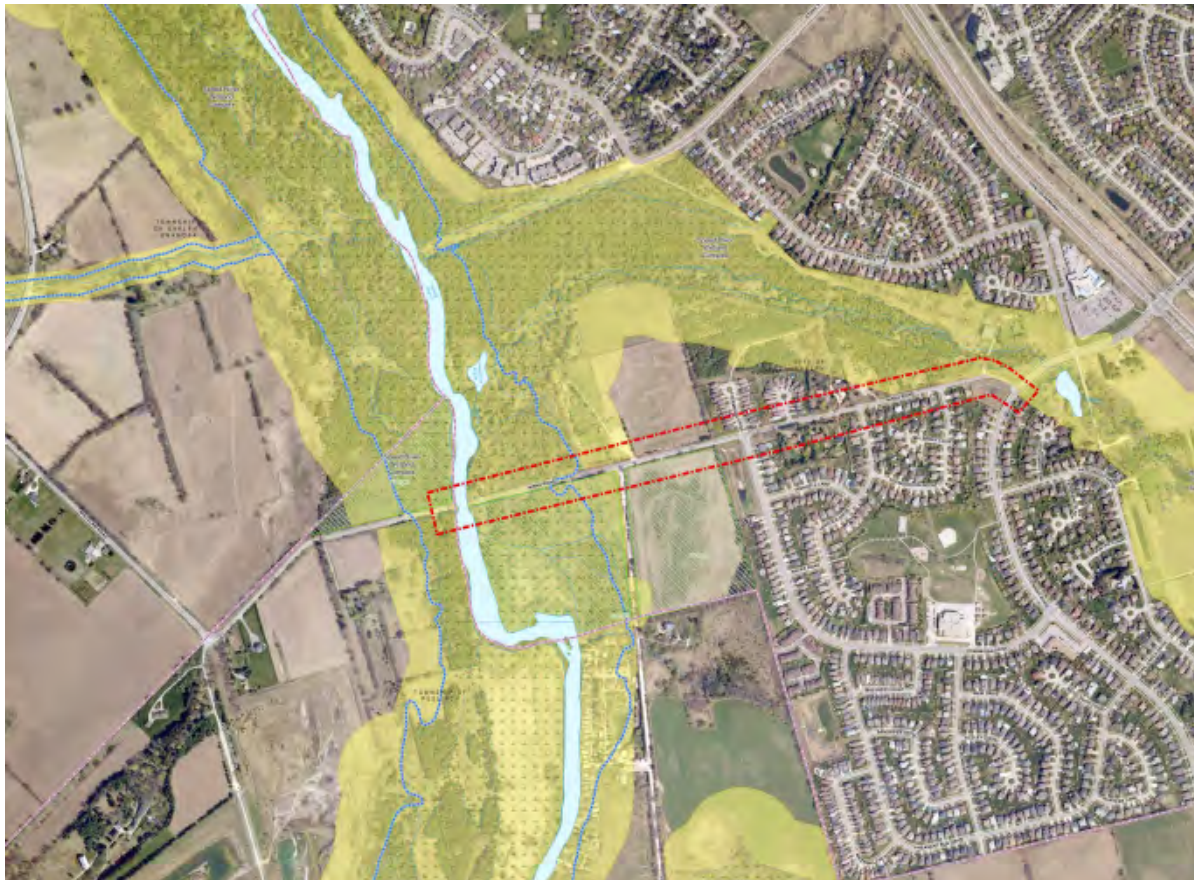
Study Corridor
Illustrating Green Space



Municipal Class EA Process

Phase 1	• Identify Problems and Opportunities
Phase 2	• Identify Alternative Solutions to Address the Problems • Select a Preferred Solution to Address the Problems
Phase 3	• Identify Design Concepts to Implement the Preferred Solution • Select a Preferred Design Concept to Address the Problems
Phase 4	• Prepare and File the Environmental Study Report (ESR)
Phase 5	•Project Implementation

Problem/Opportunity Statement

- Segments of Niska Road nearing end of their useful life
- Bailey Bridge is in poor condition and is at end of its useful life
- EA to address long term transportation needs; public safety, use and access; social/economic impact; aquatic impact; natural environmental impact; archeological, heritage and viewscape assessment
- Local community identified 4 important considerations:
  1. Consider how to maintain, preserve and protect natural environment and cultural heritage viewscapes, historic character of existing road and rural/urban interface
  2. Consider the cultural and historical evaluation of the existing Bailey Bridge
  3. Consider health and safety of the local community
  4. Consider recreational opportunities

Stakeholder Consultation Timeline

Existing Traffic Volumes

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

Section of Road	Average weekly 24 hour traffic eastbound	Average weekly 24 hour traffic westbound	Highest weekday peak hour volume eastbound Between 5:00 pm and 6:00 pm	Highest weekday peak hour volume westbound Between 8:00 am and 9:00 am	# Cyclists
Niska Road between Ptarmigan Drive and Downey Road	1924	2001	248	189	77
Niska Road between Ptarmigan and Pioneer Trail	2405	2247	366	302	111
Niska Road between Pioneer Trail and the Speed River/Niska bridge	2431	2315	379	302	120

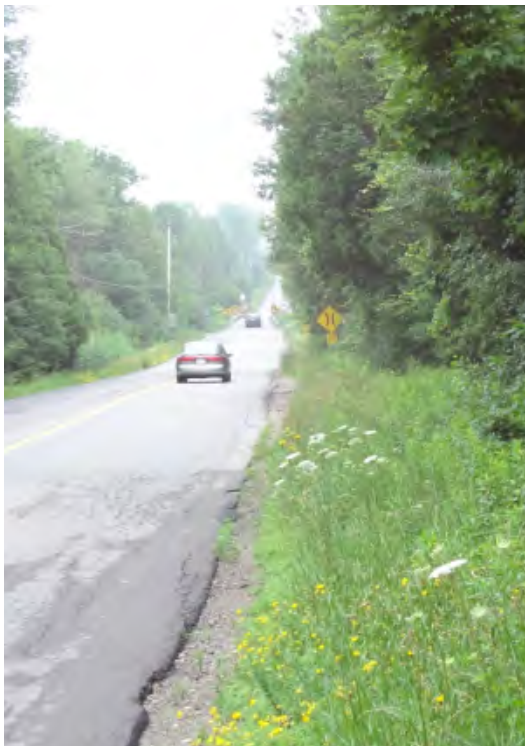
Travel Survey

- A traffic survey was conducted on Thursday June 19, 2014 from 7:00am - 7:00pm on Niska Road at the Bailey bridge. There were a total of 2031 respondents. Of these respondents:
  - 967 were external trips 1064 were internal to the immediate neighbourhood.
- 75 % of respondents (1555 of 2031) felt that the corridor was important.
- 61.5% of respondents (87%) were travelling for work.

Purpose of Travel	Total Respondents
Work	1250
Shopping	125
School	49
Pleasure	409
Other	208

Existing Road Characteristics

- 2-lane collector road/50 km/hr. speed limit
- Pavement between Niska Bridge and Ptarmigan Drive is approx. 6 m wide and:
  - Requires rehabilitation
  - Lacks pedestrian/cyclist amenities
  - Lacks shoulders
- 16 reported collisions in total between 2008 and 2013 (5 at the bridge)



Existing Bridge Characteristics

- Installed in 1974 as a temporary bridge
- Poor structural conditions
- Posted 5 tonne load limit
- Requires $800,000 to 1 million in repairs
- Existing safety concern
- Existing structure does not satisfy flood levels

Existing Natural Environment

- The Guelph Official Plan designates lands within the study area as part of the Natural Heritage System, containing: Significant Wetlands, Natural Area, Wildlife Habitat and Crossings, Valleylands and Woodlands
- Environmental studies completed to date include:
  - Desktop review of background sources from government and review agencies, (MNRF, GRCA and MOECC);
  - Review of Natural Heritage Information Centre and Ontario Breeding Bird Atlas to determine potential for rare species' habitat within study area;
  - Salamander road mortality survey;
  - Terrestrial Vegetation Survey including Ecological Land Classification;
  - Preliminary Tree Inventory; and,
  - Aquatic Habitat and Breeding Amphibian assessments.
- Results of surveys and existing land use designations have been used to scope additional surveys, as required, and will be used when implementing mitigation measures to prevent potential negative effects

Existing Aquatic Environment

- Sections of the Speed River Complex and Hanlon Creek are located within the study area.
  - Areas directly surrounding these watercourses are designated as Significant Natural Areas within the City of Guelph Official Plan
- Aquatic assessments completed in 2013 and 2014 indicate potential fish spawning habitat for darter/cyprinid species within the Speed River
- The Bailey Bridge abutments have created conditions ideal for fish habitat
- Amphibian assessments at 2 sites within study area completed in 2013 and 2014 indicated low potential for Species at Risk habitat

Evaluation of 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**

Understanding the Rating System:
Least Preferred to Most Preferred

Evaluation of Alternatives for Bridge

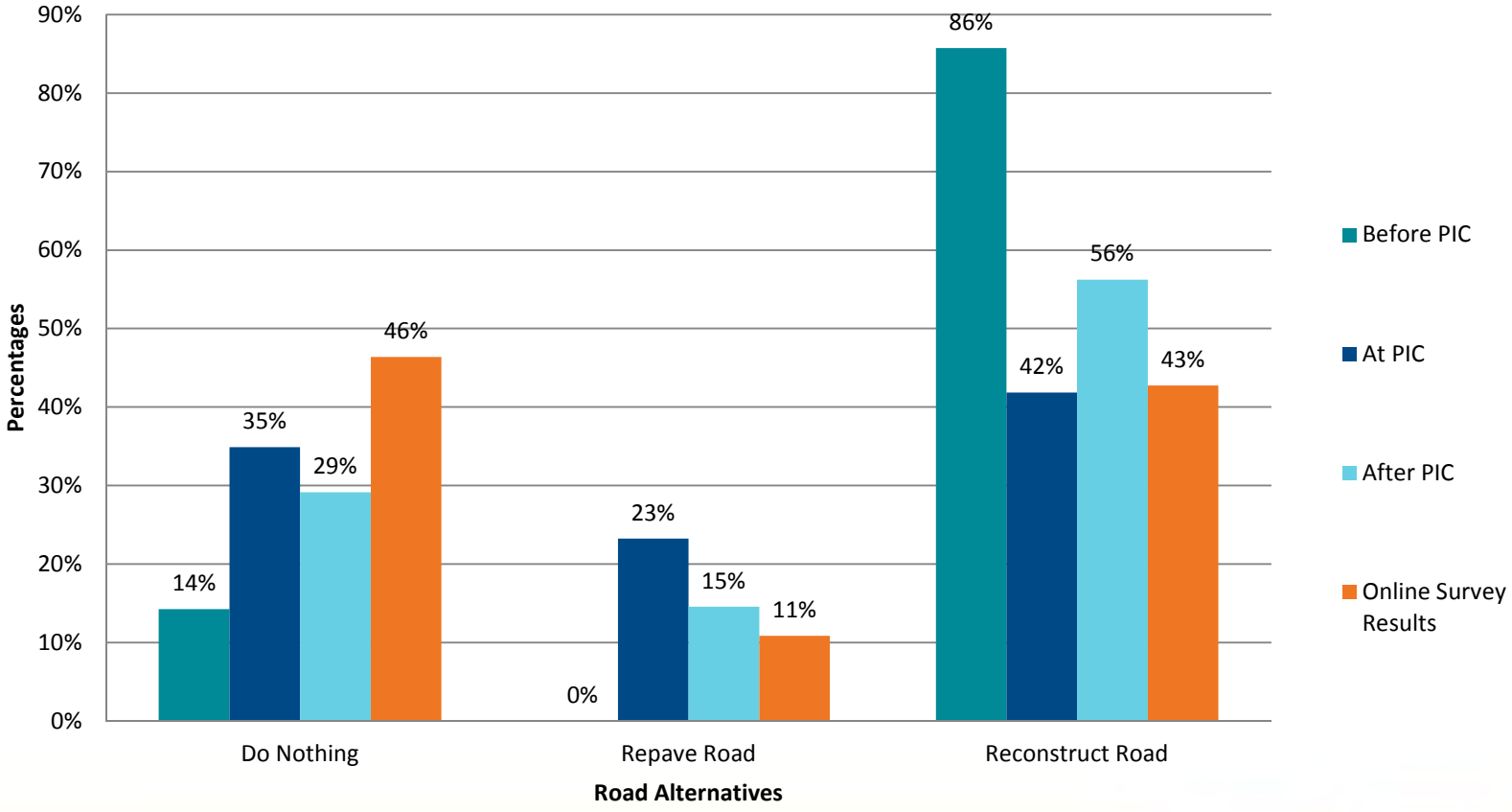
Criteria Sections	Do Nothing/Repair and Maintain	Close Bridge to Vehicular Traffic and Maintain	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure and Provide Operational Improvements to Niska Road	Replace the Existing Bridge With a New Two Lane 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**

