

Committee of the Whole Meeting Agenda

Consolidated as of September 29, 2017

Monday, October 2, 2017 – 2:00 p.m.
Council Chambers, Guelph City Hall, 1 Carden Street

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available on guelph.ca/agendas.

Changes to the original agenda have been highlighted.

Call to Order – Mayor

Disclosure of Pecuniary Interest and General Nature Thereof

Presentation:

- a) Recognition of the International Economic Development Council Award
Peter Cartwright, General Manager, Business Development and Enterprise and staff
 - b) Recognition of Michael Witmer, Development Planner, for obtaining his Master of Public Administration degree
 - c) Children's Groundwater Festival
Sue Reid, Program Coordinator
 - d) Metrolinx Capital Projects Update
Gord Troughton, Director, Corridor Infrastructure
Erin Moroz, Director, Communications and Community Relations
(presentation)
-

Consent Agenda – Infrastructure, Development & Enterprise

Chair – Councillor Gibson

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-IDE-2017.36 Service Delivery Methods in the Context of Business Service Reviews

Recommendation:

That the report IDE-17-104 "Service Delivery Methods in the Context of Business Service Reviews," dated October 2, 2017, be received.

Items for Discussion – Infrastructure, Development & Enterprise

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

COW-IDE-2017.37 Water and Wastewater Rate Review- Billing Exemptions Study

Presentation:

Emily Stahl, Manager Technical Services, Environmental Services, Water
Wayne Galliher, Division Manager, Environmental Services, Water
Peter Busato, General Manager, Environmental Services

Recommendation:

1. That the report titled Water and Wastewater Rate Review- Billing Exemptions Study (IDE-17-114) be received.
2. That staff prepare Terms and Conditions and related revisions to the Water and Wastewater by-laws for Council approval in Q1 2018 for two program recommendations: Sewer Abatement Rebate Program and Water Leak Forgiveness Program.

COW-IDE-2017.38 Pedestrian Crossover Implementation

Presentation:

Steve Anderson, Supervisor, Traffic Engineering

Delegations:

Deputy Chief Paul Martin, Guelph Police Services

Recommendation:

That the implementation strategy for Level 2 Pedestrian Crossovers as outlined in Report IDE 17- 113 be approved.

COW-IDE-2017.39 Corporate Project Management Office Progress Update

Presentation:

Tomoko King, Manager Corporate Project Management Office

Recommendation:

That the report IDE-17-109, Corporate Project Management Office Progress Update, dated October 2, 2017 be received.

Service Area Chair and Staff Announcements

Consent Agenda – Governance

Chair – Mayor Guthrie

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-GOV-2017.2 2018 Council and Committee Meeting Calendar

Recommendation:

That the 2018 Council and Committee meeting schedule as shown in ATT-1 to Report CS-2017-78, dated October 2, 2017 be approved.

Items for Discussion – Governance

COW-GOV-2017.3 Election Policies

Presentation:

Stephen O'Brien, City Clerk

Recommendation:

1. That the Use of Corporate Resources during an Election Policy, included as ATT-1 to the report titled Election Policies and dated October 2, 2017, be approved.
2. That the Council Vacancy Policy, included as ATT-2 to the report titled Election Policies and dated October 23, 2017, be approved.

Service Area Chair and Staff Announcements

Items for Discussion – Public Services

Chair – Councillor Downer

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-PS-2017.12 Speedvale Avenue Bridge Underpass

Presentation:

Colleen Clack, Deputy CAO, Public Services

Delegations:

Bill Mungall, Guelph Hiking Trail Club

Ken Chupa, Vice President, Guelph Wellington Seniors Association

Taylor Moran, member, Guelph Wellington Waterloo Regional Trail Committee

John Marsden

Mike Darmon

Suzanne Gates

Yvette Tendick, Guelph Coalition for Active Transportation

Martin Collier

Stan Kozak

Chuck Castillo

Correspondence:

Bill Mungall

Wilfred Ferwerda

Mark Wojcicki

Rick McDonald

Ian Digby

Marcia Santen

Janet Baine

Kim Nixon

Joe Mudge

Niels van Miltenburg

Jessica Martin

Leanne Johns

Jordan Richard

Anissa McAlpine

Mary Anne Young

Mike Curtis, President, Guelph Hiking Trail Club

Recommendation:

1. That staff be directed not to proceed with the detailed design and construction of the Speedvale Avenue Bridge Underpass.
2. That staff be directed to continue to explore an alternative to the Speedvale Avenue Bridge Underpass in the Guelph Trail Master Plan Update.
3. That the \$50,000 approved in 2017 Capital Budget for detailed design be reallocated by the Finance Department.

Service Area Chair and Staff Announcements

Mayor as Chair**Adjournment**

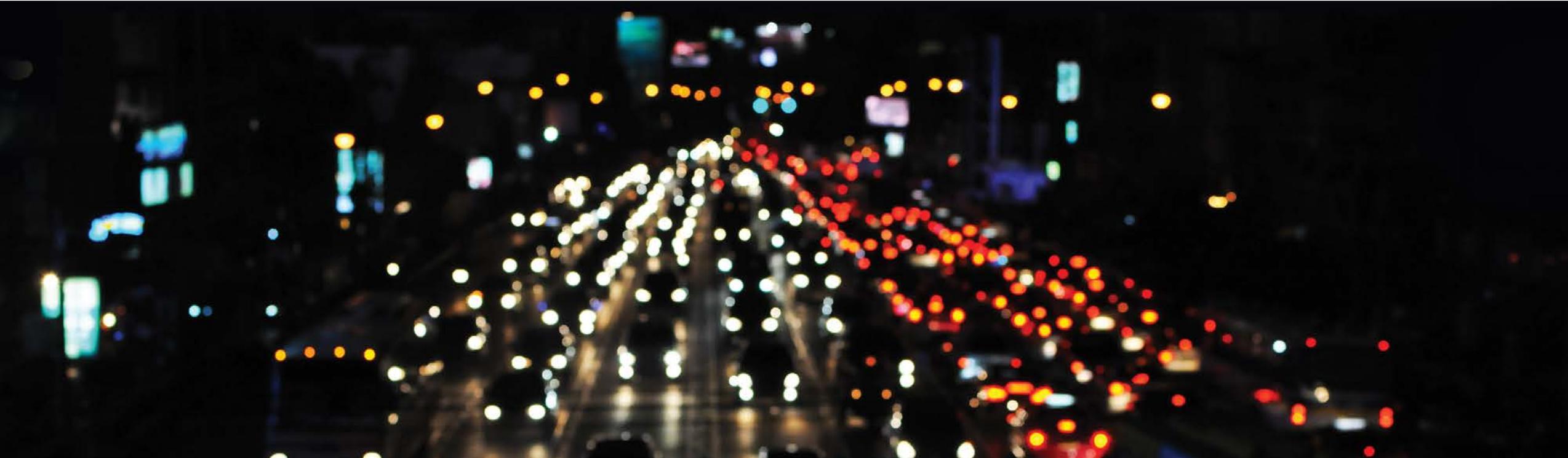
CREATING CONNECTIONS IN THE CITY OF GUELPH

GORD TROUGHTON, DIRECTOR, CORRIDOR INFRASTRUCTURE
ERIN MOROZ, DIRECTOR, COMMUNICATIONS AND COMMUNITY RELATIONS

CONGESTION COSTS OUR ECONOMY

- The average commute in Ontario is already over 45 minutes, and that figure jumps to more than an hour for commuters in the Greater Toronto and Hamilton area. That means the average commuter spends nearly an extra work day a week sitting in their car, stuck in traffic.

Congestion is costing the Golden Horseshoe between **\$6 BILLION - \$11 BILLION A YEAR** in lost economic activity.

