

# **Municipal Class Environmental Assessment for Niska Road Improvements**

## **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

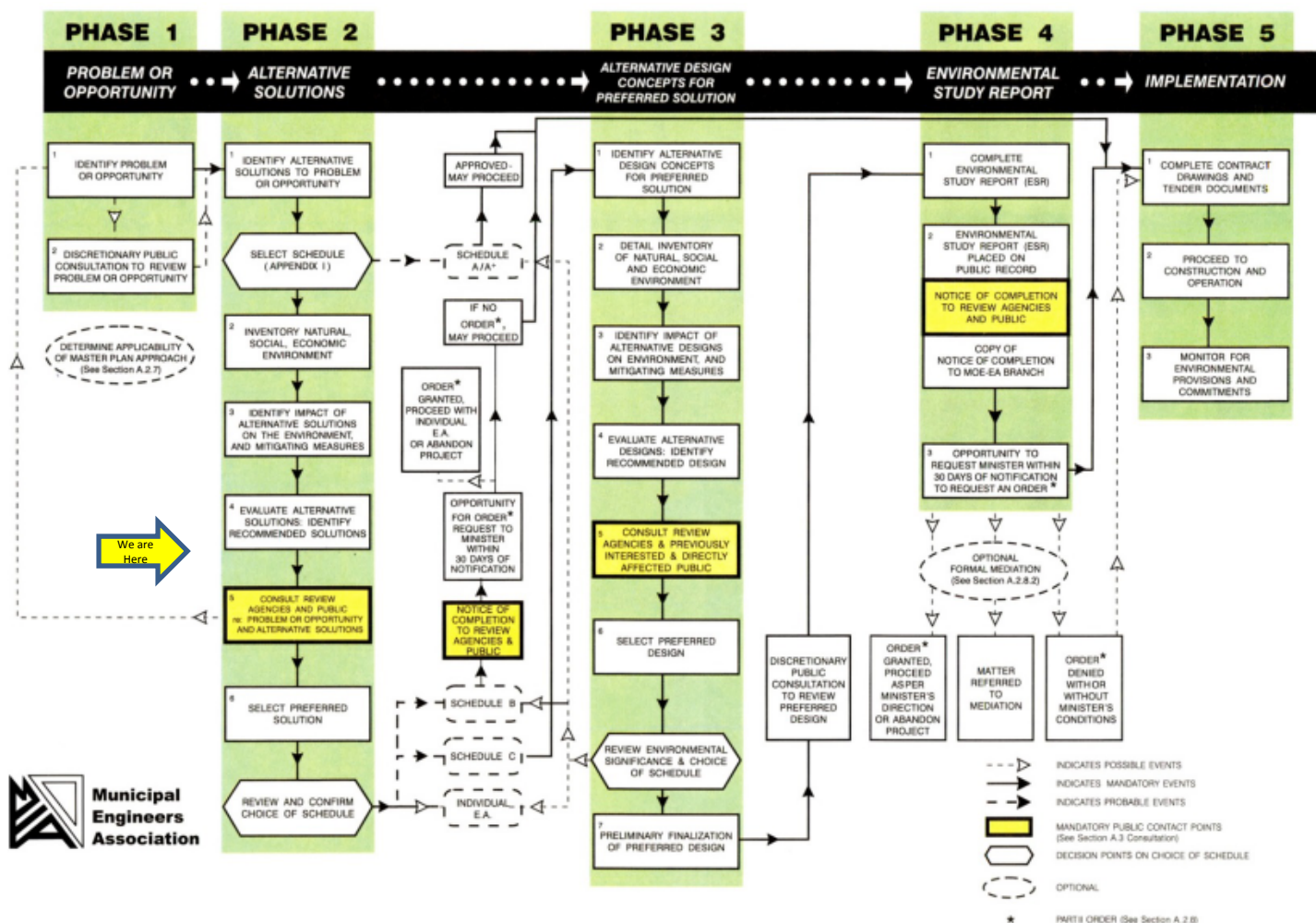
Please:

- 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





# 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

A large red arrow with a black outline, pointing from the right towards the Phase 2 section.