Understanding the Rating System:
Least Preferred to Most Preferred

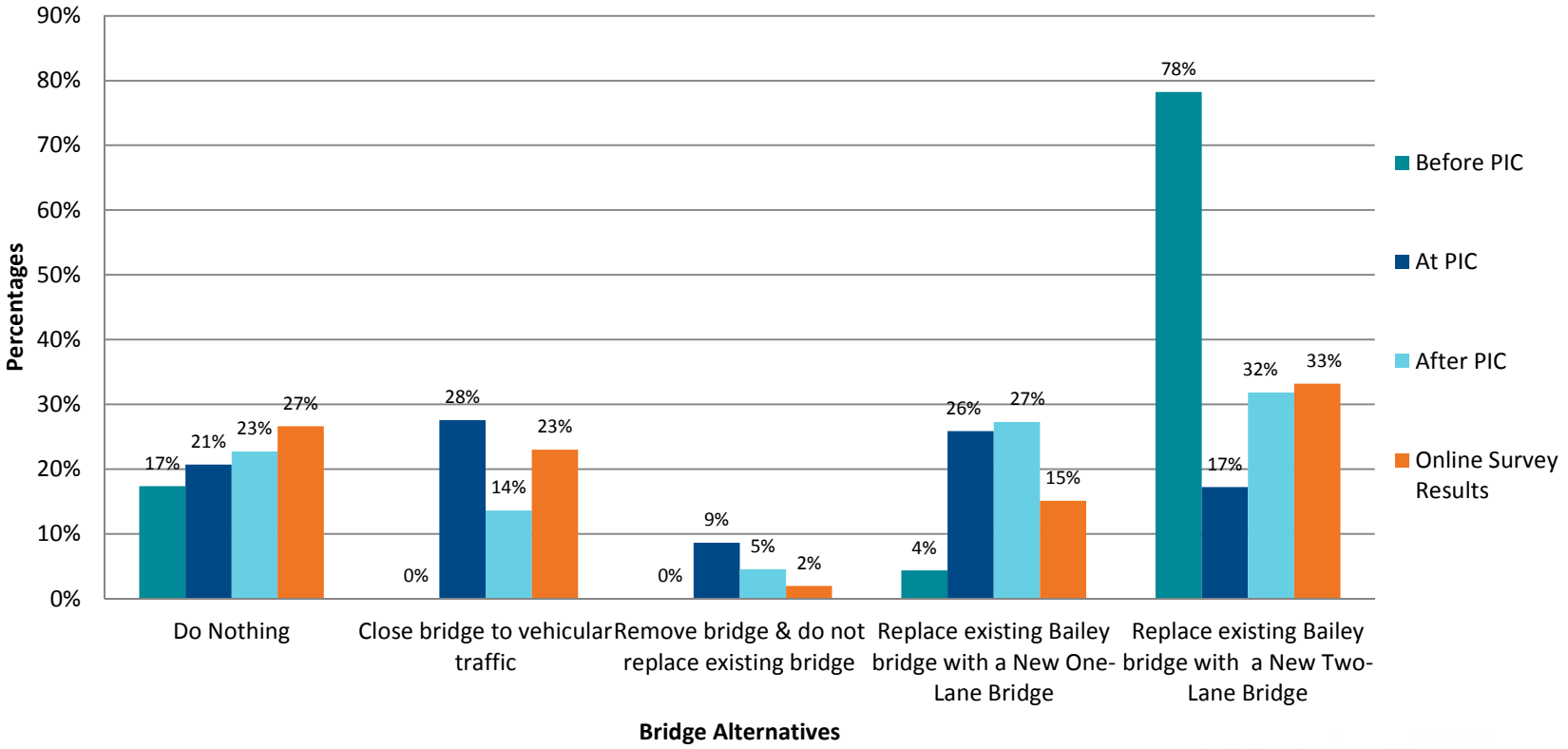
Results of Public Information Centre #1 – Open House

- Held: Thursday, November 27, 2014
- 135 People attended
- 26 written comment sheets received prior to PIC #1
- 51 written comment sheets received at PIC #1
- 110 written comment sheets received after PIC #1
- City conducted online survey – 305 responses

Combined Stakeholder and Online Survey Results Regarding Alternative Solutions for Road



Combined Stakeholder and Online Survey Results Regarding Alternative Solutions for Bridge



Community Working Group Meeting No. 7
April 21, 2015

Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
Aboriginal Affairs and Northern Development Canada - Consultation and Accommodation Unit (CAU) Ontario Office	April 23, 2013: Comment letter received from Allison Berman (AANDC Consultation and Accommodation Unit) in response to Jenn Vandermeer's (JV) email sent April 3, 2013 requesting Aboriginal Consultation information. Letter included list of potentially impacted Aboriginal groups within 100 km of proposed project, as well as updated contact information.	April 4, 2013: Email sent by JV requesting Aboriginal consultation information response from Consultation Information Service. Updates made to Aboriginal affiliation contact information in response to noted letter. October 17, 2013: Emailed copy of Notice of Commencement for Schedule C on with request for Aboriginal Consultation Information Response from the Consultation Information Service. Noted that have received response from the CAU earlier in year, so if records have not changed, please advise accordingly.	
Aboriginal Affairs and Northern Development Canada - Environmental Assessment Coordination, Environment Unit, Lands and Trusts Services	Delivery Failure email response received from initial Notice of Commencement for Schedule C due to incorrect spelling of email address Email response received from "Postmaster@inac.gc.ca" from second email to "Environmental Assessment Coordination ON" <EACoordination_ON@aandc-aadnc.gc.ca>	October 17, 2013: Emailed Notice of Commencement for Schedule C. Bounce back received from first email (incorrect spelling). Second email sent to correct email address on October 17, 2013 and updated in contact details.	
Transport Canada - Ontario Region (PHE) Environment and Engineering	April 23, 2013: Email comment received from Transport Canada. Noted that Monique Mosseau to be removed from list and replaced with generic contact for 'Environmental Coordinator". Included guidelines for Transport Canada's responsibilities, Approval Application Requirements and step by step approval application guide.	May 28, 2013: Email response sent by Ashley Gallaugher (AG) requesting further information about reasons for contacting Marine Safety Unit. Address updated by AG April 25, 2013 as per email comment received from Transport Canada Ontario Region Office April 23, 2013. Screening criteria updated June 18, 2013 by AG as per email correspondence between AG and Transport Canada regarding contact and approval application process.	
Transport Canada-Environmental Affairs, Programs Branch	April 23, 2013: Email Comment received from Transport Canada Ontario Region Office. Noted that generic "Environmental Coordinator" to be contacted from the Environment and Engineering group, and that Monique Mosseau to be removed. Included contact information for Environmental Coordinator, NWP Application Guidelines and Application Form. May 29, 2013: Email response received from Transport Canada Environmental Coordinator noting that NWP is part of Marine Safety Group, but Transport Canada also has interests in promoting boating and marine safety.	April 25, 2013: Removed from list by AG as per email comment received from Transport Canada Ontario Region Office April 23, 2013. May 29, 2013: Email sent to Transport Canada inquiring when to contact Marine Safety Unit by AG.	

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	Email response received from Marine Safety Group via Transport Canada Environmental Coordinator. Noted that applications for approval to be sent in hard copy to Sarnia address. All other correspondence to be sent to nwpontario-penontario@tc.gc.ca. No notifications required if current NWPA or NPA (April 2014) guidelines don't apply.	May 29, 2013: Email response sent by AG noting current contact information Burnside has for Transport Canada with a note to clarify when to contact Marine Safety Unit versus Environmental Coordinator.	
Hydro One	October 21, 2013: Email received from Laura Lichti in response to NOC for Schedule C sent out mid-October. Noted that Hydro One has a 3 phase line that runs along Niska Road. Requested that Hydro One continue to be notified of project progress.	October 30, 2013: Email response sent to Ms. Lichti by Leonard Rach (LR) thanking her for her input. Noted in contact list to contact Ms. Lichti in future correspondence to Hydro One. Contact information updated in contact list.	
Hydro One Networks Inc.	October 23, 2013: Email received from Cyrus Elmpak-Mackie. Noted that no Hydro One Transmission Facilities in the subject area, so no further consultation with Hydro One Networks Inc. is required if not changes made to current information.	October 25, 2013: Added to contact list as reference by AG as per email received from Cyrus Elmpak-Mackie October 23, 2013. Noted in contact list that future contact not necessary.	
Hydro One Telecom	April 11, 2013: Email comment received from Ian Mitchell requesting that Hydro One Telecom be removed from list, but that Hydro One Inc. and Hydro One Networks separate entities should be left on list	April 11, 2013: Email response from JV sent noting that will remove Hydro One Telecom from contact list, but will leave Hydro One Inc. and Hydro One Networks on list as separate entities. Removed from list April 11, 2013 by AG as per email received April 11, 2013 from Ian Mitchell.	
Ministry of Natural Resources and Forests - Guelph District	November 13, 2014: Email response sent to Laura Murr from Ms. Markham thanking for reporting species observations of the Eastern Foxsnake. Noted that in order to confirm sighting would require information on who identified species as well as photos of species. Alluded to inquiry about White-tailed deer in area, noting that MNRF has mapping of deer wintering in area and that GRCA has been cc'd so aware of roadkill in area. November 14, 2014: Ms. Markham emailed April Nix to report status of siting. Noted that siting currently unconfirmed. November 14, 2014: April Nix responded, noting that she had heard of siting but no photos seen; likely a misidentified snake. Email response to Ms. Nix sent by Graham Buck (MNRF) noting that without proof, MNRF does not consider Foxsnake to be present in Wellington County including the City of Guelph. December 18, 2014: April Nix forwarded email thread from MNRF to Burnside as requested by Nicholle Smith (Burnside) on December 4, 2014.	February 5, 2015: Contact added to contact list by AG as per email from Ms. Markham to Laura Murr on November 13, 2014 and comments (from April Nix and Samantha Lawson).	

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
Ministry of Environment and Climate Change- Environmental Assessment and Approvals Branch	April 16, 2013: Letter received from Barbara Slattery, noted that Director of Environmental Approvals Branch to be contacted if adverse effects to Aboriginal or treaty right, or if a Part II Order or elevation request anticipated. Noted to include "Potential Duty to Consult" in subject line to Director.	Added to contact list as reference only; contact if conditions stipulated apply	
Ministry of the Environment and Climate Change - West Central Region (Hamilton District Office)	April 16, 2013: Comment letter received from Barbara Slattery. Noted that proper measures needed to be taken in regards to dewatering, nearshore construction and dredging, tarpaulins or enclosures to prevent debris from entering waterways. Noted that proper MOE[CC]* guidelines must be followed and included reference to such guidelines. Attached guidelines for consultation with Aboriginal Groups including notifying the AANDC and MAA of any communities identified for consultation during previous stages of the project. Noted that Director of Environmental Approvals Branch needs to be contacted if there will be possible adverse effects on Aboriginal Groups. May 7, 2013: Email comment received from Barbara Slattery. Noted that responses sent to Sandy Nichols are to be brought to Ms. Slattery's attention to ensure consultation recorded. May 9, 2013: Email response received from Ms. Slattery noting that had received phone call from Laura Murr, who has questioned the City if Guelph in the past. Noted that had been contacted by Ms. Nichols. Ms. Slattery requested that any reasoning for the project being a Schedule B be sent to her. November 6, 2013: Email response received from Barbara Slattery. Noted that MOE[CC] would not be reissuing their standard acknowledgement letter given how recent the initial response to the original Notice of Commencement for this project was. Attached more detailed First Nation consultation information including guidelines for Interest-based and Rights-based consultation with FN communities.	Contact information added to MOE [CC] Environmental Approvals Branch contact. Phone number updated as per letter received (AG, May 1, 2013). Noted in contact list to ensure proper mitigation measures and guidelines (noted in April 16th MOE[CC] letter from Barbary Slattery) followed and noted in Project File. Determine whether we want MOE [CC]comment in later stages of project. If MOE[CC] comment required in later stages of EA, provide a draft copy of Project File to Environmental Approvals Branch prior to filing final report as applicable, allowing for minimum 30 days for Ministry's technical reviewers to provide comment, input or direction. Also forward a copy of Notice of Completion and Project File to same branch (AG, May 1, 2013 as per letter received from Barbara Slattery, MOE[CC] April 16, 2013). May 8, 2013: LR responded via email confirming that details would be forwarded to Ms. Slattery. July 8, 2013: Email response sent to Barbara Slattery by JV. Noted that Project Team copied her in several emails to stakeholders who were also asking for justification for schedule choice for this project, and that hopefully this response answered her previous comment/question. January 2, 2014: Email response sent to Ms. Slattery from JV. Thanked for email and info on Aboriginal Consultation. Noted that a CWG has been formed and gave details on first and second CWG meeting and first PIC.	

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	October 8, 2014: Email response received from Barbara Slattery thanking Mr. Rach (RJB) for the letter Re: Concerns Raised Regarding the Niska Road Improvements Environmental Assessment, Response to Email. November 6, 2014: Email received regarding copy of Murr response letter (attached). The letter addressed to Ms. Murr addressed her concerns stating that the an appropriate scope of work has been determined; no need to pause the EA process for the Niska Road/Bridge EA prior to the completion of the master plan of the GRCA landholdings; and that the relevant municipal advisory committees have been consulted.		
Ministry of Tourism, Culture and Sport, Cultural Services Unit	May 9, 2013: Email response received from Joseph Muller. Noted that Chris Schiller to be removed from further correspondence, but to contact Paula Kulpa for new projects. Paula, team lead responsible for delegating tasks to heritage planners.	May 10, 2013: Contact removed from contact list by AG as per email received from Joseph Muller May 9, 2013.	
Ministry of Tourism, Heritage Land Use Planning	May 3, 2013: Email response received from Joseph Muller in response to Notice of Commencement. May 9, 2013: Email response received from Joseph Muller which noted that Chris Schiller to be removed from further correspondence, but to contact Paula Kulpa for new projects as she is responsible for delegating tasks to heritage planners. May 10, 2013: Email response from Paula Kulpa received confirming that she is to be contacted to delegate project work to appropriate regional heritage planner. Included current contact information for MTCS heritage planners and noted to consult the MOE[CC] Government Review Team contact list for more information.	REFERENCE ONLY. Contact added May 13, 2013 as per email received from Joseph Muller May 9, 2013. Contact only if contact information for other heritage planners required. Contact Paula Kulpa for new projects to be forwarded to appropriate heritage planner, or if additional heritage planner contact information required. May 9, 2013: Response from AG sent via email requesting clarification of contact procedure. May 10, 2013: Email sent to Paula Kulpa by AG inquiring about contact procedure for MTCS, and asking for more contact information.	

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
Ministry of Tourism, Culture and Sport, Cultural Services Unit, Programs and Services Branch	May 3, 2013: Email received from Joseph Muller. Noted that if potential impacts to archaeological and/or historical resources, archaeological assessment and/or heritage impact assessments must be completed and forwarded to MTCS, local municipality and interested local heritage associations. Included copies of Cultural Heritage Landscape and Archaeological Potential Checklists. Further correspondence made between AG and Joseph Muller and Paula Kulpa tracked in corresponding contact entries. May 10, 2013: Email response received from Joseph Muller indicating that he wishes to be the main point of contact and to remove Chris Schiller and Penny Young from future circulation. Noted to contact Paula Kulpa for new projects. Added contact to this contact list and Master Agency Contact list May 11, 2013 (AG). November 1, 2013: Email response received from Joseph Muller (MTCS) on. Documents attached to email: "MTCS Criteria for Determining Archaeological Potential: A Checklist for the Non-Specialist," "Screening for Impacts to Built Heritage and Cultural Heritage Landscapes," Comment Letter. Comment letter noted that determination of potential impacts to 1.Archaeological resources, 2.built heritage resources (including bridges and monuments) and 3.cultural heritage landscapes necessary for this project. Requested that if impacts predicted, to advise MTCS prior to issue of Notice of Completion. Included guidelines for determination and consultation protocol for 3 cultural heritage types listed above. December 17, 2014: Email received with attached comments from the Culture Services Unit at the MTCS. Attached BH-CHL-Checklist and letter. The letter states that a Stage 1 Archaeological Assessment (AA) has been conducted and submitted and recommending that further Stage 2 AA is warranted. Noted reference to the attached MTCS checklist regarding "Built Heritage and Cultural Heritage Landscapes" and "Municipal Heritage Bridges Cultural, Heritage & Archaeological Resources Assessment Checklist." Part A of the checklist identified that technical heritage studies are required. Part B identified that the bridge or study area warrants preparation of a Cultural Heritage Evaluation Report	May 9, 2013: Email response sent to Joseph Muller, from AG inquiring whether Joseph to be main contact for MCTS. Noted in contact list to complete Archaeological and Built Heritage/Cultural Heritage Landscapes self-Checklists to determine CH potential and advise MTCS if archaeological and/or heritage impact assessments will be completed for this EA; if completed, forward assessments to MTCS for review before issuing Notice of Completion. Note to send completed Heritage Impact Assessments to local municipality and MTCS for review and make available to interested local heritage organizations.	