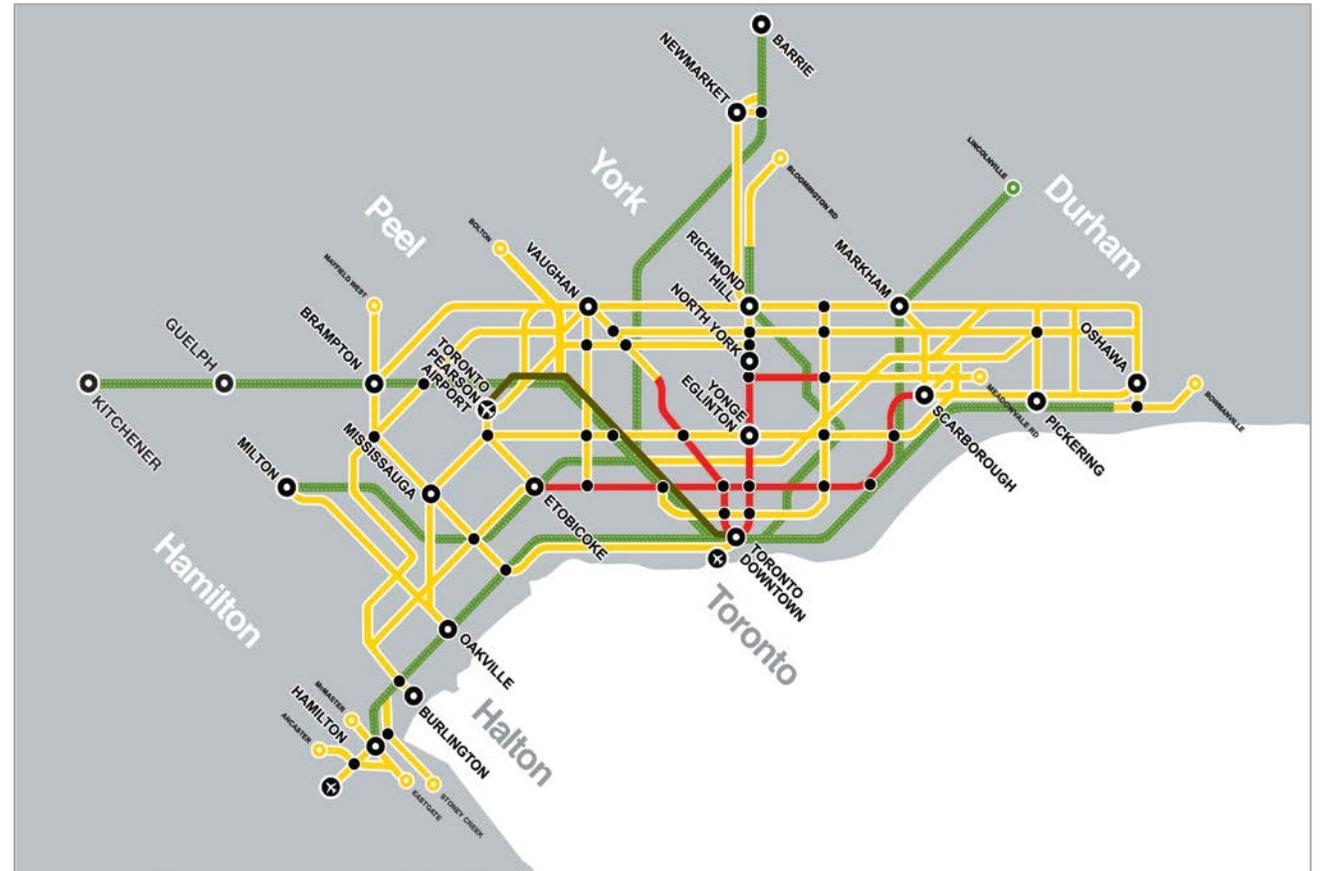


WE HAVE A PLAN: REGIONAL TRANSPORTATION PLAN

Since 2008, Metrolinx has been guided by its Regional Transportation Plan, *The Big Move*.

Developed in consultation with municipalities, residents and stakeholders from across the region, the plan provides strategic direction for planning, designing and building a regional transportation network that enhances the quality of life, the environment and the prosperity of area residents.

Review for the next Regional Transportation Plan is now underway.



The Big Move proposes to build **over 1,200 km** of rapid transit —

more than triple what existed in 2008 — so that over **80 per cent of residents** in the region will **live within 2 km** of rapid transit

WHO IS METROLINX?

Metrolinx was created in 2006 by the Province of Ontario with a mandate to create greater connection between the communities of the Greater Toronto and Hamilton Area, and now beyond to the Greater Golden Horseshoe

PLAN



BUILD



OPERATE



GO RAIL EXPANSION



New GO tracks
150 KM added

150 kilometers of new dedicated GO track will allow for more uninterrupted service



New GO trains
Faster service

New electric trains will travel faster for longer and reduce travel times



**New GO bridges
& tunnels**
More reliable

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service



New GO Stations
More connections

New and improved stations will make your journey more comfortable, from start to finish



Overhead Catenary
Faster service

New electrified rail infrastructure will allow Metrolinx to deliver faster, more frequent service

KITCHENER LINE OVERVIEW

- 101 km, Union to Kitchener
- 79% Metrolinx owned
- GO Train service began in 1974
- 16 stations
- Connections with Grand River Transit, Guelph Transit, Brampton Transit, MiWay, TTC & UP Express

TODAY

5 million annual boardings

85 rush hour trips per week

65 midday trips per week; **no** evening or weekend trips

Diesel service

WITH RER*

18 million annual boardings

~4 times the rush hour trips

Hundreds of new midday, evening & weekend trips

Electric or mixed electric & diesel** service

* - Figures subject to refinement as they do not reflect 2016 expansion of scope

** - Electrification of all GO services is target; conditional on completion of freight bypass

SERVICE IMPROVEMENTS

KITCHENER GO RAIL SERVICE

Kitchener GO Train service has doubled

2011



TODAY



KITCHENER GO BUS SERVICE



2016: Three new bus routes including express service from Kitchener with timed connections to and from trains at Bramalea GO station to provide all-day two-way service Monday to Friday.

