

# The Ward to Downtown Bridges

Thank you for your input on the Class Environmental Assessment (EA) study for two cycling and pedestrian bridges across the Speed River.

Your input will help the City of Guelph better understand what locations are preferred, how the bridges will be used, and any impacts the bridges may have on individuals or the neighbourhood.

To learn more about the study, visit [guelph.ca/construction](http://guelph.ca/construction) or contact:

**Tiffany Brûlé, OALA, CSLA**, Parks Planner  
City of Guelph  
519-822-1260 x 3371  
[tiffany.brule@guelph.ca](mailto:tiffany.brule@guelph.ca)

**Brent Willis, P.Eng.**, Project Manager  
GM BluePlan Engineering Limited  
519-376-1805  
[brent.willis@gmblueplan.ca](mailto:brent.willis@gmblueplan.ca)



## **Proposed Cycling and Pedestrian Intercept Survey-The Ward to Downtown Bridges Study**

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### **Respondent Information (optional)**

Name:

Mailing Address:

Email:

Phone:

Do they wish to be added to the project mailing list? Yes / No

- Where do you normally walk or bike in the immediate area, and how often?
- What do you like about walking or cycling here? What would you improve?
- The City of Guelph is currently assessing the location of two cycling and pedestrian bridges across the Speed River. How would the crossings benefit local residents and you specifically?
- If you were in charge of deciding where to locate the bridges, what things would you consider in choosing a location?
- What elements of a bridge are important to you?

# The Ward to Downtown Bridges

Class Environmental Assessment

## Public Open House

September 21, 2016 – 2:00-4:00 pm and 7:00-9:00 pm

Guelph City Hall





## Study Background:

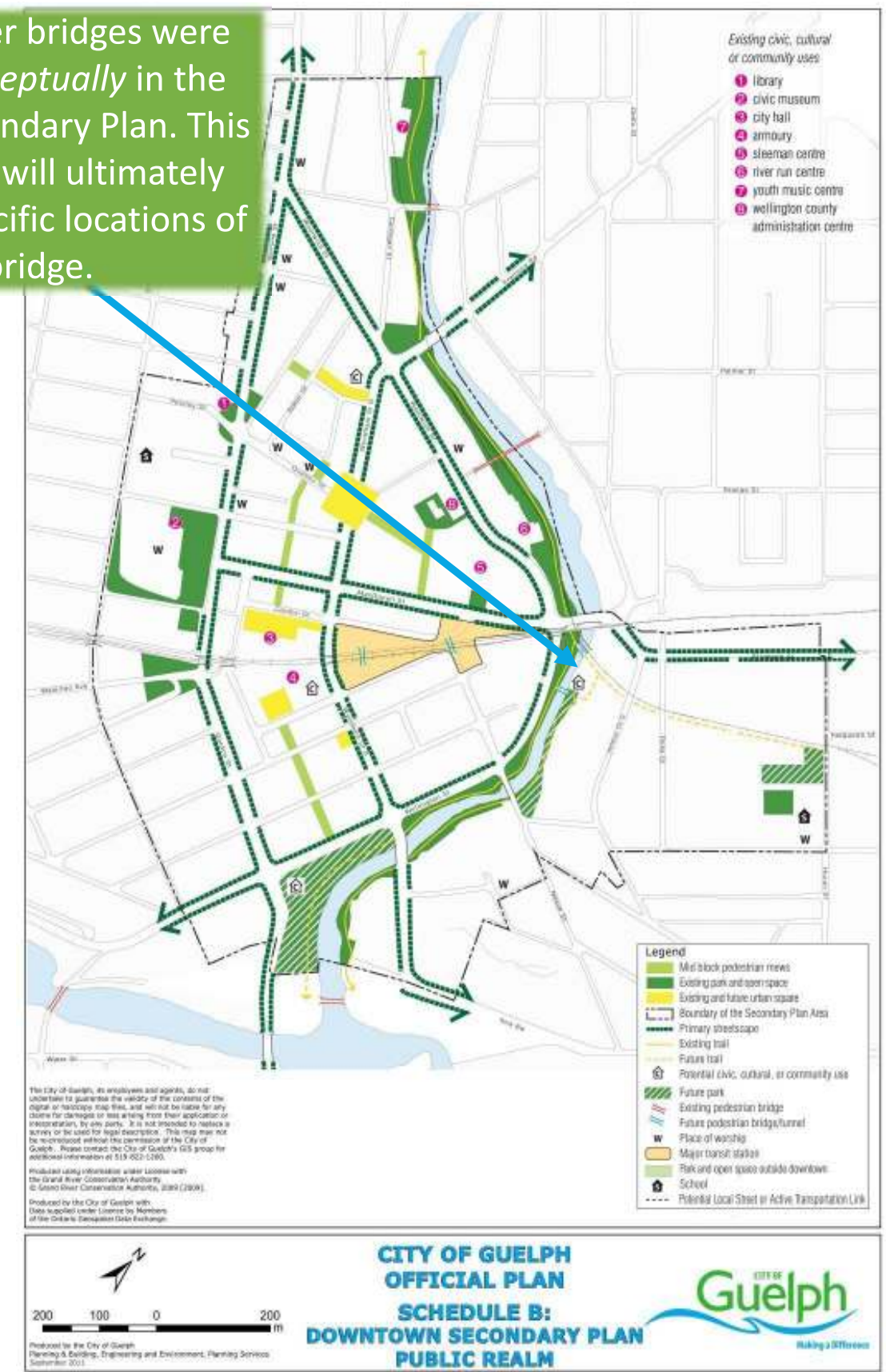
- City's Downtown Secondary Plan forecasts Guelph's Urban Growth Centre to grow by 6,000 residents and 2,000 jobs by 2031.
- To address new growth while promoting healthier lifestyles, the Downtown Secondary Plan identified the need for two new river crossings linking St. Patrick's Ward to the downtown area.
- Redevelopment of the industrial sites within St. Patrick's Ward will generate additional growth in the Urban Growth Centre.
- New bridges will accommodate safe active routes for the broader population travelling through the Ward.
- Each bridge will serve to get users to different parts of the downtown area (connecting to Macdonell and Surrey Streets, respectively) and create access to Guelph Central Station, including the future addition of a south side platform.