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	(CHER). This identified the bridge as having Cultural Heritage Value Interest (CHVI). Part C determined that the CHER identified heritage features on the project. Part D addresses archaeological resources through the Schedule C Municipal Class EA of this project. All technical heritage studies and their recommendations are to be addressed and incorporated into EA Projects and be provided to MTCS before issuing a Notice of Completion.		
Ministry of Tourism, Culture and Sport Culture Services Unit, Programs and Services Branch	May 10, 2013: Email received from Joseph Muller in response to email response AG sent on May 9, 2013 requesting clarification on contact procedure for MTCS. Muller noted that he wishes to be the main point of contact for this project and to remove Penny Young. Also noted to remove Chris Schiller, and to contact Paula Kulpa, the Team Lead of future projects.	Contact removed and replaced by Joseph Muller, May 9, 2013 by AG as per email received from Joseph Muller May 3, 2013.	
City of Guelph, Transit Department	January 27, 2015: Email received from Phil Meagher noting that Guelph Transit does not use Niska Bridge.	January 27, 2015: Contact added and removed as per email received from Phil Meagher noting that Guelph Transit does not use Niska Bridge.	
Guelph Police Services	May 27, 2014: Email comment received from Bryan Larkin, Chief of Police on in response to stakeholder correspondence received by RJB and Bryan Larkin on May 22, 2014 regarding traffic calming. Included attached GPS Data regarding traffic ticketing/traffic enforcement on Niska Road. Noted that they had requested the Police Public Safety Analyst examine the last two years from an enforcement perspective as well as GPS calls for service related to Niska (traffic).	Comments noted in contact list.	
Township of Puslinch	Letter and email response received from Nuala Larwood on behalf of Karen Landry, requesting that Don Creed (Director of Public Works and Parks) or Karen Landry (CAO/Clerk) be contacted. Noted that if a study group is being formed, that the Township of Puslinch should be contacted for representative details to ensure included in process. Also noted that Township of Puslinch portion of Niska Road was repaved in 2012, so any design needs to match existing design.	Comments noted in contact list. Contact added by AG May 1, 2013 as per letter received April 25, 2013 from Karen Landry. Email, phone and fax number updated April 17, 2014 by AG as per meeting with Project Team, Township of Puslinch and Guelph/Eramosa Township on April 17, 2014. February 6, 2015: LR (RJB) sent emails to Creed with minutes from February 5th meeting, and copies of origin destination study and travel survey	Meetings held with Guelph-Eramosa and Puslinch Townships on April 17, 2014 and February 3, 2015. **April 17, 2014 Meeting Summary:** LR and PR (RJB) presented a brief overview of the Niska Road project and the need for improvements to the Niska bailey bridge and road. A number of study documents were handed out such as: • Background to the Stone Road/Hanlon EA; • An evaluation table of alternative solutions; and • Typical cross sections which have been developed. A review of this material was requested and an evaluation of the various project alternatives was requested as it impacts the
	April 28, 2014: Email received from Don Creed. Included the Township of Puslinch's comments regarding the Alternative		

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	Solutions for Road and Bridge.		adjacent Townships. S. Rahman (SR) (Township)suggested that, at the appropriate time, the study team should arrange a Council presentation of the study to Township councils. This was agreed upon. SR and D. Creed (DC) (Township) will provide comments on the alternative solution prior to May 20, 2014 CWG meeting. **February 3, 2015 Meeting Summary:** Summary of PIC#1 Results LR and PR (RJB) summarized results of PIC#1 together with a Preliminary Preferred Solution for Niska Road and Bailey Bridge. LR provided a list of 11 major study issues that have been tabled to date which is intended to address the study issues in the project design phase. Before selection of a Preferred Solution, meetings to be held with Guelph RSAC Committee on February 18, 2015, Guelph Heritage Committee on March 9, 2015 and GRCA on March 2, 2015. Discussion of Cultural Heritage Landscape Study took place. Summary of preliminary recommendations: • For Niska Road between Pioneer Trail and the Speed River to remain rural in character; • To provide an off road pedestrian/cyclist path on one side only; • To ensure the road views of the CHL west of Ptarmigan be maintained; • To find a suitable relocation of the Bailey Bridge; Action Items included: • DC and H. Niemi (HN) (Townships) to prepare an information report to Township Council on the study status; • LR to provide DC and HN summaries of the Niska Road license plate and interview study; • DC suggested that the City consider a written maintenance agreement to extend winter maintenance into Whitelaw under contract as opposed to providing a turnaround facility at the City Limits; and

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			• B. Hamilton (BH) (City) to send information to HN relating to the truck exclusion zone for the Kortright Hills neighbourhood.
Township of Puslinch Fire Department	Email received from Steven Goode on February 5, 2015 in response to LR's email enquiring access requirements of Niska Road. Mr. Goode noted that fire department had a total of 26 emergency calls to Niska Road from 2009 to present. Puslinch Fire and Rescue Service currently does not have access to Niska Road other than Highway 24. The City of Guelph, through a verbal agreement has agreed to cover emergencies on the north side of Bailey bridge until a new bridge is constructed. Puslinch Fire and Rescue Service is requesting that there are no bridge obstructions preventing fire truck access over the bridge.	Comments noted in contact list.	
Township of Guelph-Eramosa (4 contacts)	June 27, 2013: Telephone call received from Janet Sheppard (Township of Guelph Eramosa). Noted that although not likely very involved, Guelph Eramosa would like to be included in future correspondence for this project. May 20, 2014: Email received from Saidur Rahman. Included comments from the Township of Guelph/Eramosa regarding Alternative Solutions for the Road and Bridge. Noted that unsure whether Do Nothing/Rehabilitate road means do absolutely nothing or rehabilitate, that as per Puslinch's comment, no improvement to road would be done by Township, but that improvements would be beneficial for winter maintenance of the road. Noted that operational improvements are required for the adjacent roads and might have impact on the township road. Commented that Whitelaw Road had variable width from Fife Road to Niska Road with significant traffic especially from County Road 124 to Niska Road. Whitelaw is not in the Township's capital improvement plan in the near future. April 17, 2014: Meeting with Guelph-Eramosa and Puslinch. November 25, 2014: Email received thanking us for circulating the Township about our public meeting. Requested that we re-send any documents that were circulated to the Township. Questioned whether the public meeting was intended for agency consultation or if there will be a separate opportunity for a more technical discussion.	June 27, 2013: In telephone conversation and email following, Jennifer Vandermeer (Burnside) noted that she would add Ms. Sheppard to the contact list to be included in future correspondence. November 27, 2014: Brad Hamilton (City) provided email response to Kelsey's email November 25, 2014 stating that the City has met with the Township's former Director. Brad attached minutes from the meeting and comments that were received from the Township. Brad answered Kelsey's question by explaining more about the PICs and that a separate meeting can be had for further technical discussion if required.	Meetings held with Guelph-Eramosa and Puslinch Townships on April 17, 2014 and February 3, 2015. **April 17, 2014 Meeting Summary:** LR and PR presented a brief overview of the Niska Road project and the need for improvements to the Niska bailey bridge and road. A number of study documents were handed out such as: • Background to the Stone Road/Hanlon EA; • An evaluation table of alternative solutions; and • Typical cross sections which have been developed. A review of this material was requested and an evaluation of the various project alternatives was requested as it impacts the adjacent Townships. SR (Township) suggested that, at the appropriate time, the study team should arrange a Council presentation of the study to Township councils. This was agreed upon. SR and DC (Township) will provide comments on the alternative solution prior to May 20, 2014 CWG meeting. **February 3, 2015 Meeting Summary:** Summary of PIC#1 Results LR and PR summarized results of PIC#1 together with a

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	Meetings with Guelph-Eramosa and Puslinch held April 17, 2014 and February 5, 2015. Email comment received from Harry Niemi on February 6, 2015 thanking for meeting minutes sent on February 6, 2015 by LR. LR also emailed copies of Origin Destination Study and Travel surveys on January 6, 2015.	February 6, 2015: Contact added by AG as per meeting with Guelph-Eramosa and Puslinch Townships on February 5, 2015.	Preliminary Preferred Solution for Niska Road and Bailey Bridge. LR provided a list of 11 major study issues that have been tabled to date which is intended to address the study issues in the project design phase. Before selection of a Preferred Solution, meetings to be held with Guelph RSAC Committee on February 18, 2015, Guelph Heritage Committee on March 9, 2015 and GRCA on March 2, 2015. Discussion of Cultural Heritage Landscape Study took place. Summary of preliminary recommendations: • For Niska Road between Pioneer Trail and the Speed River to remain rural in character; • To provide an off road pedestrian/cyclist path on one side only; • To ensure the road views of the CHL west of Ptarmigan be maintained; • To find a suitable relocation of the Bailey Bridge; Action Items included: • DC and HN (Township) to prepare an information report to Township Council on the study status; • LR to provide DC and HN summaries of the Niska Road license plate and interview study; • DC suggested that the City consider a written maintenance agreement to extend winter maintenance into Whitelaw under contract as opposed to providing a turnaround facility at the City Limits; and • BH (City) to send information to HN relating to the truck exclusion zone for the Kortright Hills neighbourhood.
Association of Iroquois and Allied Indians	April 23, 2013: Email received from Allison Berman (AANDC) in response to Jenn Vandermeer's email request for Aboriginal Consultation Information sent April 3, 2013.	April 25, 2013: Website added by AG as per email received from Allison Berman (AANDC) April 23, 2013	
Caldwell First Nation	April 23, 2013: Letter received from Allison Berman (AANDC) in response to Jenn Vandermeer's email request for Aboriginal Consultation Information sent April 3, 2013.	April 25, 2013: Added as per letter received from Allison Berman (AANDC) April 23, 2013.	
Chiefs of Ontario, Administrative Office	May 23, 2013: Letter received from Alison Berman (AANDC) listing Aboriginal Affiliations and First Nation groups within 100 km of Niska Road Project.	May 2, 2013: Added by AG as per letter received May 23, 2013 from Alison Berman (AANDC).	

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Chiefs of Ontario, Political Office	May 2, 2013: Added by AG as per letter received May 23, 2013 from Alison Berman (AANDC) listing Aboriginal Affiliations and First Nation groups within 100 km of Niska Road Project. May 29, 2013: Notice of Completion mail returned sent to Chiefs of Ontario for Streetsville project.	May 2, 2013: Added by AG as per letter received May 23, 2013 from Alison Berman (AANDC). June 4, 2013: Removed from list by AG as per Notice of Completion mail returned May 29, 2013 sent to Chiefs of Ontario for Streetsville project.	
Haudeosaunee Confederacy Council (2 Contacts)	April 25, 2013: Letter received from Heather Levecque (MAA) outlining the procedure for contacting the MAA. In letter, noted that project may affect Aboriginal hunting or fishing rights and/or archaeological resources, so consultation is mandatory to eliminate risk. Included up-to-date contact information for Six Nations, Haudeosaunee and Mississauga of the New Credit.	May 7 2013: Mailing address updated by AG as per letter received from Heather Levecque April 25, 2013 (MAA). Comments from MAA letter noted in contact list. Additional contact for Haudeosaunee Confederacy added as per MAA letter.	
Métis Nation of Ontario	Letter received including current contact information for Aboriginal groups within 100 km of project area received April 23, 2013 from Allison Berman (AANDC).	AG updated mailing address from 'Unit D" to "Unit 3" and added phone number and website, as per letter received April 23, 2013 from Allison Berman (AANDC).	
Métis Nation of Ontario Southern First Nations Secretariat	May 23, 2013: Letter received from Allison Berman (AANDC) listing Aboriginal Affiliations and First Nation groups within 100 km of Niska Road Project.	May 2, 2013: Added by AG as per letter received May 23, 2013 from Allison Berman (AANDC).	
Guelph Hydro	November 24, 2014: Email received by Adam Kappheim with Guelph Hydro's comments (returned PIC#1 Comment Sheet). Request made that the bridge be replaced with a 2-lane bridge (>20 tonnes). Comment Sheet Responses: 1. My interest is: Corridor importance for travel. 2. Preferred Options: Reconstruction Road; Replace existing Bailey bridge with a new 2-lane bridge; Traffic Signals. Comments: Bailey Bridge is currently inaccessible for Hydro One construction vehicles (5 tonne limit). Reconstruction allows for an additional N-S access route west of Hanlon Parkway. 3. How do you use the road corridor? Only used by the light vehicles as a N-S access to job sites in the west end of Guelph. How important is it? Beneficial in terms of storm response time and access when Hanlon Parkway is not available.	November 24, 2014: Response email sent by LR (RJB) thanking contact for response regarding the project. Comments noted on contact list.	