RAIL CORRIDOR INFRASTRUCTURE

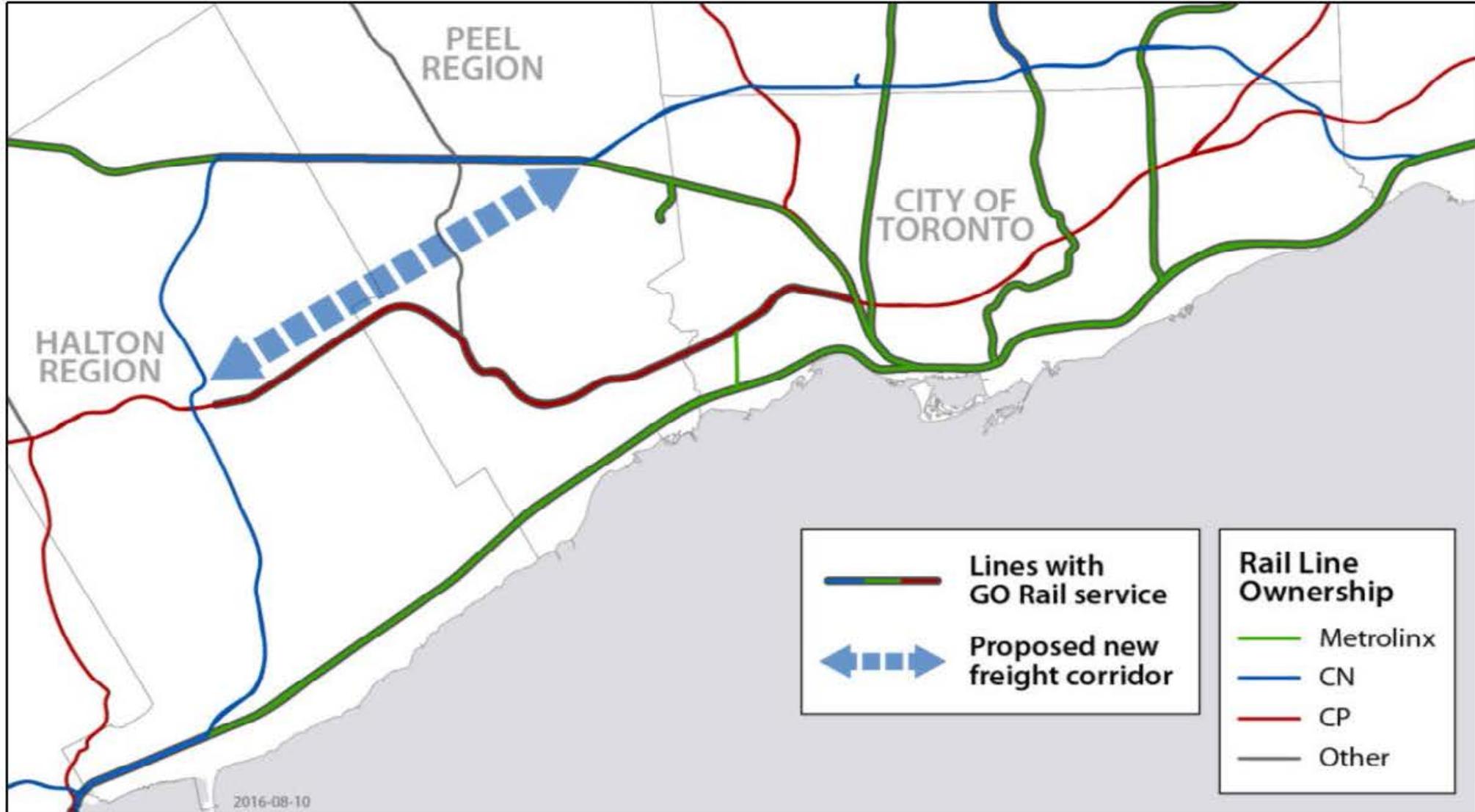
KITCHENER CORRIDOR PROGRAM OVERVIEW

Infrastructure Build:

- Additional track from Union Station to Mt. Pleasant GO Station
- New stations: Liberty Village, St. Clair West, Mount Dennis, and Breslau
- Station modifications/parking expansion
- Hwy 401/409 Rail Tunnel
- Strachan Avenue Grade Separation
- Signal improvements
- Bridge structure modifications
- Layovers at Georgetown, Shirley Avenue, Heritage Road
- Improved rail crossings
- West Toronto Railpath Extension
- Customer experience improvements



NEW FREIGHT BYPASS



BUILDING A NEW CORRIDOR

Building a new corridor is complex and as outlined in initial feasibility work will require:

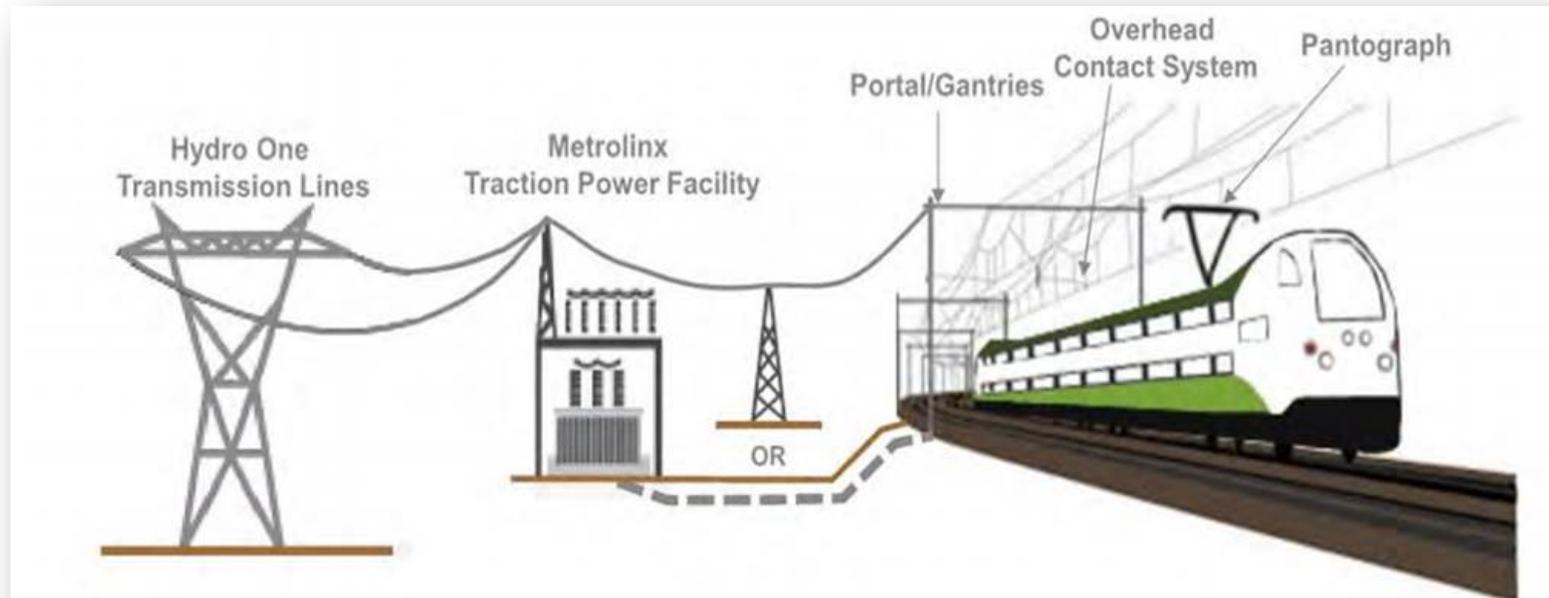
- Up to 35 new bridges for road and water crossings including significant crossings of 401, 410
- Modification and/or relocation of up to 17 hydro towers and as much as 3.4 km of major gas line relocations
- Construction of 60 km of new track, new train signal system
- Construction of a new rail/rail grade separation where Kitchener line will cross the bypass corridor
- Noise and vibration mitigation as required for adjacent properties
- Property impacts

Next Steps:

- Continue negotiations with CN, to progress from the Agreement in Principle (AiP) to a full agreement
- Initiate an Environmental Assessment (EA), including public and stakeholder engagement
- Continue planning and design to identify route alignment and address potential concerns.

ELECTRIFICATION

- Metrolinx can only proceed with electrification on owned corridors
- Electrification requires traction power substations, switching stations, paralleling stations, overhead contact systems, and various safety modifications
- EA underway now to plan and design the required infrastructure for electric service on the Kitchener line between Bramalea and Highway 427 in Toronto. This EA is on track to be complete by the end of 2017
- The Kitchener line west of Bramalea can be electrified only once the new freight bypass is built

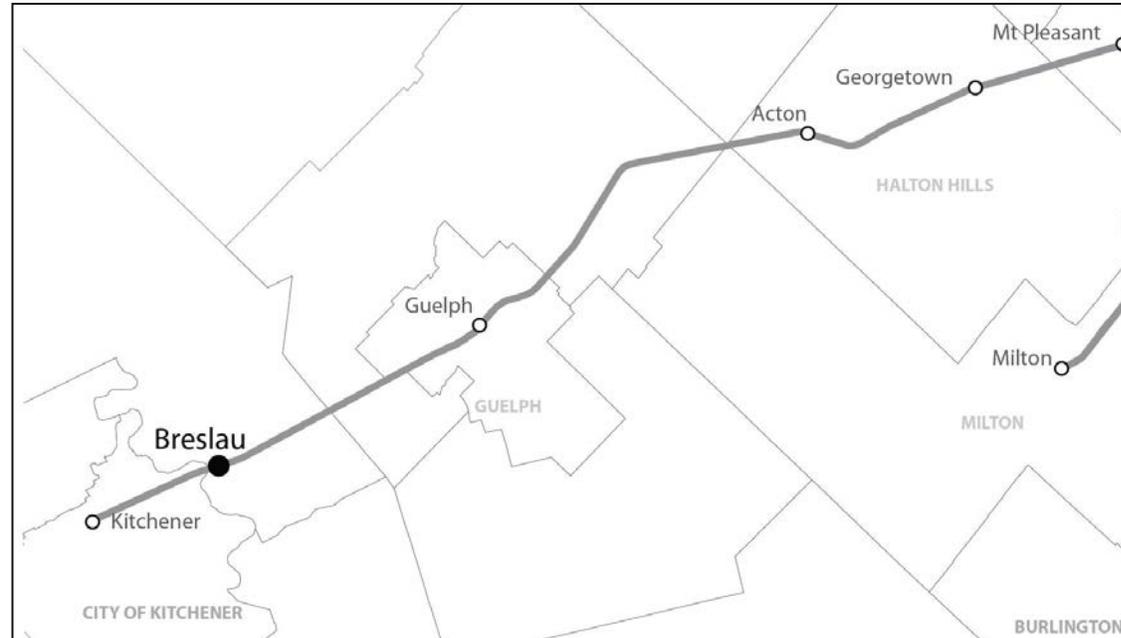


NEW TRACK & NEW STATIONS

NEW TRACK & NEW STATIONS

- New Track – Kitchener Corridor
 - An additional track from Union Station to Mt. Pleasant GO Station to support 15-minute service between Union and Bramalea GO Station
 - 30 km freight bypass between Bramalea and Milton (30 km x 2 tracks)
 - 2nd 52 km track between Georgetown and Kitchener