**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 based 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

# Stakeholder Consultation Timeline



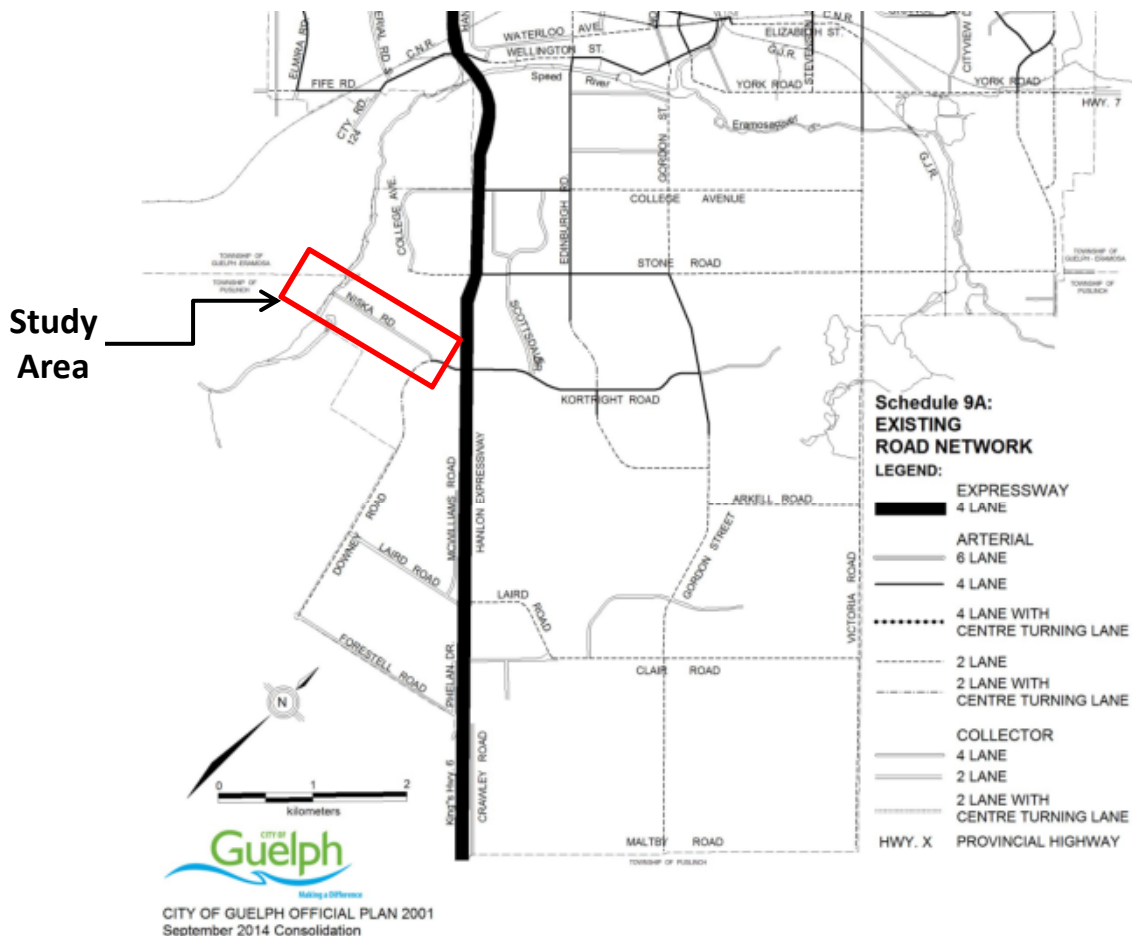
# City of Guelph Official Plan: Schedule 9A

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:

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



## 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.



## Community Concerns (continued)

Comment / Concern	Responses
<p>Increased traffic will be dangerous for wildlife and people and will negatively effect neighborhood.</p> <p>Concerned about pedestrian safety and lack of sidewalks on Niska Road.</p>	<p>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.</p>
<p>Impact to fish.</p>	<p>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.</p>

## 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).

## 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.

# 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.





# 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 views
  - 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

# Existing Road Characteristics



# 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





# 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





# 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



# 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

# 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

## 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

**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.

# 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

# 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.



# 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.

# 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.



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.

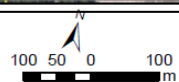
## Amphibian Assessments

- 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.

# NATURAL HERITAGE SYSTEM



Produced by the City of Guelph  
Planning Services  
Adopted: July 27, 2010, Consolidated: June 2014

## Natural Heritage System Natural Heritage System

As approved by the Ontario Municipal Board, June 4th, 2014.

**Niska Road**  
Spring 2012 Aerial Photography

## Viewscape: Existing Condition



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



**Niska Road at  
Ptarmigan Drive**

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.



# 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.

## 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, viewscales, 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.

# 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

# 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.)

# 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

# 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

# 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



# 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

## 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



# 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



# 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:

## 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.

#### 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.



# 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](mailto: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](mailto:leonard.rach@rjburnside.com)**

These presentation materials will be available online at:  
**[www.guelph.ca/niskaroad](http://www.guelph.ca/niskaroad)**

**THANK YOU FOR ATTENDING**