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	4. Comments/Question/Suggestions: Update the bridge to a minimum 20 tonne rating and sufficient width for utility construction vehicles to cross.		
MTS – Allstream (2 contacts)	April 11, 2013: Email comment received from Doug Daniels. Noted that his title should be 'project supervisor' as there are no PUCC coordinators at Allstream. Noted also that forwarded NOC info to Planning group, and that Utility Circulations will notify whether any structures in project area.	April 11, 2013: Original contact updated as per email received from Doug Daniels April 11, 2013 which noted that all correspondence to be sent to Utility Circulations.	
	April 11, 2013: Received email response from Doug Daniels. Noted that Christine Anderson to be removed from list as no longer doing mark ups; suggested emailing Utility Circulations mailbox and sending paper copy (if necessary) to current address (50 Worchester, Toronto) with attention to PUCC Circulations. Doug noted that if conflict with plant determined by Utility Circulations, Planning and Mr. Daniels would be notified; noted to copy him in emails to Utility Circulations and contact him if relocation of plant necessary. April 15, 2013: Email comment received from MTS Allstream indicating that no existing plant in the area indicated in submission. No mark-up or objection.	April 11, 2013: Email response sent by JV. Asked if Doug Daniels to be removed from contact list and for clarification regarding Christine Anderson's role.	
Grand River Conservation Authority (3 contacts)	April 30, 2013: Letter received from Fred Natolochny requesting that Samantha Lawson, manager of the GRCA owned property adjacent to Niska Road, be added to the circulation list for future mailings or stakeholder meetings. Also noted that study area and adjacent lands included natural hazard and natural heritage features including the Speed River and floodplain and the provincially significant Speed River Wetland Complex. Noted that future development may require a Development, Interference with Wetlands and Alterations to Shorelines and Watercourses permit from GRCA. Noted that Niska Bridge includes significant cultural heritage features which must be considered in EA. Noted that GRCA Policy Manual outlines policies applicable to Infrastructure within a floodplain, as well as policies applicable to Wetlands and adjacent areas. This manual can be found at: http://www.grandriver.ca/PolicyPlanningRegulations/GRCA_Policies.pdf. Nathan Garland to be contacted to obtain floodplain information and modeling as well as other environmental features data. Mr. Natolochny to receive no further correspondence (AG, May 1, 2013).	April 30, 2013: Email received from Fred Natolochny that Samantha Lawson added to contact list to replace Fred Natolochny. Comments noted in contact list.	Emailed Notice of Commencement for Schedule C on October 17, 2013. Meeting with GRCA held on March 2, 2015 Summary of Meeting: • PR summarized the intent and status of the project as well as the nature of community engagement to date. • Brief summary of RSAC meeting though minutes not yet finalized. • SL supplied copy of cultural heritage landscape addendum to provide feedback for City regarding heritage value associated with the GRCA lands (Niska Park). RJB to revise evaluation charts to reflect the CH considerations. PR clarified that RJB did not use a weighting system for the various criteria used in the EA report, so that each criteria is ranked for its own merits. • GRCA concluded that as long as EA has met the GRCA, MNRF and DFO requirements, we are “sound” going into a potential Part II order.

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	October 24, 2013: Email received from Samantha Lawson. Noted that has sent notice to GRCA planning section as well. Requested to be part of CWG as representative of GRCA, as they are a significant landowner within the study area. October 31, 2013: Email received from Mr. Nathan Garland including comments from GRCA regarding Niska Road Updates.	October 25, 2013: Email response sent by LR. Thanked Ms. Lawson for interest in CWG and noted that CWG candidates would be notified on November 4, 2013. October 31, 2013: Email response sent to Mr. Nathan Garland by LR in response to Mr. Garland's email (October 31, 2013) which included GRCA's comments on Niska Road EA updates. Mr. Rach asked if GRCA would like to have a representative on CWG. Comments noted in contact list.	• detailed design) • RJB confirmed that all GRCA comments would be addressed before selecting a preferred solution. PR indicated that the preferred solution will be formally selected once all key issues have been examined and most comments addressed. This includes comments from the public and interest groups like RSAC. • NS provided summary of studies to date and comments made regarding additional study requirements. • Clarification of boundaries of the study area provided – 120 m on each side of the road, from Downey to just west of the bridge. Additional study requirements include: • refining the ELC boundaries to 120 m on both the north and south sides of Niska Road including obtaining GRCA permission. • Wetland boundary delineation with TZ. • Focus on expanding the breadth of ELC, flora data. No new breeding bird survey or white-tailed deer surveys required; will include mitigation measures to deal with potential impacts at detailed design (impacts to hazard land) will also be assessed during Other Action Items: • Traffic model factors in OPA 42 Traffic models to be revisited to include GRCA development and OPA 42. • GRCA Master Plan hopefully finalized in Spring 2015; will be forwarded to RJB. • GRCA recommended RJB give some thought into what the change in profiles will result in re: floodplain. • GRCA will issue a consolidated comment position paper (for both of the previous comments letters) - consolidated position statement (FN questioned) - the new letter will supersede the two previous letters from GRCA; then there will be no question as to whether or not there are any outstanding issues; RJB to provide response to consolidated letter. • RJB will not be providing information to the public/CWG unless it is final to avoid information being misconstrued. • RJB will provide a Natural Heritage Report that is a consolidation of what we have previously provided.
	October 31, 2013: Email received from Mr. Nathan Garland on behalf of GRCA on. Noted that Ms. Samantha Lawson would be the best GRCA representative for the CWG. Direct all future correspondence to Ms. Lawson. Noted that if any technical or Natural constraints, or technical committee were addressed at CWG sessions (Floodplain, Wetland, Watercourse), then Nathan Garland or other member may attend session on behalf of GRCA. Ms. Lawson will notify Mr. Garland if his expertise or attendance is required. December 10, 2013: Email received from Ms. Lawson. Noted that would be at meeting later that night due to illness. Read material and had no comments. Noted that Nathan G from GRCA sent a letter identifying resource concerns in the study area. January 8, 2014: Email received from Ms. Lawson inquiring when next task force meeting is in January, and requesting information from the meeting in December. January 8, 2014: Second email response from Ms. Lawson thanking for response. January 21, 2014: Email received from Samantha Lawson requesting an electronic copy of materials distributed at December 10, 2014 CWG meeting. Email response received from Samantha Lawson on January 21, 2014 thanking for response. May 5, 2014: Email received from Ms. Lawson. Noted that if RJB wishes to get onto Niska Waterfowl Park property, a map of the area requiring access, number of staff attending and	October 31, 2013: Email response sent by LR noting that Ms. Lawson would be added to CWG list. Comments noted in contact list. January 8, 2014: Email response sent by PR on noting that minutes from December 10, 2013 meeting not yet released/being finalized. Noted that meeting planned for January 21, 2014 at City Hall and that minutes from meeting and new agenda to be sent out shortly with official invite to CWG members. January 21, 2014: Email response sent by AG noting that materials from December 10, 2013 meeting would be brought to CWG meeting for Ms. Lawson on January 21, 2014. May 5, 2014: Email response sent by PR to Ms. Lawson noting that would send map next day, but that needed at least 300 m from center line of road and access along banks of Speed	

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	duration of visit to be sent to GRCA to acquire access permit.	River. Permit required for four people for two days.	
	May 6, 2014: Email received from Ms. Lawson. Noted that working to provide permit and requested further access requirements. CC'd Barb Whitney (GRCA) in email.	May 6, 2014: Email sent to Ms. Lawson by PR including map of area requiring access.	
	May 7, 2014: Email received from Barb Whitney (GRCA) with attached application form for Permission to Access and Indemnification for the Niska Road Class EA to be completed and sent to Ms. Whitney's attention to complete Permission to Enter Agreement.		
	October 5, 2014: Email received from Samantha Lawson stating that the GRCA does not believe that the EA process for the Niska Road/Bridge needs to be paused prior to the completion of the Master Plan for the Niska Landholdings. A summary of the master plan process is provided along with some uncertainty about how long it will take to complete the plan. It is also stated that in order to implement the master plan recommendation, it is anticipated that other applications/processes would be triggered and would also require community/agency participation and engagement. October 17, 2014: Email received from Samantha Lawson apologizing for never sending GRCA's comments (Letter attached to email). The letter states that the comment provided will need to be addressed prior to GRCA supporting the project. Comment made addressed property, planning, engineering, ecological, and advisory comments (please see the attached letter for more detailed comments). October 30, 2014: Email response received thanking JV. She makes a note that her latest submission of comments didn't include the revised memos or the information from the current memo. She has circulated all three reports to her staff who should be able to provide additional comments. January 23, 2015: Email received saying sorry for the delay in response and that the GRCA's second set of comments is attached. The email also states that the comments attached are additional items that still need to be addressed prior to the	August 26, 2014: JV sent email to Samantha Lawson and April Nix with attached copies of memos after discussion at CWG Meeting No. 6. October 30, 2014: JV sent email (with attached memo for review and comment) to Samantha Lawson regarding the Terrestrial Survey Memo.	

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
	GRCA's support of the EA. Comments attached focus on the study area, vegetation communities on the north side of Niska and Downey Roads; bird breeding survey and wildlife mitigation measures. March 3, 2015: Ms. Nix sent email to Mr. Robinson (cc'd Ms. Lawson) stating that they are looking for electronic copies for reviewing/providing feedback regarding the Niska Cultural Heritage Landscape report and that there wasn't a decision made about whether to designate the CHL under the Heritage Act.		
	March 5, 2015: Ms. Lawson sent Mr. Robinson an email asking for clarification regarding whether or not they are to provide comments on the Addendum.	March 5, 2015: Mr. Robinson replied to Ms. Nix's email (March 3, 2015) providing her with electronic copies of the CHER and the Addendum. Mr. Robinson sent a second email reply to Ms. Lawson's email (March 5, 2015) stating that he would like comments from the Ms. Lawson on the Addendum.	
Heritage Guelph	Email correspondence between Susan Ratcliffe (Architectural Conservancy Ontario/Guelph and Wellington Branch) and Stephen Robinson (Heritage Guelph): March 5, 2015: Ms. Ratcliffe sent an email to the Planning Division stating she would like to attend the Heritage Guelph meeting on March 9, 2015 and would like the attached letter to be included as part of the agenda materials at the meeting. The attached letter provided information about the organization; Expressed concern about the inclusion of the bridge replacement and "Kortright Sports Complex" in the Capital Budget. Noted that supports the designation of both the Niska Bridge (in situ), initiates a study to move towards designation of the whole landscape, and will pursue removing from the Capital Budget amount budgeted for bridge replacement and the sports complex. Stephen Robinson forwarded this email acknowledging that the attached letter will be added to the Addendum for the March 9 meeting of Heritage Guelph.	Comments from correspondence noted in contact list for reference.	Presentation to Heritage Guelph on March 9, 2015 presented findings from Cultural Heritage Evaluation Report (CHER) compiled by sub-consultant Unterman McPhail Associates and associated Cultural Heritage Landscape (CHL) Addendum. Community members voiced their support for the designation of the former Kortright Waterfowl Park, landscape surrounding the Niska Road Bridge crossing and Niska Bridge structure as culturally significant, as well as protection of nature in this area. Stephen Robinson (City of Guelph) noted that staff recommendation to list the area surrounding the bridge crossing on the Municipal Register due to Cultural Heritage Landscape value. Due to time constraints, the meeting was ended, with a note that it would continue on April 13th, 2015. Meeting minutes from this meeting adopted on April 13th and included the following recommendations. Heritage Guelph Staff Recommendations as per March 9, 2015 Heritage Guelph Meeting: • Submit CHER and CHL to Heritage Guelph • Heritage Guelph in support of conclusions of above reports specifically that Niska Road bridge holds local cultural heritage value and that the area around Niska Road crossing at the Speed River is a significant cultural

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Agency/Organization	Comments Received	Response Provided	Summary of Meetings Held
			heritage landscape • Ideally the EA will result in retention and conservation of heritage attributes of Niska Road Bridge and portion cultural heritage landscaped identified Heritage Guelph supports the preliminary preferred alternative provided the following conditions are met: o Practical options for the relocation and rehabilitation (for use by cyclists and pedestrians) of Niska Road bridge superstructure to a suitable location within the City of Township of Puslinch for are considered should the structure be replaced o City Staff provide report to Council recommending that area surrounding bridge be listed on the Municipal Register of Cultural Heritage Properties o The Consultant provides copies of the CHER and CHL to the Townships of Puslinch and Guelph-Eramosa o If possible, the extant stone abutments of bridge be maintained as a monument to previous construction methods and bridges at this crossing o Consideration be given to provide interpretive signage explaining the history of Niska Road crossing and associated cultural heritage landscape o If development considered on lands adjacent to Niska Road CHL, views west and south of intersection of Niska Road and Pioneer Trail be considered o Heritage Guelph are given opportunity to review alternative design concepts for preferred solutions and recommend mitigation plans for the CHL.

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			o Replacement of bridge be designed in way that compatible with CHL and current views of the bridge o Following PIC 2, City's EA team updates Heritage Guelph and allows opportunity for further input regarding environmental assessment prior to filing the EA document Continuation of March 9th meeting held on April 13, 2015. Niska Road Bridge and its associated cultural heritage and cultural heritage landscape value were the first item on the agenda. Meeting minutes and staff recommendations have not yet been finalized.
River Systems Advisory Committee			Presentation to RSAC on February 18, 2015 outlining progress of project so far. Minutes and motion not yet finalized. Will not finalize motion until they adopt the minutes of the Feb 2015 meeting.