- New Stations
 - Liberty Village
 - St. Clair West
 - Mount Dennis
 - Breslau



BRESLAU GO STATION

- Plans for a new station at Breslau near Greenhouse Rd.
- Identified in a previous EA.
- Good opportunity to attract new riders from a wide catchment
- Will support adjacent transit-oriented development Will provide limited impact to existing passengers
- Township of Woolwich plans an EA for a grade separation.
- Working with Waterloo Region staff and Township staff as we advance the station design

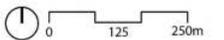


Breslau Station

Initial Business Case Report
Site Context

Legend

- Potential Station Location
- Kitchener GO Line

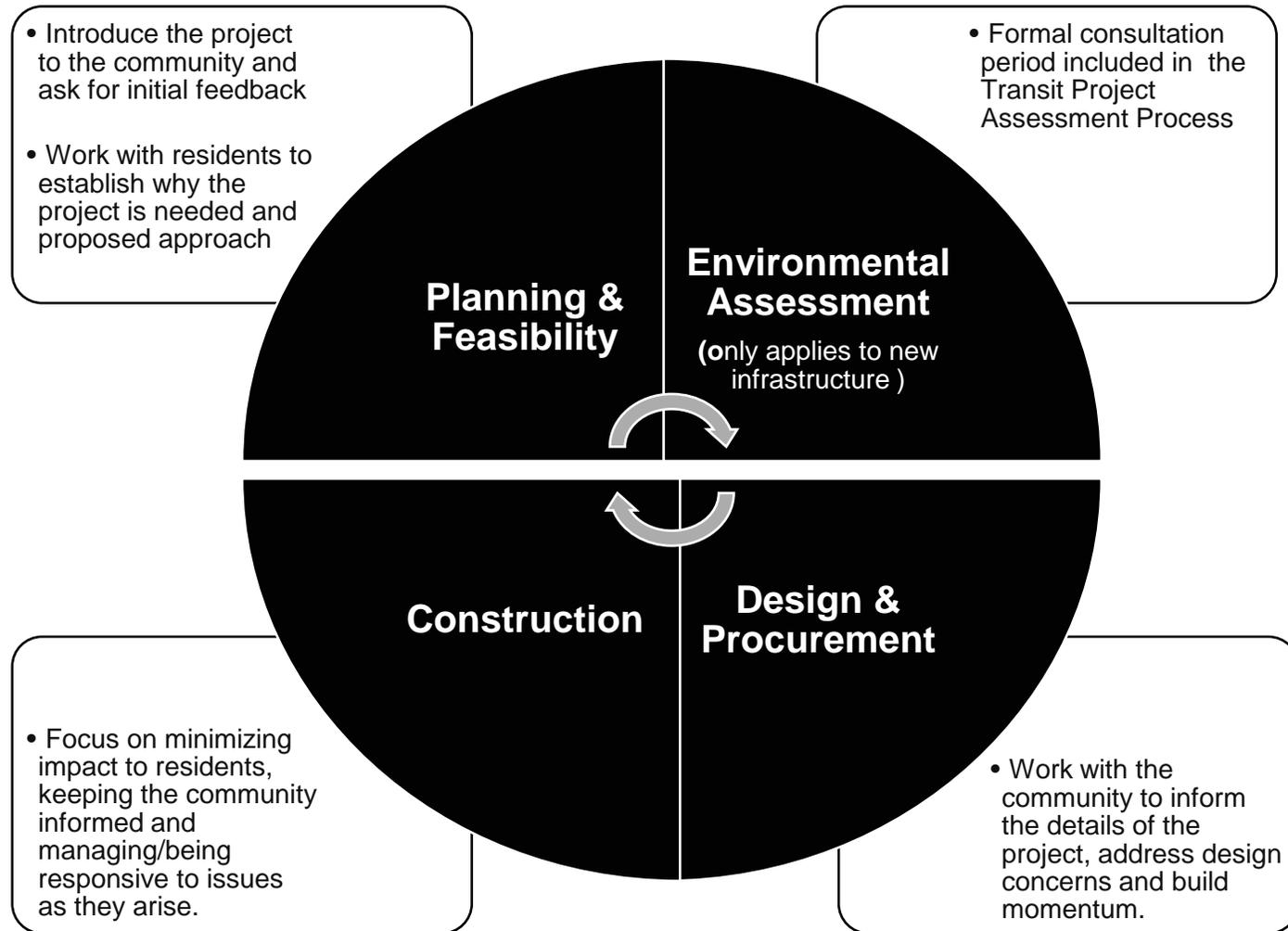


GUELPH GO STATION

- Renovations to station included: PRESTO infrastructure, electronics, IT networking, and washrooms.
- Planned Railway Corridor work between Guelph Station and Hwy 6:
 - Replacement of 2000 ties
 - Replacement of all mainline rail
 - Improving ballast locations
 - Replacement of 7-8 turnouts
 - 5 crossing rehabilitations: Dublin, Yorkshire, Edinburgh, Alma, Glasgow
 - Vegetation management for the main track.
- Fencing work along the corridor, including near Kent Street, high security fence in sections to increase public safety.
- Work will be done mostly during off-hours to minimize disruption to rail service.
- Track speed to be increased from 10 mph to 30 mph, subject to working in partnership with the City.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT: PROJECT CYCLE



COMMUNITY ENGAGEMENT

- Planning on-the-ground engagement in post-secondary institutions in Waterloo Region and the University of Guelph.

CONTACT US

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- Director, Corridor Infrastructure - Kitchener
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- E: Gord.Troughton@metrolinx.com



APPENDIX

PARKING

- Serve rural and urban communities – parking needs vary
- Driving and parking at stations is not sustainable in the long term.
- Working with the City and the Region on active transportation options at King-Victoria Transit Hub – first and last mile
- Carpool lots and park and rides

NOISE

- Noise is a key concern among residents in communities throughout the network
- Metrolinx will work with Guelph City Staff on modelling proposed areas of noise mitigation
- That work will commence during the EA for the freight bypass

REQUIREMENTS FOR THE BYPASS CORRIDOR

- Preliminary planning and design work is underway at the same time negotiations with CN move forward.
- Remaining work cannot begin until an agreement is secured.

Phases	Durations (*some can be done in parallel)
<ul style="list-style-type: none">• Technical and feasibility studies• Planning studies• Design studies• Project Planning	2-3 years (approx.)
<ul style="list-style-type: none">• Community engagement• Community impact and mitigation• Environmental assessment• Permit and approvals	3 years (approx.)
<ul style="list-style-type: none">• Procurement• Construction• Commissioning	4 years (approx.)
<ul style="list-style-type: none">• Community impact and engagement	Ongoing

GO BUS SERVICE TO/FROM KITCHENER-WATERLOO

GO Transit currently operates a number of express GO bus services connecting Kitchener/ Waterloo Region with the Greater Toronto Area. These include:

Route 30: Kitchener – Bramalea GO: an express service that operates all day Monday – Friday, running between Downtown Kitchener and Bramalea GO station via Hwys 401/407. The service provides timed connections to/from Kitchener line GO train & bus services at Bramalea GO, which operate between Bramalea and Toronto’s Union station during off-peak & counter-peak periods. (During peak periods, direct GO train service is available between Kitchener and Toronto’s Union Station). Connections can also be made at Bramalea to other GO routes serving Brampton, York Region, York University and North York

Route 25: U of Waterloo – Mississauga - Express Services: Are provided daily, with additional express trips operated on Thursday’s, Fridays, Saturday’s and Sundays, connecting the University of Waterloo and Wilfred Laurier University with Mississauga’s Square One. Connections can be made at Square One to other GO bus routes serving various Toronto-area destinations such as Downtown Toronto, North York, Pearson Airport & the Airport Corporate Centre Area, Brampton, York Region and Hamilton. Daily local service is also provided between U of Waterloo and Mississauga Square One with stops at Wilfred Laurier University, Downtown Kitchener, Cambridge, Guelph, Milton and Western Mississauga.