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Niska Road
Municipal Class EA
The City of Guelph
300032275
Record of Notice Mailout to Agencies

Group (Internal Use Only)	Agency/Organization	Title	First Name	Last Name	Position	Notice of Commencement	NOC of Schedule C	PIC #1	Notes
A - Federal	Aboriginal Affairs and Northern Development Canada - Consultation and Accommodation Unit (CAU) Ontario Office					x	x	x	
A - Federal	Aboriginal Affairs and Northern Development Canada - Environmental Assessment Coordination, Environment Unit, Lands and Trusts Services					x	x	x	
A - Federal	Canada Post - Central Region (Ontario)	Sir/Madame				x	x	x	
A - Federal	Department of Fisheries and Oceans Canada - Fish Habitat Management	Ms	Sara	Eddy	Senior Habitat Biologist, Ontario-Great Lakes Area	x	x	x	
A - Federal	Department of Fisheries and Oceans Canada - Southern Ontario District	Mr.	Paul	Savoie	Regional Environmental Assessment Analyst	x	x	x	
A - Federal	Environment Canada - Ontario Region	Mr.	Rob	Dobos	Manager, Environmental Assessment Section	x	x	x	
A - Federal	Transport Canada – Marine Safety				Navigable Waters Protection Officer	x			
A - Federal	Transport Canada - Ontario Region (PHE) Environment and Engineering				Environmental Officer	x	x	x	
A - Federal	Transport Canada – Marine Safety, Navicable Waters Protection (NWP) Office				Navigable Waters Protection Officer				
A - Federal	Transport Canada- Environmental Affairs, Programs Branch	Ms	Monique	Mosseau	Regional Manager	x			
B - Provincial	Hydro One	Ms	Mary, Laura	McFadden, Lichti	Lines Customer Support Clerk	x	x	x	
B - Provincial	Hydro One Inc.	Mr.	Tony	Ierullo	Manager	x	x	x	
B - Provincial	Hydro One Networks Inc.	Mr.	Walter	Kloostra	Manager, Transmission Lines Sustainment Investment Planning	x	x	x	
B - Provincial	Hydro One Networks Inc.	Mr.	Cyrus	Elmpak-Mackie	Transmission Asset Management				
B - Provincial	Hydro One Telecom	Mr.	Ian	Mitchell		x			
B - Provincial	Infrastructure Ontario	Mr.	Keith	Noronha	Environmental Management, Team Assistant	x	x	x	
B - Provincial	Ministry of Aboriginal Affairs - Policy and Relationships Branch					x	x	x	
B - Provincial	Ministry of Agriculture, Food and Rural Affairs- West-Central Region	Ms	Carol	Neumann	Rural Planner	x	x	x	
B - Provincial	Ministry of Infrastructure - Ontario Growth Secretariat, Growth Policy, Planning and Analysis Branch	Mr.	Andrew	Theoharis	Manager (A), Growth Policy	x	x	x	
B - Provincial	Ministry of Municipal Affairs and Housing- Western Municipal Service Office	Mr.	Bruce	Curtis	Manager Community Planning & Development	x	x	x	
B - Provincial	Ministry of Natural Resources- Guelph (Southern Region)	Mr.	Dave	Marriot	District Planner (A)	x	x	x	
B - Provincial	Ministry of Natural Resources- Guelph District	Ms.	Kathryn	Markham	Integrated Resource Management Technical Specialist				
B - Provincial	Ministry of Environment - Environmental Assessment and Approvals Branch					x			
B - Provincial	Ministry of Environment - Environmental Assessment and Approvals Branch				Director of Environmental Approvals				
B - Provincial	Ministry of the Environment - Guelph District Office	Ms	Jane	Glassco	District Manager	x	x	x	
B - Provincial	Ministry of the Environment- Water Resources Unit	Mr.	Paul	Odom	Surface Water Group Leader	x	x	x	
B - Provincial	Ministry of the Environment - West Central Region (Hamilton District Office)	Ms	Barbara	Slattery	Environmental Resource Planner and Environmental Assessment Coordinator	x	x	x	
B - Provincial	Ministry of Tourism, Culture and Sport, Cultural Services Unit	Mr.	Chris	Schiller	Manager, Culture Services Unit, Programs and Services Branch	x			
	Ministry of Tourism, Heritage Land Use Planning	Ms	Paula	Kulpa	Team Lead, Heritage and Land Use Planning				
	Ministry of Tourism, Culture and Sport, Cultural Services Unit, Programs and Services Branch	Mr.	Joseph	Muller	Heritage planner		x	x	
B - Provincial	Ministry of Tourism, Culture and Sport Culture Services Unit, Programs and Services Branch	Ms	Penny	Young	Heritage Planner, South-western Region	x			
B - Provincial	Ministry of Transportation- Design and Contract Standards Office	Ms	Heather	McClintock	Head, Maintenance Standards	x	x	x	
B - Provincial	Ministry of Transportation - Southwestern Region	Mr.	Kevin	Bentley	Manager- Engineering Office	x	x	x	
C - Municipal	City of Guelph, Transit Department	Mr.	Phil	Meagher	General Manager				
C - Municipal	Guelph Fire Department	Chief	Shawn	Armstrong	Fire Chief/ General Manager	x	x	x	
C - Municipal	Guelph Police Services	Chief	Brian	Larkin	Chief of Police	x	x	x	
C - Municipal	County of Wellington	Mr.	Gary	Cousins	Director of Planning	x	x	x	
C - Municipal	County of Wellington	Mr.	Gord	Ough	County Engineer	x	x	x	
C - Municipal	Township of Puslinch	Ms	Karen	Landry	CAO / Clerk	x	x	x	
C - Municipal	Township of Puslinch	Mr.	Don	Creed	Director of Public Works and Parks		x	x	
C - Municipal	Township of Puslinch Fire Department	Chief	Steven	Goode	Fire Chief				
C - Municipal	Guelph-Wellington Emergency Medical Service (Townships of Puslinch and Guelph-Eramosa)	Mr.	Stephen	Dewar	EMS Chief				
C - Municipal	Township of Guelph Eramosa Fire and Emergency Services Department	Chief	John	Osborne	Fire Chief				
C - Municipal	Township of Guelph Eramosa	Ms.	Janice	Sheppard	CAO		x	x	
C - Municipal	Township of Guelph Eramosa	Ms.	Kelsey	Lang	Planning Associate				
C - Municipal	Township of Guelph Eramosa	Mr.	Harry	Neimi	Director of Public Works				

Niska Road
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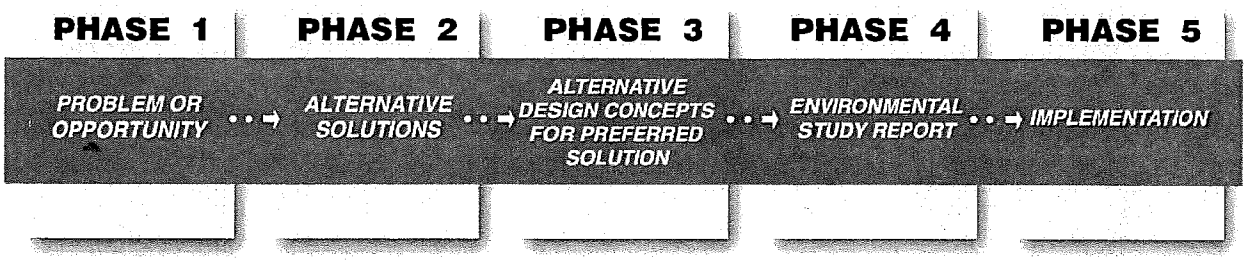
Group (Internal Use Only)	Agency/Organization	Title	First Name	Last Name	Position	Notice of Commencement	NOC of Schedule C	PIC #1	Notes
C - Municipal	Township of Guelph Eramosa	Mr.	Saidur	Rahman	Director of Public Works				
E - First Nation	Association of Iroquois and Allied Indians	Grand Chief	Gord	Peters	Grand Chief	x	x	x	
E - First Nation	Caldwell First Nation	Chief	Louise	Hillier	Chief		x	x	
E - First Nation	Chiefs of Ontario, Administrative Office						x	x	
E - First Nation	Chiefs of Ontario, Political Office								
E - First Nation	Haudeosaunee Confederacy Council	Chief	Allan	McNaughton	Chief	x	x	x	
E - First Nation	Haudeosaunee Confederacy Council		Hohahes Leroy	Hill	Secretary to Haudeosaunee Confederacy		x	x	
E - Métis	Métis Nation of Ontario				Métis Consultation Unit	x	x	x	
E - First Nation	Mississaugas of the New Credit	Chief	M. Bryan	LaForme	Chief	x	x	x	
E - First Nation	Six Nations of the Grand River Territory	Chief	William K.	Montour	Chief	x	x	x	
E - First Nation	Southern First Nations Secretariat						x	x	
F - Utilities	Bell Canada	Ms	Wendy	Lefebvre	Design Manager, Access Network	x	x	x	
F - Utilities	Bell Canada	Mr.	Scott	Moon	Implementation Department	x	x	x	
F - Utilities	Bell Canada	Mr.	Brad	Boulton	Manager- Access Network Department	x	x	x	
F - Utilities	Bell Canada, Municipal Operations Centre	Mr.	John	Lachapelle		x	x	x	
F - Utilities	Guelph Hydro	Mr.	Ian	Bolton	Distribution Design Supervisor	x	x	x	
F - Utilities	MTS - Allstream	Ms	Christine	Anderson		x			
F - Utilities	MTS - Allstream	Mr.	Doug	Daniels	Project Supervisor	x			
F - Utilities	Rogers Cable	Mr.	Brian	Murray		x	x	x	
F - Utilities	Rogers Communications	Ms	Marian	Wright	Planning Coordinator	x	x	x	
F - Utilities	Telus	Ms	Dana	Moffat		x	x	x	
F - Utilities	Union Gas Limited	Mr.	Kevin	Schimus	Project Manager	x	x	x	
G - Other	Grand River Conservation Authority	Mr.	Fred	Natolochny	Supervisor of Resource Planning - North & South	x			Moved to Stakeholder list
G - Other	Grand River Conservation Authority	Mr.	Nathan	Garland	Resource Planner- North	x	x	x	Moved to Stakeholder list
G - Other	Grand River Conservation Authority	Ms	Samantha	Lawson	Manager of Property		x	x	Moved to Stakeholder list
G - Other	Upper Grand District School Board	Ms	Jennifer	Passy	Manager of Planning	x			Moved to Stakeholder list
G - Other	Wellington Catholic District School Board	Mr.	Dan	Dauszczyszyn	Superintendent of Business	x			Moved to Stakeholder list
H - Organization	Environmental Advisory Committee and River Systems Advisory Committee	Ms	Adele	Labbé	Environmental Planner / EAC & RSAC Staff Coordinator	x			Moved to Stakeholder list
H - Organization	Guelph and District Homebuiders Association		Stacy	Cooper	Executive Officer	x			Moved to Stakeholder list
H - Organization	Guelph and District Homebuiders Association	Mr.	John	Sloot	President	x			Moved to Stakeholder list
H - Organization	Guelph and District Real Estate Board	Ms	Katrina	Steffler	Chairman	x			Moved to Stakeholder list
H - Organization	Guelph Chamber of Commerce	Ms.	Janet	Roy	Chair and CEO	x			Moved to Stakeholder list
H - Organization	Guelph Field Naturalists	Mr.	Peter	Kelly	President	x			Moved to Stakeholder list
H - Organization	Guelph Field Naturalists	Mr.	Charlie	Cecile	Environmental Committee	x			Moved to Stakeholder list
H - Organization	Guelph Hiking Club	Mr.	Bill	Mungall	President	x			Moved to Stakeholder list
H - Organization	City of Guelph, Operations, Transit & Emergency Services Department, Community Connectivity and Transit	Mr.	Michael	Anders	General Manager	x			Moved to Stakeholder list
H - Organization	Heritage Guelph	Ms	Daphne	Wainman-Wood	Chairperson	x			Moved to Stakeholder list
H - Organization	Kortright Hills Community Association	Ms	Laura	Murr	President	x			Moved to Stakeholder list
H - Organization	River Bend Trailer Park	Ms	Carol		General Contact	x			Moved to Stakeholder list
H - Organization	River Bend Trailer Park	Mr.	Chris		General Contact	x			Moved to Stakeholder list

MUNICIPAL CLASS

ENVIRONMENTAL ASSESSMENT



MUNICIPAL ENGINEERS ASSOCIATION

October 2000, as amended in 2007 & 2011

Approved by Order-in-Council no. 1923/2000

EA, the proponent is responsible for ensuring that the requirements of this Class EA and principles of its application are met.

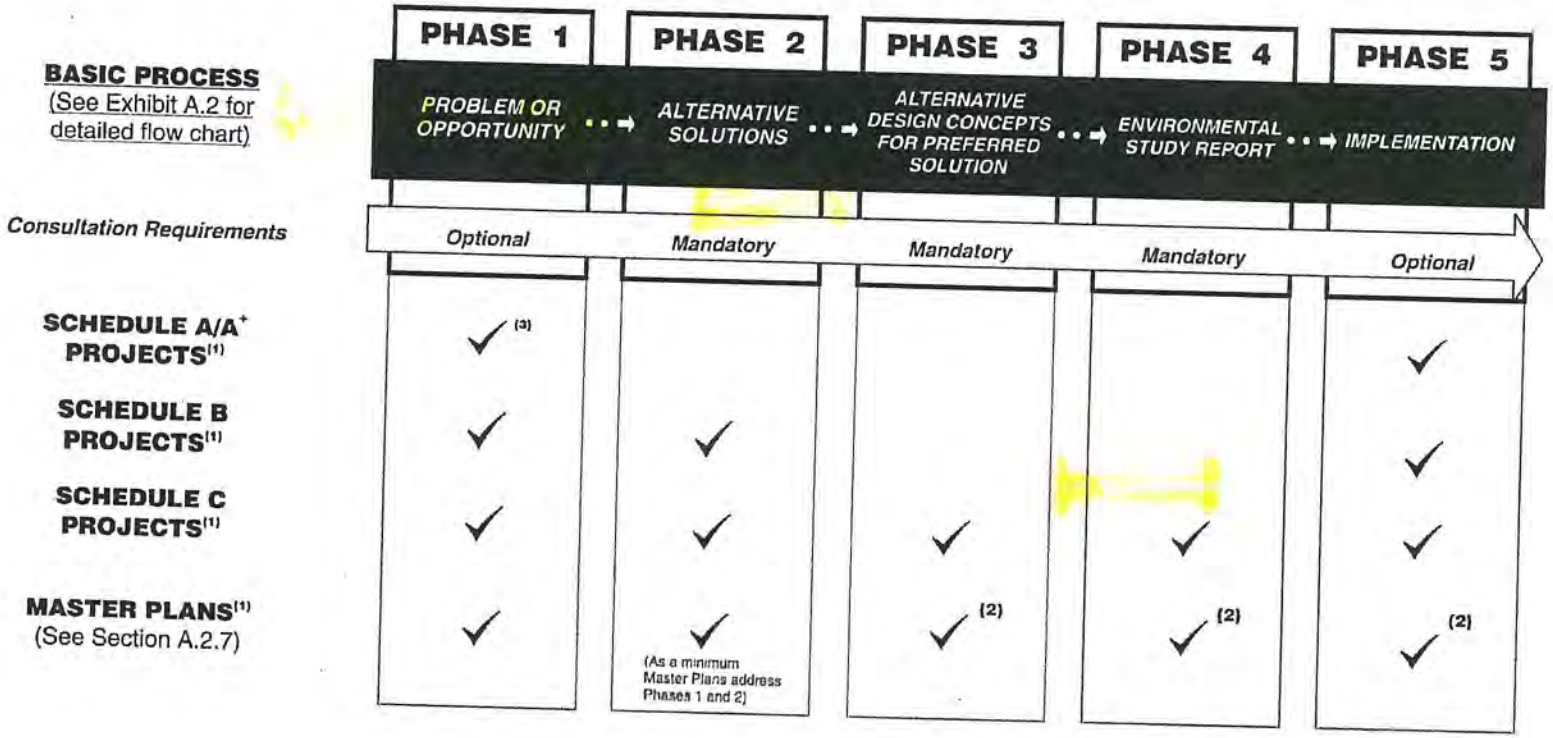
A.2.1 Five Phase Class EA Planning Process

Process includes five main study phases and mandatory consultation.

The main elements of the Class EA planning process are incorporated in the following five phases:

	PHASE 1	*PHASE 2*	*PHASE 3*	*PHASE 4*	*PHASE 5*
	Problem or Opportunity →	Alternative Solutions →	Alternative Design Concepts for Preferred Solution →	Environmental Study Report →	Implementation
Consultation Requirements	Optional	Mandatory	Mandatory	Mandatory	Optional

EXHIBIT A. 1 KEY FEATURES OF THE MUNICIPAL CLASS EA



NOTES:

✓ Actions required during relevant phase

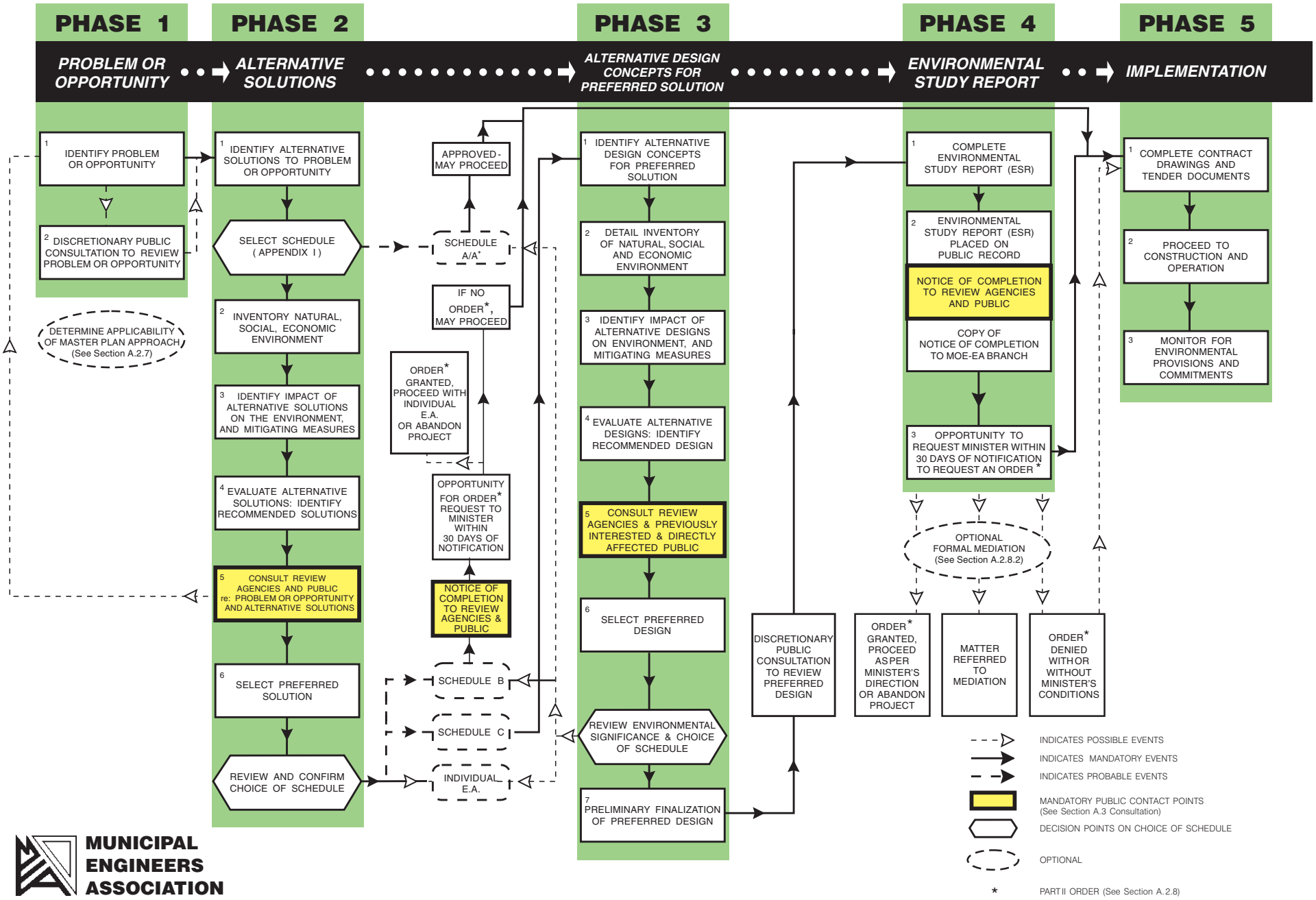
(1) Schedule A, A+, B and C projects and Master Plans can also be integrated with the requirements of the Planning Act (See Section A.2.9)

(2) Complete Phases 3 and 4 for any Schedule C projects included in the Master Plan prior to implementation

(3) For Schedule A+ projects, public to be advised. See Section A.1.2.2.

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



MUNICIPAL ENGINEERS ASSOCIATION

In brief, the phases may be summarized as follows:

Phase 1 Identify the **problem (deficiency) or opportunity.**

Phase 2 Identify **alternative solutions to** address the problem or opportunity by taking into consideration the existing environment, **and establish the preferred solution taking into account public and review agency input**. At this point, determine the appropriate Schedule for the undertaking (see Appendix 1) and document decisions in a Project File for Schedule B projects, or proceed through the following Phases for Schedule C projects.

Phase 3 Examine **alternative methods** of implementing the **preferred solution,** based upon the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative effects and maximizing positive effects.

Phase 4 Document, in an **Environmental Study Report** a summary of the **rationale, and the planning, design and consultation process of** the project as established through the above Phases, and make such documentation available for scrutiny by review agencies and the public.

Phase 5 Complete contract drawings and documents, and proceed to **construction and operation; monitor construction** for adherence to environmental provisions and commitments. Where special conditions dictate, also **monitor the operation** of the completed facilities.

Process and its documentation to be traceable.

The planning and design process shall be undertaken in such a way as to allow a reviewer to trace each step of the process. In particular, the documentation should explain the reasons for the criteria used to identity and assess the alternatives, the proponent's weighing of these criteria and the decision making process followed.

The process is often iterative.

To ensure that the planning and design process is easily traceable, the proponent shall ensure that:

- the analysis is understandable to the reasonable lay observer;
- all conclusions drawn from the analysis follow logically from the information gathered and presented; and
- a reasonable lay observer is able to replicate the conclusions based on the information presented.

Flow chart.

B.2.2 ROAD WIDENINGS, ADJUSTMENTS AND OPERATIONAL IMPROVEMENTS

B.2.2.1 Description of the Projects

Projects in this group will generally involve one or more of the following types of project:

- widening of driving surfaces.
- changes to grade and cross-section.
- provision of additional traffic lanes.
- addition / replacement of equipment or facilities.
- changes in management practices to achieve improved system performance.

The development and implementation of a project will often involve additional work and activities incidental to the primary purpose of the project, but which must be included in the project. These may include, for example:

- acquisition of additional land.
- construction of road related storm sewage facilities.
- operational or maintenance activities, e.g. changes in signal timing, changes in pavement markings.

B.2.2.2 Purpose of the Project

Projects developed under this Class EA will be proposed to resolve problems affecting the operation and efficiency of existing systems, to accommodate future growth of communities, or to address specific traffic or transportation problems or opportunities.

One or more of the following general problems may be addressed:

a) structural deficiencies.
b) capacity deficiencies.
c) unsafe conditions.
d) changes in land use.

The purpose or objective of a specific project will be determined by the nature and severity of the problem(s) being addressed. For the deficiencies identified above, the following types of problems would be resolved:

a) Structural Deficiencies:

Inadequacies in the pavement surface, the roadway base, or surface or subsurface drainage characteristics, may result in poor rideability which, if not corrected, may cause unsafe conditions or may result in the untimely failure of the roadway. An existing roadway may have sections where abnormally high maintenance requirements are necessary and which may result in large numbers of public complaints.

b) Capacity Deficiencies:

The existing roadway may be providing poor service to the user due to traffic congestion, resulting in

frequent traffic delays. Alternatively, traffic projections may indicate that this condition will occur in the near future. Traffic increases may be the result of normal growth and may be predicted on the basis of past trends and known future developments; or they may be substantial and sudden as a result of a specific development.

Traffic carrying capacity of a roadway may be affected by numerous turning and stopping movements which give rise to slow moving or congested traffic conditions at certain times of day or at certain locations

Traffic congestion and a low level of service on an existing roadway may also be due to undesirable or outdated design features; for example, narrow traffic lanes, a lack of passing opportunities, or the absence of bus bays in heavily trafficked areas.

c) Unsafe Conditions:

A section of roadway may have been constructed to a lesser standard than adjacent sections of the same roadway. For example, the end of an urban roadway may be adjacent to a rural highway of considerably higher design standards, or vice versa. Depending on the nature of the transportation system and of traffic patterns, such situations can be confusing or annoying to a driver and may lead to problems in road safety, as well as restrictions in traffic flow.

An existing roadway may exhibit undesirable collision experience which may be caused, for example, by the following:

- turning movements by commercial/industrial traffic to and from public roadways.
- stopping, standing or parking activities due to the presence of commercial or similar properties.
- heavy pedestrian movements.
- poor visibility at intersections and access locations and in areas of pedestrian activity.
- poor geometries which may relate to horizontal alignment, grades, super elevation, clearance from fixed objects.
- • structural condition of the pavement and base.
- • operational characteristics of the roadway, such as traffic control devices, illumination, turning lanes.
- high traffic volumes.
- a combination of these and other factors specific to a given location.

d) Changes in Land Use:

Land development and other changes in land use may give rise to a number of traffic problems and deficiencies which may relate to safety, roadway capacity problems, increased traffic, increases in noise.

B.2.2.3 Alternative Solutions:

In many instances, there may be more than one way of solving problems or meeting the demands on existing road and traffic facilities. A number of solutions, termed "Alternative Solutions" may include, for example:

a) Structural Deficiencies:

Where a structural deficiency is identified, possible alternatives for consideration are:

- resurface existing roadway.
- minor reconstruction and subsequent resurfacing of existing roadway.
- "do nothing".

Where a resurfacing or minor reconstruction will resolve a problem, a more complex alternative solution is neither required nor appropriate. However, where safety or geometric problems exist in addition to structural deficiencies other alternatives may need to be considered, such as:

- adjustment to alignment, grade or cross-section.

b) Capacity Deficiencies:

Where capacity problems exist, the following alternatives may be considered:

- modify existing roadway through non-structural improvements such as signing or traffic controls.
- diversion of traffic to other existing roadways.
- widen an existing road by the addition of through traffic lanes.
- provision of lane dedicated to high occupancy vehicles.
- correct a deficiency elsewhere in the road network.
- a new roadway on a new alignment.
- alternative transportation modes such as: (i) low capacity transit, e.g. bus; (ii) medium capacity transit, e.g. light rail transit; (iii) high capacity transit, e.g. subway.
- "do nothing".

c) Unsafe Conditions:

The following alternatives may be considered to address a number of possible conditions or situations which give rise to a safety deficiency:

- turning movements:
  i) enact by-law to control turns
  ii) delayed or advanced green traffic signal
  iv) creation of turning lanes

- stopping or standing:
  i) by-law control
  ii) provision of off-street parking
  iii) provision of off-street parking

- pedestrian movements:
  i) pedestrian grade separation
  ii) walk phase on traffic signalization
  iii) improved sidewalks

iv) increase traffic lane widths

- poor visibility:
  i) modify grade and/or alignment
  ii) remove sightline obstruction
  iii) improve street lighting

- geometrics:
  i) reduce speed limit
  ii) modify grade and/or alignment

- structural condition:
  i) resurface/reconstruct existing roadway
  ii) modify grade and/or alignment

- operational:
  i) modify traffic patterns by by-law, e.g. no turns, one-way streets
  ii) modify traffic patterns by restraint, e.g. traffic lights, stop signs
  iii) modify traffic by additions to roadway, e.g. add turning lanes

In most cases where unsafe conditions have been identified the Do nothing alternative is unacceptable.

d) Changes in Land Use:

Changes in land use may give rise to a number of deficiencies in the road network and in traffic conditions. Alternative activities to resolve a road deficiency are generally those described in the preceding paragraphs.

e) Noise Problems:

Whether or not traffic noise is a problem will depend on such variables as:

- proximity to noise sensitive land uses (e.g hospitals).
- insufficient setbacks in residential areas.
- Terrain.
- road grade (e.g. steep hills).
- high traffic volumes.
- poor road surface.
- heavy traffic volumes at night time.
- high proportion of truck traffic.
- high stop/start experience.
- traffic speed.

To address noise problems, the following possible alternative solutions may be considered:

- relocate arterial roadway away from sensitive land use areas.
- realign roadway to increase setback.
- change road elevation relative to noise receptors.

iv) increase traffic lane widths

- poor visibility:
  i) modify grade and/or alignment
  ii) remove sightline obstruction
  iii) improve street lighting

- geometrics:
  i) reduce speed limit
  ii) modify grade and/or alignment

- structural condition:
  i) resurface/reconstruct existing roadway
  ii) modify grade and/or alignment

- operational:
  i) modify traffic patterns by by-law, e.g. no turns, one-way streets
  ii) modify traffic patterns by restraint, e.g. traffic lights, stop signs
  iii) modify traffic by additions to roadway, e.g. add turning lanes

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- road grade (e.g. steep hills).
- high traffic volumes.
- poor road surface.
- heavy traffic volumes at night time.
- high proportion of truck traffic.
- high stop/start experience.
- traffic speed.

To address noise problems, the following possible alternative solutions may be considered:

- relocate arterial roadway away from sensitive land use areas.
- realign roadway to increase setback.
- change road elevation relative to noise receptors.

- reduce grades of hills.
- divert traffic to alternative routes.
- provide transit system.
- utilize appropriate asphalt mix to reduce tire noise.
- prohibit trucks at night time.
- provide facilities for through traffic.
- provide landscaping e.g. earth berms.
- construct a noise barrier (e.g. a berm or wall, or a combination of the two).
- reduce traffic speed.
- "do nothing".

B.3 ENVIRONMENT

B.3.1 DESCRIPTION OF THE ENVIRONMENT

The following provides an overview of environmental factors to be considered when reviewing existing and future conditions, developing alternatives, and analyzing and evaluating them to determine the preferred alternative.

Although these descriptions are general, the proponent is required to describe the environment to be affected by a specific project in detail including the significant features which comprise each type of environment. It should be noted that potential environmental effects include both positive and negative effects. Review agencies, First Nations and the public will therefore have an opportunity to understand the specific environment affected by a given project while it is being planned. The list provided is general only and is intended to be developed on a project-specific basis reflecting the scope of the study area, federal, provincial, and municipal legislation, policies, and agency and public input.