Route 25F: University of Waterloo – York University Express: An express service that operates on Fridays & Sundays, between the University of Waterloo and York University via Hwy.407, with stops at Wilfred Laurier University, Hwy.407 & Hurontario Street in Mississauga, and Bramalea GO in Brampton. Connections to other GO routes can be made at Bramalea GO or York University, serving multiple destinations in York Region, Durham Region, North York, Scarborough as well as Downtown Toronto.

Speedvale Trail Underpass: New Information

From Guelph Hiking Trail Club

Oct. 2, 2017

Properties Protected by City Retaining Wall



10 Speedvale E.



671
Woolwich



66
Gemmell

City Retaining Wall: 39 “Hazard Trees” ...Hazardous to Private Property, to the City’s Asset and to Its Budget!)



View of Wall, & 671 Woolwich, to West



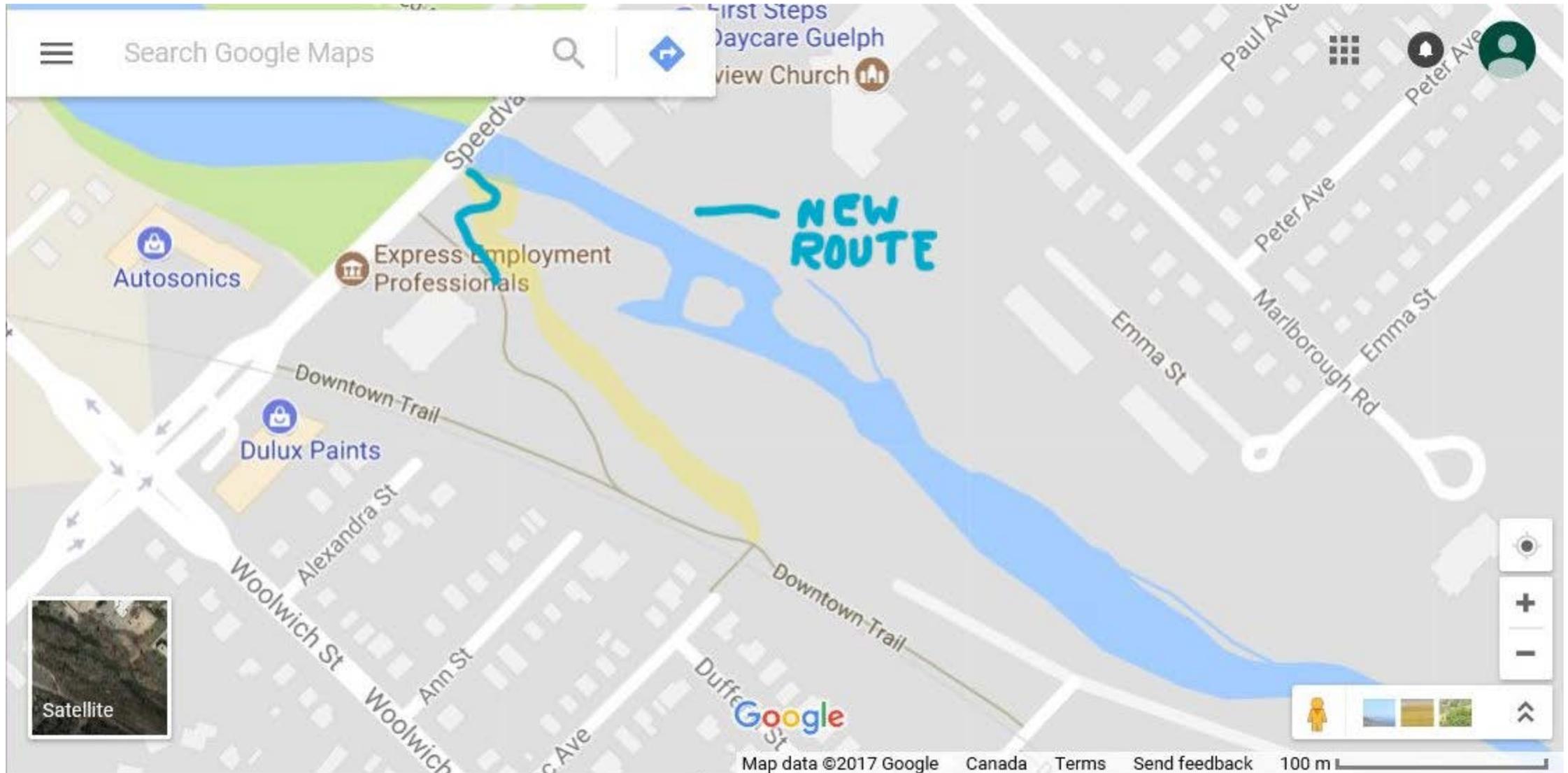
Trail North of Speedvale: Need to Maintain Critical Infrastructure.....to a Standard

- 280 metre concrete retaining wall, owned by City
- Critical infrastructure, built to support river bank for 3-4 private properties
- Perpetual legal obligation of City to provide “lateral support”
- Tree roots within 3 m of wall are placing pressure on wall
- c.39 (+) trees *must* be removed to prevent wall failure and major emergency capital repair costs....potentially in \$ millions.
- Tree removal is simple and cheap measure to prolong life of asset
- Tree removal incidentally creates room for a trail
- Boardwalk atop wall avoids need to further stabilize slope, and nearly all need for land acquisition

Trail South of Speedvale: New Route Option

- Consultant report proposed “stapling” an unrelated AODA-driven trail grade remediation project onto what is actually needed for the approach to the underpass
- Resulting “Supersizing” of project comes with environmental costs
- Suggest a new, 75% shorter, trail route option be studied to minimize environmental damage and dollar costs
- Option uncouples underpass trail from unrelated grade remediation
- 2 trees to be removed, (vs 36+ in consultant’s report on its’ “Supersized Option”) and 4% grade to underpass

New Downsized Route Option



Proposed Trail Underpass Site



Engineered Underpass Component

- Bridge being lengthened, freeing up a “shelf” on old abutment for a trail
- infrequent flooding of trail can be *managed* as a trail user safety issue... as it *is* in numerous other municipalities (eg London, Brampton, etc.)
- Guelph can learn from other municipalities
- **Detail design of underpass and approaches *must* keep pace with bridge design process to remain integrated with it**

City's Structures in One Zone Floodplain



Policy Compliance Items

- As City has built boardwalks and major skatepark structures in one zone floodplain....
- One zone floodplain policy *administration* would *not* prohibit this boardwalk as a “structure”, as: no hydraulic impedance in a flood; secured to wall and ground; and above 1:50 year flood level...and, no one lives or works on a boardwalk!
- OPA 42 (NHS-page 37) - definition of “passive” **does** permit *all* types of trails in significant natural areas
- Necessary DFO in-water minor construction review judged issue-free by consultant
- Identified butternut tree to be avoided by trail route detail design, per established federal protocols

Recommendations

- Refer new information and all information received from delegates, and GRCA to staff for review, analysis and subsequent report back to Council
- City to continue with detailed design of the trail in immediate vicinity of the bridge to ensure continued integration with bridge design

Proposed Speedvale Trail Underpass

Your Worship, Council:

I wish to speak in opposition to the recommendations of the staff report and in favour of the City continuing with a “downsized” version of this highly beneficial project, and particularly, to inject some new information into this file.

North of Speedvale: Maintain Retaining Wall to MNR Standard

A 280 metre long concrete City owned retaining wall was built in the ‘50’s or early ‘60’s to stabilize the riverbank in order to protect and benefit 3 private properties:

10 Speedvale East – a commercial plaza

66 Gemmel Lane – a residence

671 Woolwich – a 9 story Apartment building

Until the study for this trail began, the City had essentially forgotten about this critical infrastructure and allowed nature to reclaim the City’s asset. But the City has an ongoing legal duty to maintain the wall (the principle in common law is called maintenance of lateral support.)

I have considerable experience with retaining walls as I built, repaired, replaced and maintained numerous concrete, sheet steel pile, gabion and armourstone walls over 7 years as general manager of a conservation authority. At the time, MNR provided CA’s with 85% grants for such structures. To protect the Province’s investment, MNR engineers required mandatory training of CA managers and engineers on the inspection, maintenance and repair of these assets. MNR specified that load-bearing retaining walls were not to have trees growing behind them for a minimum depth of 3 metres...for the obvious reason that growth of large roots could displace the wall, and in the case of concrete walls, cause cracking and catastrophic failure.

In the case of the City’s wall, I count 39 trees that must be removed within that 3 metres, not counting the invasive buckthorns. If that is done, this apparently well-built wall should give the City another 40 years of service as a soundly managed capital asset. If not, the risk of structural failure is high, and emergency reconstruction would be very costly, quite possibly into millions. And nowadays there are no MNR grants available to ease the impact on the City’s tax bill. Please maintain your asset, and save tax dollars.

Now, with these trees gone, any trail built in that 3 metre strip would have essentially no additional environmental impact, save removal of occasional hazard trees. (But note that this section was dismissed by the environmental consultant as “highly disturbed and not meeting the City’s criteria for a Significant Woodland.”) In other words, not qualifying to be part of the Natural Heritage System.

South of Speedvale: A New, Shorter Route Option

The City directed their consultant to also deal with a nearby issue with the steep grade of the trail, but this issue is quite unrelated to the Speedvale underpass. Including it has unnecessarily “Supersized” the project. The option recommended by the consultant proposes loss of at least 36 trees and raised legitimate concern amongst staff of undue environmental damage next to a wetland.

We agree with this concern, and recommend review of a new and much shorter route option from the low point of the trail over to the bridge, a routing that not only can meet the 4% grade required by city facility accessibility standards but also results in the loss of only 2 trees (one of which is dying.) This will “downsize” this segment of trail by 75%, which should make it much more environmentally acceptable to staff.

The Underpass at Speedvale

The staff report expresses public safety concerns from occasional flooding of the trail. We note that the City has built numerous trails in the floodplain elsewhere including one to be built this fall from Edinburgh to the Hanlon. And many other municipalities have trail underpasses by rivers: e.g. London Brampton, Mississauga, Ottawa, Calgary, etc. As these municipalities have learned to manage the trail safety issues, Guelph can too.

Policy Compliance

The staff report arbitrarily states that this proposed trail is not a “passive” use in the natural heritage system. But the definition of “passive” in OPA 42 (p.37) clearly shows that no distinction is to be made between classifications of trail, and the definition includes boardwalks as well. To the OPA, “a trail is a trail.”

The staff report states a boardwalk is not permitted as a “structure” in a one zone floodplain. Yet the City itself built a boardwalk in a one zone floodplain in Grange Road Park and placed the skatepark in the one zone in Silvercreek Park, where its concrete structures create some hydraulic impedance, whereas this boardwalk would create none. It would be anchored securely to the retaining wall and ground, and at a very high level above the river, and would provide useful access to regularly inspect, maintain and repair the retaining wall.

The Environmental Impact Study Consulting (Aboud) Report

After 4 years of serving on the Environmental Advisory Committee and reviewing 175-200 EIS/EIR reports and terms of reference, and serving as Chair of RSAC, I must attest that the Aboud report on the Speedvale trail underpass is top-flight in quality, very comprehensive and insightful. It recommended the project be approved as it determined no long term negative impact to natural heritage features after implementation of mitigative measures. It recommends a robust package of 22 restorative and mitigative measures that will leave the site with a much enhanced environmental status than its currently disturbed state. It is entirely puzzling as to why the staff report now takes an adverse position to this excellent consulting report that was recommended by staff to RSAC on June 21.

Aboud does note that a Canada Fisheries and Oceans (DFO) review would be triggered by a small amount of in-water work on the north side of the bridge abutment, but foresaw that the review would not forestall work or approvals since the locale was already highly disturbed.

Similarly, an immature butternut tree was reported in the vicinity of the south side approach to the abutment, but detailed trail siting can avoid its’ proximity.

Recommendations:

That staff be directed to report back to Council with its' review of all new information it has received from the delegations and the GRCA, and with further review by other affected departments.

And that, in the interim, staff be directed to continue with the detailed design work on the trail underpass in the immediate vicinity of the bridge, in order that it will remain coordinated with the 2018 bridge construction.

Bill Mungall

Dear Councillors of the City of Guelph:

I just heard that City staff are recommending no further study for the trail underpass at the new Speedvale Avenue bridge. This would be a huge mistake. As an active cyclist and walker (commuting by bike or on foot to work at the University every day, and a heavy user of the City's trails) I have found that the biggest problem with the trail system is not the length, but the connectivity of the various segments. If the City doesn't connect this trail, it would be another serious break in the system that will lead to lack of use and safety concerns.

In my strong opinion, the City should continue moving forward to allow an underpass trail under the new Speedvale Ave bridge. As our elected representatives, please make this happen.

Regards

-wilfred ferwerda

Hello,

With the necessary studies done, it is my understanding that the proposed Speedvale underpass trail is being debated and decided upon amongst the Committee as a whole on Monday October 2nd.

As an active resident of Ward 2 I am in support of having the necessary budget carved out to have this underpass constructed.

Please advise if you have any questions about this.

Sincerely,

Mark Wojcicki

Greetings. I am writing to express my concern that no further consideration will be given to a trail underpass in the design of the new Speedvale bridge. As a frequent user of the trail (cycling and walking) I have often experienced the danger of crossing Speedvale Avenue at the pedestrian light near the fire station. Too frequently, motorists fail to stop for a red light or cyclists/pedestrians try to avoid waiting for the light and attempt to cross without using it. I am surprised that there have not been serious accidents there. Traffic moves too quickly and volume continues to increase.

I have cycled and/or walked in other cities (Ottawa and London for example) where underpasses are the norm and I urge the City of Guelph to adopt a similar policy.

Thank you for your consideration.

Rick McDonald

Dear City Council,

It has come to my attention that City Staff are recommending the City should not proceed with consideration of a Speedvale Avenue Bridge underpass. I am disappointed to read this because I believe the underpass proposal is an excellent opportunity to improve access to the trail system and increase public safety. I am a regular user of the path and river in this area for jogging, biking, canoeing and as a vehicle driver and I believe the proposal should be reconsidered.

Speedvale Avenue is a fast and busy roadway. The underpass proposal offers a significant improvement over current methods to get across this busy road and this is not given adequate weight in the report and there is no alternate plan offered. The current location of the pathways and pedestrian crosswalk are misaligned so that many people crossing the road actually do not use the crosswalk but run across between vehicles. An underpass would be a significant improvement to allow safe passage across Speedvale and would become the dominant means to cross.

The report mentions concerns about path safety during flood season. I am surprised this is given much weight in the report because floods on the Speed River occur only a few days each year and pose only a small theoretical risk the rest of the year. Compared to the year-round benefits for improved pedestrian safety on Speedvale I think this is a non-issue.

Calgary has a very advanced system of underpasses at almost every road crossing along the Bow River, many of which are only a few feet above the river. During flood season -- which is a much bigger issue in terms of flow rate and number of days -- they simply put up signs and barriers and people have to take an alternate route for a few days. This is a reasonable compromise a few days a year, compared to crossing busy roads on a regular basis.

I would ask City Council to recognize the significant benefits of the underpass proposal to improve public safety and access to the path, and find a way for the Speedvale underpass proposal to move forward.

Thank you for your consideration.