Transportation:
- Existing transportation network
- Future transportation network

Land-Use Planning Objectives:
- Provincial
- Regional
- Municipal

Natural Environment/Natural Heritage Features:
- Natural heritage policies
- Fisheries and aquatic resources

- Vegetation and flora
- Wildlife resources and linkages
- Surface water
- Ground water
- Geotechnical
- Fluvial geomorphology

Social Environment:
- Existing communities
- Existing residential areas
- Recreational facilities
- Noise and vibration
- Air quality
- Aesthetics

Cultural Environment Heritage (Cultural and Archaeological Resources in the Environment):
- Archaeological resources and areas of archaeological potential
- Built heritage resources and cultural heritage landscapes

First Nations/Aboriginal Peoples:
- Lands
- Treaty rights
- Archaeological sites
- Land claims

Economic Environment:
- Commercial land-use
- Industrial land-use
- Agricultural land-use
- Preliminary cost estimates:
- Capital costs
- Property costs
- Maintenance costs

Other:
- Utilities

B.3.2 DESCRIPTION OF THE POTENTIAL EFFECTS ON THE ENVIRONMENT

The effects (both positive and negative) on the environment are to be identified and assessed based on the following process:

- Review of existing conditions within the study area.
- Review of future conditions within the study area.
- Assessment of the potential effects that alternatives may have on the factors identified in Section B.3.1.
- Identification of a technically preferred alternative based on the overall net effects.
- Review with affected parties per the requirements of the Municipal Class Environmental Assessment.

B.3.3 MITIGATING MEASURES

B.3.3.1 Design

Through the planning and design process described in this Class EA, however, it may be determined that, together with the benefits, certain projects may have some adverse effects on the environment. The Class EA process is intended to identify potential impacts and where possible, to avoid them. However, in some cases, this may not be possible. In such situations, measures will have to be taken to either minimize or offset such effects. Actions taken to reduce the effects of a certain project on the environment are called "Mitigating Measures".

During design, the environment affected by a project will be established and the specific net effects identified. The design shall include measures to mitigate the negative effects. Measures which must be taken to minimize the negative effects will be worked out such that the design can be tailored to recognize them. Contract drawings and documents shall include special provisions to ensure the least impact on the environment. Appendix 2 sets out a table showing typical mitigating measures for potential adverse effects on the environment.

B.3.3.2 Construction

This Class EA describes the process by which the various alternatives are analyzed and the most suitable design is chosen. The construction stage presents another set of alternatives as to how the work will be undertaken.

Many projects which undergo the Class EA planning process will be carried out by contract let by competitive tender, and the contractor is normally the low bidder. The contractor will have estimated his costs and planned his method of operation during the tendering stage, subject to the specifications and special provisions in the contract and any relevant legislation.

Contractors differ in their approach regarding sequence of operation, techniques, methods of operation, type make and size of equipment utilized, and speed of operation. There is, however, a fairly general uniformity in construction operation, being the natural result of economic competition.

Some of these operations have potential for environmental impact, and where these can be anticipated in the design stage, 'special provisions' shall be written into the construction package. They shall spell out what can or cannot be done during specific operations. Unforeseen problems that arise during construction shall be addressed on the site, and the proponent's best judgment used to ensure that changes to the contract do not cause negative environmental impacts.

Staff responsible for inspecting the contractor's work must be made aware of such provisions, in order to ensure compliance during construction. It shall be the responsibility of the proponent to ensure that inspectors enforce compliance with the environmental provisions, as well as the traditional engineering provisions, of the construction package.

Preferred Alternative Solutions

Please indicate with an “x” which alternatives you prefer for each the bridge and road of alternative solutions that have been established. If you feel an alternative solution is better suited, please include it in the “other” line.

Alternative Solutions for Road

Do Nothing / Repair and Maintain

Repave surface

Reconstruct Road

Other_____

Alternative Solutions for Bridge

Do Nothing / Repair and Maintain

Close Bridge to Vehicular Traffic and Maintain

Remove Bridge / Do Not Replace Bridge

Replace the Existing Bailey Bridge With a New One Lane Structure and Provide Operational Improvements to Niska Road

Replace the Existing Bailey Bridge With a New Two Lane Structure and Provide Operational Improvements to Niska Road

Other_____

Niska Road Reconstruction
Class Environmental Assessment Study
Community Working Group
Terms of Reference

The City of Guelph (City) has initiated a Class Environmental Assessment (EA) study to investigate opportunities for improvements to Niska Road from the City limits to Downey 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. The City also recognizes that the community has concerns regarding impacts to the natural environment and community heritage in addition to addressing community safety and traffic issues. Therefore, the City wishes to establish a Community Working Group (CWG) as part of the public consultation component of the Class EA process to address all of these issues as it relates to road and bridge reconstruction options for Niska Road.

The purpose of this document is to provide potential members of the CWG with an understanding of the CWG role and responsibilities of members, expected level of commitment, rules of order, and a process to amend this Terms of Reference.

CWG Mandate

The City of Guelph believes that communicating with local residents and community leaders is important. The CWG will provide a forum for dissemination, consultation, review and exchange of information regarding the reconstruction of Niska Road, from the City Limits at Speed River to the Downey Road intersection, including the environmental assessment process, road design concepts, road safety features and bridge.

As with all project working groups within the City of Guelph, the CWG will not have the authority to commit City resources or direct the work of staff. As stated above, the CWG is a forum for information dissemination and gathering of feedback from stakeholders.

CWG Membership

The composition of the CWG will be structured to provide a balance of perspectives. In addition to inviting local community members to participate on the CWG, invitations shall also go out to other stakeholders who utilize this road corridor. This may include local residents living greater than 2,000 meters from the study area, property owners, seasonal residents, members from environmental committees, cycling committees, the transport industry, local businesses and the general travelling public. This process includes the following key steps:

- Notification of CWG opportunity through advertisement (e.g., Guelph Tribune, Wellington Advertiser)
- Formal request to volunteer to participate on the CWG can be provided in writing to either of the project team members listed below by letter or email with return contact information (home address, phone number and email address)
- **Attendance at a first meeting is mandatory.**
- Members of CWG will be finalized at the first CWG meeting.
- It is intended to convene a group consisting of up to 12 members not including the Project Team made up of City Staff and their Consultant.
- Depending on the numbers requesting participation a random selection process may be required and implemented.
- The City's Project Team will have the final word.
- The first CWG meeting date will be provided to volunteers in separate correspondence.

Members of the CWG shall be required to participate for the duration of the Class EA process. Based on similar types of projects, we anticipate that the duration of this study will last until May or June of 2014. However the study must follow the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in

2007 and 2011) and as part of that process the project will continue until submitted and adopted by City Council.

The intention is to select a diverse and broad range of members of the Guelph community, to allow for a variety of perspectives. Amongst others groups, members may be drawn from:

1. Residents and property owners within 2,000 metres of the study area (6 members)

2. Interested non-governmental organizations (e.g., University of Guelph, committees concerned with the environment, cycling committees, members of the transport industry, local businesses) (3-4 members)

3. Other interested people or groups (e.g., residents who live greater than 2,000 meters for the study area and the travelling public) (3-4 members)

CWG members will not be limited to residents, property owners, businesses etc. from within the boundaries of the City of Guelph. Where appropriate, stakeholders from outside the City boundaries will be eligible for membership in the CWG.

City staff, including City Councilors are not eligible for membership on the CWG. City Staff and their Consultants will be available as resources at all meetings and will present project and study materials, data, maps and drawings.

Meeting attendance is very important, as such, if a stakeholder misses three consecutive meetings, the appointee will be deemed to have forfeited their position on the CWG, subject to the appointee having the opportunity to address the CWG in writing regarding their absenteeism. The CWG will then vote on their continued participation.

Roles and Responsibilities

It is the responsibility of all CWG members to participate in discussions, provide input and ideas from their perspective and listen to other points of view. Additional responsibilities are as follows:

City Staff

- Chair meetings.
- Keep CWG members up to date on activities of the project.
- Appoint a City staff liaison person to coordinate communications between the Chair of the CWG, the Consulting Team and City Council.
- Listen carefully to the opinions and perspectives provided.
- Provide timely responses and/or action as appropriate including follow-up on issues raised that could not be addressed at the meeting.

CWG Members

- Attend CWG meetings and participate in discussions. Become informed about the road and bridge design options, study area limitation, community traffic flows, area traffic volumes, traffic safety options, and environmental mitigation.
- Be prepared and informed for meetings by reviewing any materials provided in advance.
- Relay any input received to the broader community.
- Bring a community perspective to the discussion, complaints or issues raised by the public, offer opportunities and identify threats.
- Help the CWG operate effectively by contributing constructively and openly discussing ideas and opportunities.

City's Project Consultant

- Co-Chair meetings.
- Organize and attend CWG meetings and participate in discussions.
- Assist the Chair with the effective functioning of the committee including development and distribution of agendas, meeting notes, etc.
- Work with the City in keeping CWG members up to date on any issues raised within the community.
- Identify the Project Manager who will be the liaison person to coordinate communications between the City staff liaison person and the Chair of the CWG.

- Listen carefully to the opinions and perspectives provided.
- Provide research and design options to each meeting.
- Liaise with the City in providing timely responses and/or action as appropriate including follow-up on issues raised that could not be addressed at the meeting.
- Provide design decisions and/or assessment decisions that reflect the opinions, suggestions, comments and concerns of the CWG as project decisions are being advanced.

CWG Meeting Schedule and Format

The CWG will form once the project has commenced and the City has reviewed the submissions and selected the committee participants.

Within the first month of establishment of the CWG, meetings will be held once per month. All meetings will be held at Guelph City Hall (1 Carden Street).

Meetings will be chaired by either City Staff and/or the Consultant. Depending on the subject matter of a given meeting the CWG Chair could be called upon the chair the meeting.

We anticipate conducting approximately 6 evening meetings, (7-9 p.m.). Meeting will last approximately 2 hours.

The first meeting will focus on the role of the CWG and provide members with a basic understanding of the Class EA process, what is required under this process, an overview of the existing conditions and the project 'Next Steps'.

Standard meeting agenda items will include:

- Project update
- Discussion of CWG comments and concerns
- Design options and/or considerations
- Agency comments and requirements
- Review of issues and concerns
- Other agenda items as appropriate

Meeting materials including an agenda will be posted electronically to the City's website and emailed to the CWG members at least 72 hours prior to the next meeting. Meeting notes will be prepared by the City and posted on the City's website in draft format. Once these draft notes have been approved by the CWG, the final approved minutes will be posted to the City's website.

Rules of Order

Members of the CWG have a duty to conduct themselves in an impartial and objective manner. It is understood that members of the CWG will perform their duties in such a way as to promote public confidence and trust in the integrity, objectivity and impartiality of the CWG. The meeting Chair (i.e. City Staff or appointed Consulting staff) will have the right and responsibility to control proceedings of the CWG, including the right to exclude any member of the public or any member of the CWG who is interfering with or disrupting the CWG proceedings.

Every person, every idea and every concern has equal worth. It will be expected that the members of the CWG be fully respectful of others.

Final Word

The goal of the CWG is to achieve the following:

- To share an understanding of heritage, safety, transportation, traffic, operational and environmental problems and challenged currently being faced by the local community and travelling public.

- To work with the community to develop an acceptable preferred solution and design alternative that most addresses the responsibility of the City of Guelph to build and maintain a safe and effective road system and that also addresses the vision and needs of the local community.

For more information

Please contact either one of our project team members if you have questions, comments or would like to be added to the project mailing list.

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record and published with the final Environmental Study Report.

Niska Road Cultural Heritage Landscape Addendum

to:

Cultural Heritage Evaluation Report with Photographic Documentation
Niska Road Bridge, Municipal Site No. 00001,
(Lot 12, Concessions 5 & 6 Geographic Township of Puslinch),
Class Environmental Assessment Study, Niska Road Improvements
City of Guelph, Ontario

Unterman McPhail Associates, April 2014

Niska Road Cultural Heritage Landscape Addendum

- The Unterman McPhail April 2014 Cultural Heritage Evaluation Report (CHER) concluded that the Niska Road Bridge is of local cultural heritage value or interest, being *... the only example of a Bailey bridge identified within the City of Guelph, one of only two examples within the Grand River watershed, and a rare example of a Bailey Bridge remaining in road use within Southern Ontario*.

- The 'Preliminary Preferred Option' from the EA is to the replace the bridge with a new, wider structure as well as implement road improvements, including provision for pedestrians and cyclists

Niska Road Cultural Heritage Landscape Addendum

- The CHER recommendations are limited to the Niska Road bridge itself and it is the objective of this Cultural Heritage Landscape (CHL) Addendum to evaluate an enhanced EA study area using *Ontario Regulation 9/06* and make a recommendation as to whether any portion of the EA study area should be considered a cultural heritage landscape as defined in the City of Guelph *Official Plan;* and if so, provide advice as to how the proposed improvement options for Niska Road and its bridge as outlined in the EA may impact the heritage attributes of a confirmed cultural heritage landscape and suggest reasonable measures to mitigate any negative impacts.

Niska Road Cultural Heritage Landscape Addendum

Niska Road Cultural Heritage Landscape Addendum

- There are three political jurisdictions in the addendum study area (Guelph-Eramosa Twp., City of Guelph & Puslinch Twp.) The boundaries until 1966 differed from the current scenario when the City of Guelph annexed lands from both Guelph and Puslinch Townships, and before the amalgamation of Guelph and Eramosa Townships.

- The addendum study area was first settled about 1849. Families significant to the townships and the City of Guelph have owned and occupied lands within and adjacent to the area. These include Buchanan, Hanlon, Anderson, and Hewitt.

- The Niska Game Farm was developed in 1948, becoming the Kortright Waterfowl Park in 1959. The Niska Wildlife Foundation took over the Ontario Waterfowl Research Foundation Park in 1976. At the same time, the Grand River Conservation Authority acquired the lands along the Speed River. The Foundation operated the park until it was closed in June of 2005

Niska Road Cultural Heritage Landscape Addendum

- The road allowance between former Puslinch Township Concessions 5 and 6 was known as Kortright Road in the mid 20th century after the waterfowl park, and re-named Niska Road in 1986, likely derived from the adjacent Niska Game Farm. Niska is the Cree word for Canada Goose. There have been a number of bridges over the Speed River at this location from the mid 19th century on. A one-span steel pony truss bridge pre-dated the current one-span, double truss Bailey bridge that was installed in 1974 after the previous bridge collapsed.