Sincerely,

Ian Digby

Mr Mayor and members of Council,

It is with great concern that I read about the possible abandonment of constructing the Speedvale bicycle underpass. Why is it that of late, an increasing number of bicycle-related projects are abandoned after they had received approval? If we look at statistics, it is true that motorized vehicles will be taking over our city at alarming rates. But if we look past our own noses, you can see that putting even a small portion of the transportation budget into making cycling paths safe and convenient is a step in the right direction. It makes a lot of sense in today's overpopulated, over-polluted and too noisy world to focus on ways to lessen the burdens. I feel that taking away the bicycle underpath keeps us stuck in the old North American way of thinking that does not look beyond the here and now. Let's consider the future generations and leave them an awesome, bicycle-friendly city. Crossing near-highways such as Speedvale, incessantly waiting for pedestrian lights or car traffic lights that don't detect cyclists and endangering our lives cycling on busy streets are only a few reasons car traffic is on the rise and cycling isn't a viable option for many. Hopefully we, ourselves, can also benefit from the improvements you, our current council, will implement for the few years that are left for us....

Sincerely, Marcia Santen

Councillors,

I am very disappointed to read the committee of the whole report PS-17-24 recommending that the city reverse its decision to build a pedestrian underpass on the bridge on Speedvale Avenue in Guelph.

An underpass would be a shorter and safer route for pedestrians and cyclists between Riverside Park and the trail that leads downtown. It would provide an important trail linkage. As a resident in the area, I have walked and cycled along these trails many times, and it is a very disjointed part of the city's trail system. Speedvale Avenue is very busy for cyclists and pedestrians, as is Woolwich Ave, which are both very poor alternatives due to the lack of trail linkage and this results in safety issues.

While the underpass would be in the floodplain, there are many examples of trails that are under bridges and beside rivers, including the beautiful trail along the Grand River in nearby Cambridge (Galt). This trail is a huge asset to the community. Flooding can occasionally occur, however the area can be avoided on those rare occasions and I think the ongoing safety concerns to cyclists and pedestrians on the main roadways is a much bigger ongoing safety risk.

I urge the committee to continue looking into the design of the underpass and incorporating it into the new bridge.

Thank you,

Janet Baine

To whom it may concern,

I fully support the need for this trail to make crossing Speedvale easier and safer for pedestrians and cyclists alike. I have spent many hours cycling this trail and always struggle with the path once I reach Speedvale. One of the reasons I moved to Guelph from Oakville was the reputation that Guelph had as a town that focused on the environment and a healthy lifestyle. I am disappointed to hear that the town is reluctant to construct a path that will further help its citizens to be safe while maintaining that healthy, active lifestyle.

Thank-you for your consideration in this matter.

Sincerely,

Kim Nixon

Dear city council,

I'm writing to express my strong support of the proposed Speedvale underpass trail, which was unanimously supported by the city council in 2015.

I am a daily user of the Trans Canada Trail along this route, and I find that the trail crossing the busy Speedvale traffic:

1. Is inconvenient for both trail users and traffic
2. Poses safety concerns for trail users
3. Discourages active transportation from the North part of the city to the downtown core.

I also have a PhD in Environmental Science with a focus on aquatic ecosystems. I understand that the city council has some environmental concerns with underpass trail development in conjunction with a new Speedvale bridge. I applaud this concern for the environment. However, I have looked at the consultant report regarding this proposed underpass and I agree that the trail and associated mitigation measures will not result in any significant negative impact to the environment in that area. Furthermore, I believe that creating an underpass trail can actually benefit the environment by creating more opportunities for Guelph citizens to experience and enjoy the Speed river, fostering greater environmental stewardship.

Flooding was also cited as a concern. I agree that the proposed underpass trail would occasionally flood. I do not, however agree that this would cause any significant safety concerns (especially when compared to the safety concerns associated with trail users crossing busy Speedvale traffic every day, including days with poor weather conditions). The trail would occasionally require maintenance

when it floods, and may need to be temporarily closed during and immediately following flood events. This does not mean a trail should not be built.

Vehicle users need a convenient and uninterrupted way of crossing the Speed river. That is why a new Speedvale Bridge is being built. Active transportation users also need a convenient and uninterrupted way of crossing Speedvale traffic along the Trans Canada Trail. This is why a trail underpass should be built.

Sincerely,

Dr. Joe Mudge

Hello, it is my understanding that there is a recommendation to no longer consider building a trail underpass when the Speedvale bridge gets replaced. I think this is a mistake- the rebuilding of the bridge is a huge opportunity to streamline the trail system in Guelph. Uninterrupted trails/paths are a key factor in uptake of active transportation. Constantly being stopped while trying to commute (or run/bike for sport) is a detraction from participation, and a vote in favour of just driving to wherever one wants to go. Having spent some time in Ottawa really brings to light the value of uninterrupted trail networks, and Ottawans show the participation to back it up. I implore you to continue considering a way to get a Speedvale underpass built.

Thank you,

Niels van Miltenburg

Hi,

I am a mother in a car-free family who lives near downtown. Biking with my child on the streets of Guelph can be very rewarding, but it can also feel quite dangerous. (We use a trailer or a seat on my bike, so he is always right with me.)

I was excited to hear about the possibility of the Speedvale underpass trail, as this would expand my family's range of where we can visit, shop and live in Guelph. Hearing that city staff is recommending that no further studies be done is very disappointing to us. Studies are how information would be collected so that we could learn how to plan for more sustainable transportation for our community. My understanding is that the city has cited environmental concerns as the reason for the recommendation. Are those same city officials worried about the environmental impact of the cars on the roads? Would they consider that a more bike-able and walk-able city could reduce our environmental impact in other areas? Not to mention the physical health of citizens who use active transportation rather than sitting in a car or bike. With the amount of waste produced by the medical system

to treat people who are ill, wouldn't the city want to promote a more active population?

Please reconsider. I know that studies cost money and resources, but nothing replaces actions taken with good values in mind, and I believe that supporting the accessibility of safe active transportation is essential to the long-term health of our population and our environment.

Jessica Martin

To: Guelph City Council

I urge you to approval the Speedvale underpass.

I walk this trail frequently and witness the number of people crossing the very busy Speedvale Avenue.

With the upcoming new building at Guelph Lake this important bicycle connection will become even busier.

This is your opportunity to plan for the future.

Sincerely

Leanne Johns

June 28, 2017

To: Guelph City Council - Committee of the Whole Meeting, Oct 2nd, 2017

Re: Speedvale Avenue Bridge Underpass

Dear Mayor and Council,

I was disappointed to learn of Staff's recommendation that the design and construction of the Speedvale Underpass Bridge Underpass should not proceed. This project could be truly transformative; setting a standard for the future of the city's active transportation system and providing quality of life improvements for all citizens. As well, the timing is critical with the upcoming road bridge reconstruction and the fact that bike lanes will not be included. This is an opportunity we cannot afford to give up.

Staff's recommendation references only new risks, without doing a proper comparison to existing risks and potential benefits. While there are indeed some new risks surrounding environmental protection, the EIS report clearly states that there are feasible options to move forward with this project while actually providing a **net positive effect** to the local environment and natural heritage system, while satisfying all major policy hurdles. I am no expert on the material presented in the EIS but the final conclusions and recommendations seem quite clear and it seems illogical for staff to recommend cancelling the project on account of these findings.

Another reason cited by staff to support their recommendation is the public safety risk caused by building a trail in the floodplain. No further explanation about this risk is given, which confuses me greatly. I have used many trails in seemingly flood-prone areas, and this does not seem like a substantial safety risk, nor does it seem to outweigh the user safety and other public benefits that this project would provide. Not to mention that this location in the river is flood-controlled by GRCA using the Guelph Lake Dam. So any flood would be known in advance and measures could be put in place to eliminate any risk, such as gates and advanced-warning to the public.

Regarding the community benefits of this project, there are many to be listed. They are based on the assumption (proven in countless other cities) that safer, more convenient and more pleasant active transportation routes will encourage citizens of all ages and abilities (and visitors) to use them for transportation and also recreation. Without a doubt, the underpass would create a safer and more convenient route. Therefore the benefits will follow. Here are a few:

- Improved physical and mental health outcomes from increased exercise and less stressful transportation
- Reduced traffic congestion due to less vehicle trips and less need to stop traffic for trail crossings
- Reduced traffic noise
- Reduced emissions (My back-of-the-envelope calculation revealed that if 20 people eliminated 1 12km round trip by car per day, the CO2 reduction for one year would be equivalent to the lifetime carbon sequestration of all the trees needed to be removed for this project. This does not even consider that new trees can be planted during construction)
- Reduced demand for costly vehicle parking
- Opportunities for recreational tourism promotion

The current situation is dangerous and inconvenient, to say the least, and it's also confusing for trail users. It backs up traffic on an already congested road. It encourages biking on the sidewalk or taking risks in heavy traffic. It creates unwanted and unnecessary conflicts between all road and sidewalk users.

I urge Council to reject the staff recommendation and continue to move this important project forward all the way to completion. Guelph's Official Plan commits the city to providing safe and convenient transportation options for all modes of transportation. Without this project, that commitment cannot be met.

Thank you,
Jordan Richard
Guelph

Dear Mayor Guthrie and Council,

By way of introduction, my name is Anissa McAlpine, and I work as an environmental planner. I am writing today to urge you to press forward with plans to build an underpass through the Speedvale Avenue East Bridge to safely connect the City's trail system, in accordance with the Guelph Trail Master Plan.

Contrary to the report submitted by Aboud & Associates, I understand that City staff are recommending not to pursue the Speedvale underpass project. The City's Parks and Recreation Department established three feasibility criteria and argued that the project failed to meet these criteria wholly: Policy compliance, Public safety, and Environmental sustainability. Please allow me to argue that the criteria *were* satisfied and that the opportunity to proceed with the project is wholly worth pursuing at this once-in-50-year opportunity, coinciding with the reconstruction of the Speedvale bridge.

Policy Compliance: The staff report on this matter references the Natural Heritage features, woodlands, significant wetlands, ANSI's and the GRCA valleylands, which are mapped through the subject area. The City of Guelph's Official Plan policies for these land use designations **do not preclude trail development** through this area. Further, the GRCA's policies for the Administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (O-Reg 150/06), **does not preclude trail development** given the project can be designed in such a way as to minimize negative impacts. Through appropriate detailed design and the cooperation of City Council/policy stakeholders, there is no reason that the proposed work cannot meet Natural Heritage policy requirements.

Public Safety: Trails and boardwalks are frequently built in floodplains in Ontario jurisdictions. It is the mandate of Ontario's conservation authorities to regulate responsible development on the shores of our waterways in such a way as to protect life and property from natural hazards. While it would be entirely inappropriate to build dwellings in this location due to the risk to life and property, a trail system could be seen as the highest and best use of this land. What is more, common sense tells me that the risk of pedestrians/cyclists interacting with high-speed automobiles on a daily basis is far greater than the risk of trail users interacting with highwater or flooding on a recreational trail from a waterway which is dammed upstream by the GRCA. In my experience, trails in Guelph are routinely closed in the springtime as environmental conditions dictate. Staff's argument that Speedvale Underpass presents a public safety concern fails to recognize how great an improvement it would be over the *status quo*.

Environmental Sustainability: Contrary to the staff report on the matter, Aboud & Associates clearly indicate in their Environmental Impact Study that "by implementing the mitigation measures [...], that the proposed trail alignment option 4 south of Speedvale Avenue and option 2 north of Speedvale Avenue will result in **no long-term negative impacts** to natural heritage features identified within and adjacent to the proposed trails. The Locally Significant Wetland, Significant Woodlands, Significant Valleylands and Significant Wildlife Habitat identified in the study area will be protected and enhanced, and will result in **long term positive effects**" (Emphasis added, p 72). I have reviewed the details of the Aboud & Associates report and in my professional opinion suggest that their conclusion is reasonable.

For much of the last ten years I have been a cyclist in the City of Guelph, traveling for both leisure as well as to work, to complete errands or attend appointments. The intersection of the Trans Canada Trail at Speedvale marks one of the most disorganized and dangerous junctures in the City of Guelph. As the intersection exists currently, I am embarrassed to bring tourists to this intersection. For safety fears, I hesitate to bring novice cyclists, my elderly relatives, or children on bike rides involving this intersection. I ask you to think about how trail connectivity affects safety, quality of life and our city's image on the world stage.

I urge you, honourable city councillors, to press forward with this commendable project to construct critical pedestrian and cycling infrastructure in the City of Guelph.

Sincerely,

Anissa McAlpine, *M. Plan.*

June 28, 2017

To: Mayor Guthrie
Guelph City Councillors

RE: Speedvale Ave Underpass Project

Dear Mayor Guthrie and City of Guelph Councillors,

I am a Guelph resident who is concerned about the staff report to stop the current studies regarding the expansion of the Trans Canada Trail on the west side of the Speed River, aka the Speedvale Ave underpass. While I live and own a house in Ward 1, I am an avid cyclist and frequently ride my bike through the City's trail system to enjoy the mountain bike trails at Guelph Lake. My experience at Speedvale Ave is always one of high tension – trying to find the right opportunity to slip through a gap in traffic from one side of the road to the other. My preference is to not ride on sidewalks, as this can be frustrating and dangerous for pedestrians, and although I'm a confident cyclist I am not comfortable riding on Speedvale Ave with its fast traffic, narrow lanes, and high volume of cars. When I heard that an underpass was being considered as part of the future bridge construction, I was very excited. Given the existing Trans Canada Trail from downtown I believe that the west side of the bridge is an appropriate spot for this underpass.

The results of the Environmental Impact Study (EIS) prepared by Aboud and Associates are referenced in the GRCA and RSAC comments; I understand that the environmental findings of this report have contributed to the recommendation to stop the west-side crossing study. I work in environmental consulting and am familiar with the type of work that has been completed, having completed EIS projects myself for trail development in environmentally sensitive urban areas. Aboud's EIS report is thorough, consistent with standard practices, and provides a detailed characterization of the ecological features and functions of the study area. The report also provides well thought-out and realistic recommendations to avoid, mitigate, and compensate for impacts to the natural environment. These recommendations are provide opportunities for checks and balances through the approvals, site plan control, and construction phases to ensure that impacts to the river corridor, an important natural amenity to our city, are minimized. Therefore I was surprised to read the staff report which recommends that no further study work occur on this project, and that other routing options should be considered. In my experience it is premature to end a study before the consultants have a chance to respond to comments which have been raised by agencies; commenting and other liaison with agency reviewers is a standard part of the impact assessment process. I believe that a solution that works for all parties (environmental, users, City) can be reached if the current studies are followed through as originally intended.

As a concerned citizen, I am asking you to please vote to allow the study work for the Speedvale Ave underpass project to continue.

Thank you for your time,

Mary Anne Young



Guelph Hiking Trail Club

BOX 1, GUELPH, ONTARIO N1H 6J6

RECEIVED

SEP 29 2017

Sept. 26, 2017

To: Mayor and Council

City of Guelph

CITY CLERK'S OFFICE

Dear Sirs/Madame:

Subject: Speedvale Avenue Trail Underpass

The Guelph Hiking Trail Club manages the Kissing Bridge Trail from Silvercreek Parkway to West Montrose as part of our 85 km trail system. We continually seek improvements to create better links out to our mainly rural trails from within the City.

In that regard, we have become aware that the City had been proposing a readily-built underpass beneath Speedvale Avenue for the TransCanada Trail, a proposal we heartily support as it would reduce the dangers of trail users crossing Speedvale Avenue at grade and would create a most pleasing trail experience with its views over the Speed River's rapids in Riverside Park. As well, walks from the Seniors' Centre would become much enhanced by this addition to the City's trail system.

However, we have more recently been dismayed at the stunning about face in the City's support for this project. We believe that the City should consider all new information, in addition to an environmental review, by asking staff to reconsider new information and report back to Council, rather than simply cancelling the project.

In this regard, we are sending a delegation to Committee of the Whole on October 2 to make the case.

Thank you for your consideration.

Mike Curtis, President,

Guelph Hiking Trail Club