Niska Road Cultural Heritage Landscape Addendum

Physical characteristics & spatial configuration, including built heritage features

Niska Road Cultural Heritage Landscape Addendum

Steele/Anderson farmhouse

Buchanan farmhouse

Niska Road Bridge

Buchanan barn

Niska Road Cultural Heritage Landscape Addendum

Rationale for Boundaries of the Cultural Heritage Landscape

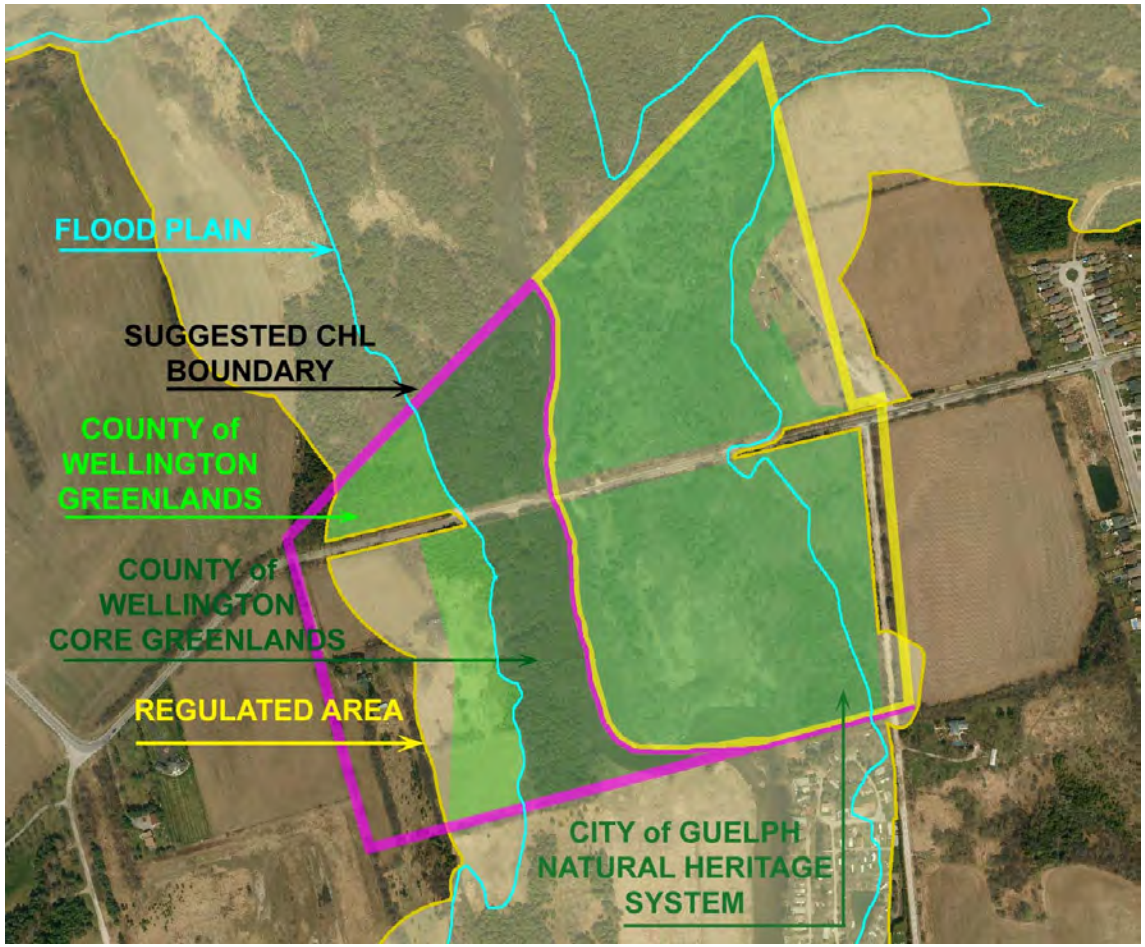
The landscape of the Addendum Study Area is relatively complex mainly as a result of topography, vegetation and political boundaries. However, there is a consistency that binds the various physical components and that is the 19th century settlement pattern and history, and the road that divides the landscape in two. Remnants of the 19th century remain in the form of fence rows, tree plantings, farm buildings, roads, *etc.*

The suggested boundary is partially based on the 19th century settlement pattern. Within the boundary are two landowners from 1877: Buchanan and Grange (later Crane). The adjacent Anderson farm is also noted. Two farmsteads remain from the 1870s, Buchanan and Anderson. There is no evidence of the Grange / Crane farmstead, these lands being occupied in the 20th century by the Niska Game Farm and later the Kortright Waterfowl Park.

Niska Road Cultural Heritage Landscape Addendum

Forms of Recognition and/or Protection

The lands within the suggested CHL boundary are currently protected by a number of policies, not for their heritage attributes, but rather for their natural resource attributes.



Niska Road Cultural Heritage Landscape Addendum

- The only City of Guelph portion of the suggested CHL not protected by the GRCA Regulated Area or City Significant Natural Area is the Pioneer Trail right-of-way. The hedgerow in this right-of-way would be considered for retention/ integration of the hedgerow through a development application process (should one be made) from a Urban Forest/Tree protection perspective regardless of whether or not it has cultural heritage value. This consideration would occur through the Environmental Impact Study (EIS) and the Tree Inventory and Preservation Plan that would be prepared as part of a development application.

Niska Road Cultural Heritage Landscape Addendum

Cultural Heritage Landscape Evaluation

- The criteria outlined in *Ontario Regulation 9/06* are used in this evaluation

- *Criterion 1 - design value or physical value*

  Much of the constructed landscape consists of farmsteads and croplands that are consistent with the 19th century landscape, whereas some of the landscape has been allowed to revert to nature and is in the process of reforesting itself. The landscape is unique in that part of it is the only remnant of a waterfowl park in the area. The landscape is a representative and early example of a settlement in Puslinch Township that has endured.

  ***This criterion is satisfied*.**

- *Criterion 2 - historic or associative value*

  The landscape has a direct association with persons and organizations who were important to the community. Robert Buchanan was one of the promoters and President of the Puslinch Farmers' Club, the initial Farmers' Institute in Ontario. His son, Walter W. was President of the Puslinch Agricultural Society and a Director and Secretary and Treasurer of the Puslinch Farmers' Club and County of Wellington Farmers' Institute. The Kortright Waterfowl Park and Niska Research Centre once held the largest population of captive waterfowl anywhere in North America, and welcomed 45,000 paying visitors each year. The facility's research and breeding program raised about 1,000 ducklings, goslings, and cygnets annually, birds sold to repopulate stock in private and public areas. It was named in honour of conservationist and author Dr. Francis Kortright. Adjacent lands include those of James Anderson, first President of the South Wellington Agricultural Society, and known as the "Laird of Puslinch"

  ***This criterion is satisfied*.**

- *Criterion 3 - contextual value*
  The character of the area is definable, and if the physical characteristics that assist in understanding the meaning of the properties it were not maintained, the character would be lost.
  This criterion is satisfied.

- **The cultural heritage landscape identified in this report meets the criteria of *Ontario Regulation 9/06*; thus it is a significant cultural heritage landscape.**

Heritage Impact Assessment

A preferred alternative undertaking has yet to be determined as of the date of this Addendum report; however, should it be decided that road improvements and/or a replacement bridge are preferred, the following recommendations are made.

The CHL is located in two adjacent municipalities. No evidence, other than the Niska Road bridge, of early settlement in the form of buildings, fence rows, *etc.* is extant in the City of Guelph portion of the CHL. Adequate protection of the existing landscape within the suggested CHL boundary is afforded by numerous Provincial, Conservation Authority, City and County of Wellington policies. It is therefore recommended that the CHL need not be designated under the *Ontario Heritage Act* in order to conserve its integrity. Rather, the existing policies will suffice with the addition of the following caveats / recommendations.

Niska Road Cultural Heritage Landscape Addendum

Should Niska Road be improved within the City boundaries from Ptarmigan Drive to and across the Speed River, the following mitigating measures are recommended.

1. From a visual perspective, the road cross section from Pioneer Trail to the River should remain a rural cross section, *i.e.* roadside ditches or swales with no curb or gutter; however, because the road is perched higher than the natural landscape on either side, constructing a rural cross-section to current road design standards would require a greater intrusion into the landscape than a curb and gutter profile. Therefore, a curb and gutter design may be a better fit.
2. Should development be approved for the farm fields north and south of Niska Road west of Ptarmigan, views from Niska Road of the CHL should be carefully considered.
3. Native tree plantings in the Niska Road right-of-way that direct views from the Ptarmigan-Niska intersection to the valley should be provided.
4. Should Pioneer Trail be improved in the future to provide access to development in the farm field adjacent, its rural cross section and the vegetation in the east side of the right-of-way should be retained / conserved. The view from and to Niska Road is one of the attributes of the CHL .
5. If the Niska Road bridge is to be replaced, because it has been determined that it is of local cultural heritage value or interest; because it is in relatively good condition; and because it is a Bailey Bridge, every effort should be made to find a suitable relocation site, preferably in the City or adjacent townships.
6. Provision should be made for pedestrians and cyclists in the road improvement and bridge plans, preferably off-road and on one side only to limit intrusion into the CHL and natural landscape. Currently, the exceptional views of the river and its waterfowl are unattainable at peak traffic flow times because there are no shoulders and the bridge cannot accommodate a vehicle and pedestrians or cyclists at the same time. Views from an automobile are fleeting at best because of the attention required of drivers negotiating the narrow one-lane bridge, especially with oncoming traffic.
7. The information in the CHL Addendum report should be shared with the public through the City's website, the Guelph Public Library, Puslinch Township Library and Wellington County Library. It should also be shared with the Puslinch Heritage Committee.
8. Further research should be conducted on the GRCA / former Kortright Waterfowl Park lands when it is safe to do so to determine if there may be remnants of historical features or structures on the property such as the "Ramsey" saw mill of the 1860s.

Heritage Guelph – April 13, 2015

"THAT Heritage Guelph receive the report titled "Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No.00001 (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study, Niska Road Improvements, City of Guelph, Ontario" (Unterman & McPhail Associates April 2014), and the report titled "Niska Road Cultural Heritage Landscape Addendum" (CHC Limited, February 5, 2015) as submitted to the City of Guelph for a Class Environmental Assessment (EA) investigating opportunities for improvements to Niska Road from the city limits to Downey Road."

CARRIED

"THAT Heritage Guelph supports the conclusions of both reports, specifically the identification of the current Niska Road bridge as a structure of local cultural heritage value and the identification of the defined area around the Niska Road crossing at the Speed River as a significant cultural heritage landscape"

CARRIED

Heritage Guelph – April 13, 2015

"THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits."

CARRIED

"THAT Heritage Guelph conditionally supports the preliminary preferred alternative for the Niska Road Environmental Assessment subject to the following conditions:

THAT should the bridge be approved for replacement that Heritage Guelph recommends that staff be directed to investigate practical options for the relocation of the superstructure of the Niska Road bridge to a suitable location within the city (or Puslinch Township/Guelph Eramosa) for rehabilitation as a pedestrian/cycling bridge; and

Heritage Guelph – April 13, 2015

(CONTINUED CONDITIONS OF RESOLUTION)

"THAT Heritage Guelph conditionally supports the preliminary preferred alternative for the Niska Road Environmental Assessment subject to the following conditions:

THAT staff be directed to bring a report to Council recommending that the Niska Road cultural heritage landscape identified within the city limits be listed on the City of Guelph's Municipal Register of Cultural Heritage Properties under Section 27 of the Ontario Heritage Act; and,

THAT Heritage Guelph recommends that the Niska Road cultural heritage landscape identified within the city limits within the CHC report, be designated under Section IV of the Ontario Heritage Act; and,

THAT Heritage Guelph recommends that the consultant team provides copies of the Cultural Heritage Evaluation Report and the Niska Road Cultural Heritage Landscape Addendum to the Township of Puslinch and the Township of Guelph/Eramosa; and that the City of Guelph provide Heritage Guelph minutes from March 9, 2015 and April 13, 2015.

Heritage Guelph – April 13, 2015

(CONTINUED CONDITIONS OF RESOLUTION)

"THAT Heritage Guelph conditionally supports the preliminary preferred alternative for the Niska Road Environmental Assessment subject to the following conditions:

THAT the extant stone abutments of the bridge be retained and conserved in situ to stand as a monument to previous bridges and construction methods at this crossing; and,

THAT the City provide interpretive signage explaining the history of the Niska Road crossing and its associated cultural heritage landscape; and,

THAT if development is considered on lands adjacent to the identified Niska Road cultural heritage landscape that the views west and south from the intersection of Niska Road and Pioneer Trail be considered carefully in order to conserve the heritage attributes of the identified cultural heritage landscape; and,

THAT when development is proposed on adjacent lands, the viewshed be studied to the north and east with consideration of its impact on the cultural heritage landscape; and,

Heritage Guelph – April 13, 2015

(CONTINUED CONDITIONS OF RESOLUTION)

"THAT Heritage Guelph conditionally supports the preliminary preferred alternative for the Niska Road Environmental Assessment subject to the following conditions:

THAT Heritage Guelph is circulated the alternative design concepts for the preferred solution and be provided the opportunity to review and assess potential impacts of the proposed improvements and recommended mitigation plans on the cultural heritage landscape; and,

THAT the replacement bridge be designed in such a way that is compatible with the cultural heritage landscape and with the current views from the bridge (upstream and downstream) not impeded for vehicular, bicycle or pedestrian traffic; and,

THAT the City's EA study team return to update Heritage Guelph and provide opportunities for further input regarding the environmental assessment following the EA's second Public Information Centre and prior to the filing of the EA document."

CARRIED

River Systems Advisory Committee – February 18, 2015

"THAT the River System Advisory Committee conditionally support the preliminary preferred alternative for the Niska Rd EA subject to the following conditions:

THAT traffic calming and volume reduction, safe pedestrian and cycling access, maintenance of cultural aesthetics, safe wildlife passage and vehicle size restrictions be included.

THAT the River System Advisory Committee are circulated and be provided the opportunity to review the alternative design concepts for the preferred solution; the assessment of potential environmental effects of the proposed improvements and recommended mitigation / monitoring plans proposed to address any potential adverse impacts.

THAT the City's study team return to update the River System Advisory Committee and provide opportunities for further input regarding the EA at the first meeting available following the Second PIC."

Motion Carried

Unanimous