*Your input will help the City of Guelph better understand:*

- *What two bridge locations are preferred;*
- *How the two bridges will be used; and,*
- *What impacts the bridges may have the community.*

# Downtown Secondary Plan Supports the Need for New Pedestrian & Cycling Bridges

- Identifies the conceptual location of two bridges to reconnect with the Speed River and “enhance the river’s presence and role.”
- Supports the need for the bridges to “create connections to the surrounding trails and open space system.”
- Promotes the Speed River bridges as a way to enhance “walkability” in the Ward and Downtown.



## 5 Arthur Street South Urban Design Master Plan (2014)

### Established a Vision and Guidelines for the Speed River Bridges

#### Supports Sustainability and Active Transportation:

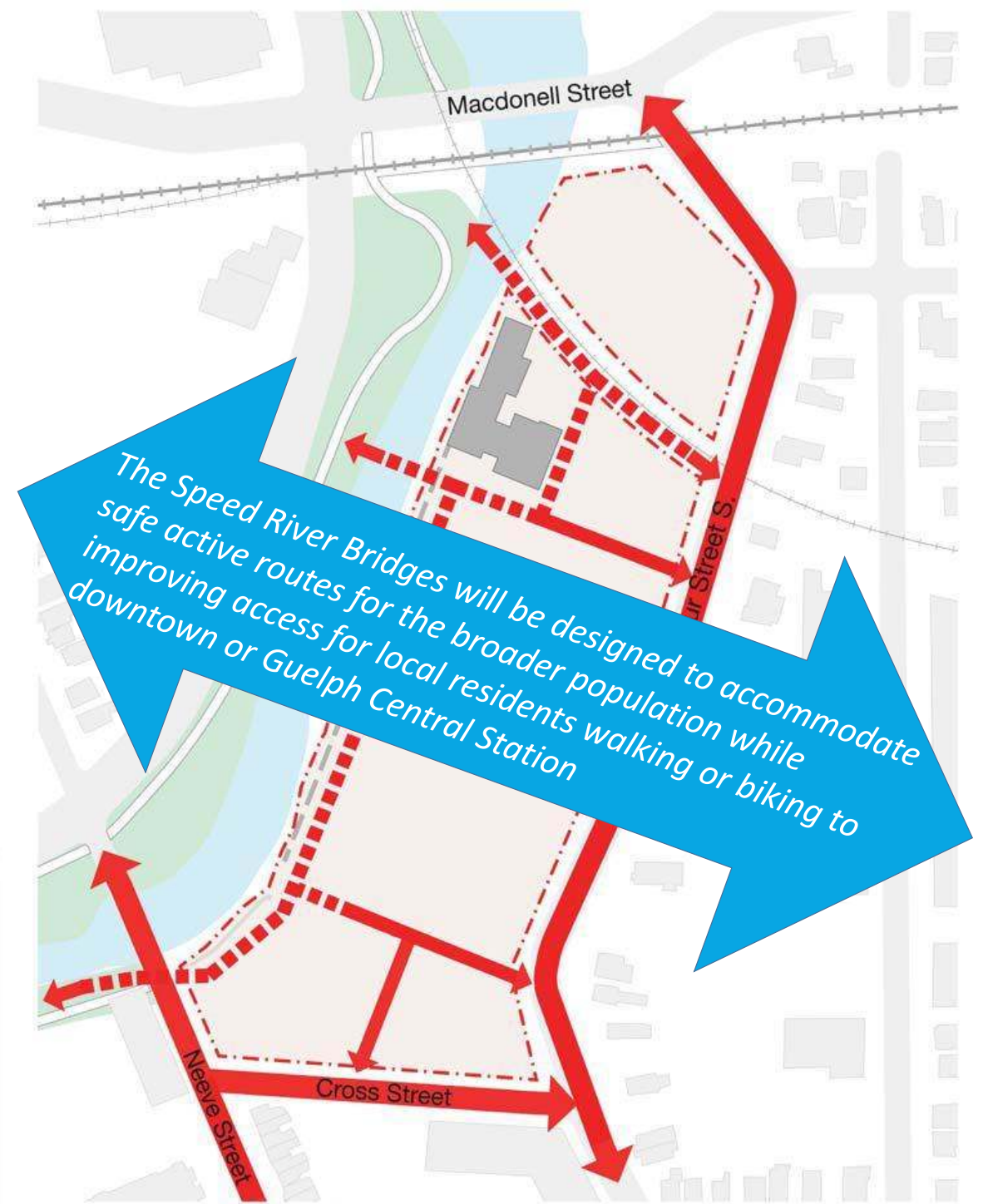
“The ecological health of the Speed River corridor is an integral piece of the sustainability agenda of the property, as is the support of alternative transportation strategies to encourage walking and biking over vehicular use.”

#### Ensures Compliance with Regulations:

“The design and position of the two proposed pedestrian bridges will be subject to the regulations of the Grand River Conservation Authority, and may be required to be positioned so that the crossing itself is above the Regulatory Flood Elevation of 315.10 metres above sea level.”

#### Seeks Opportunities to Maximize Connectivity:

“If a pedestrian bridge is built adjacent to the Guelph Junction Railway bridge, it is assumed that it will be located along the southern edge of the railway bridge, enabling a direct pedestrian connection to the River Walk around the heritage building.”



Source: Kirkor Architects and Planners, and DTAH

## Our Study Process:

- This study is being undertaken as a Schedule “B” Municipal Class Environmental Assessment (EA)
- Two phase planning process under the Ontario EA Act
- Requires all reasonable alternatives to be considered
- Primary goal is to minimize or avoid impacts on the community and surrounding environment

Based on our understanding of existing and future needs of this community, the **Problem / Opportunity Statement** for this study is:

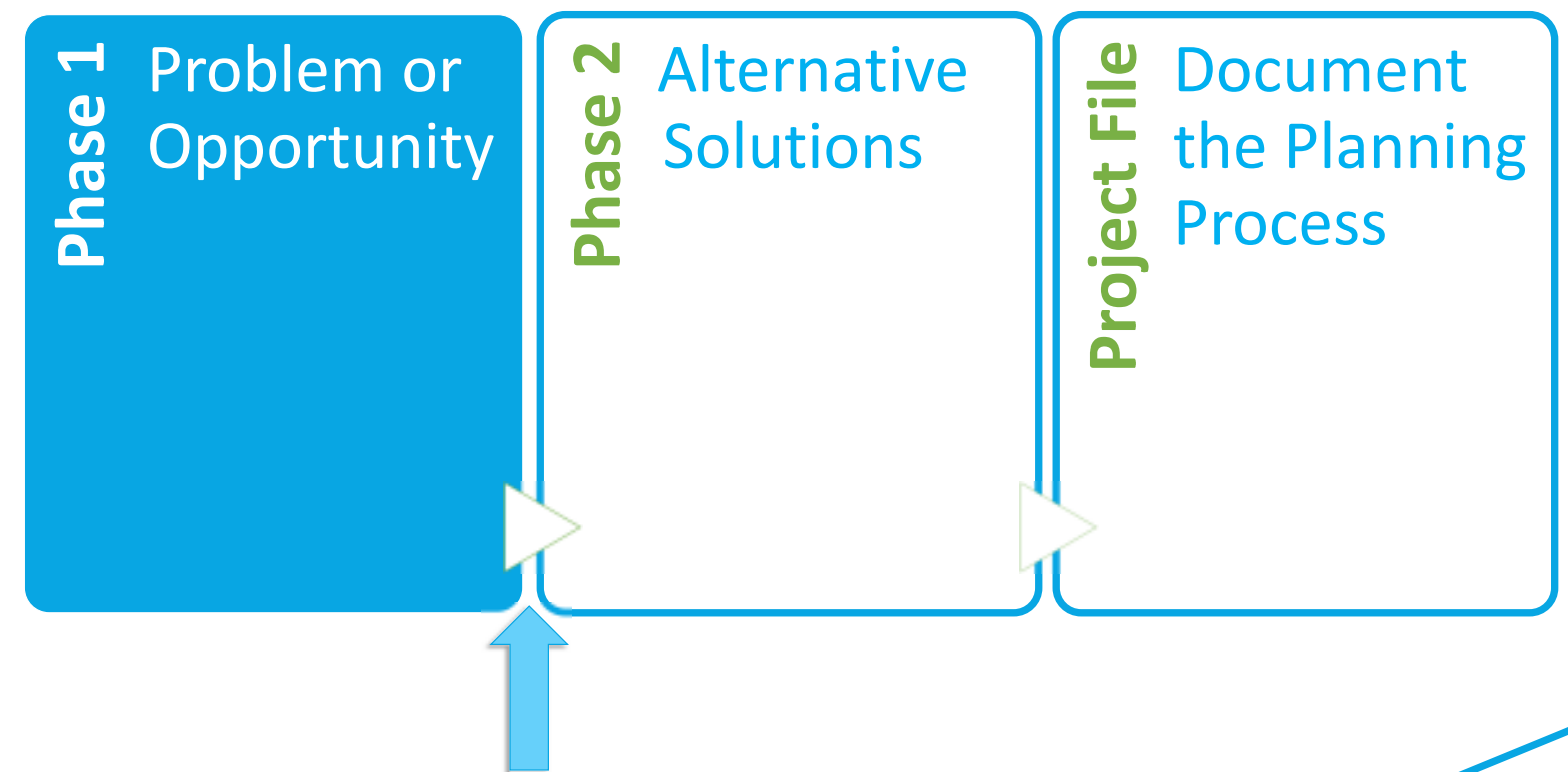
*“The City of Guelph wishes to explore the preferred locations of the two pedestrian and cyclist crossings within the Study Area to improve public safety and plan for the anticipated increase in active transportation while balancing heritage, social, economic and natural environment responsibilities.”*

### Phase 1: Problem/Opportunity

Description of the problem and/or opportunity to be addressed by the project

### Phase 2: Alternative Solutions

Feasible ways of solving the identified problem(s) or addressing the opportunity(ies), from which a preferred solution is selected (in other words, how can the problem be addressed?)



# Pedestrian and Cyclist Intercept Surveys

## *What we heard from local walkers and cyclists*

**How often do you use this bridge?**

*Most common response: Daily*

**What do you like about walking or cycling here?**

*Most common responses: View / Architecture / Vegetation*

**What would you improve about walking or cycling in the area?**

*Most common responses: Signalization at Intersections; Year Round Maintenance / Improved Snow Removal; Safe Connections Between Various Routes; Space for Cyclists and Walkers (Width of Sidewalk); Currently no Bike Lanes*

**How would the crossing benefit residents/What to consider when planning crossing locations?**

*Most common responses: Safer / Easier River Crossings; Shorter / More Diverse Routes; Promote Active Transportation; Ensure Accessibility; Connectivity to Trails or Bike Lanes; Views*

**What elements of a bridge are important to you?**




*Most common responses: Sufficient Width for Walkers and Cyclists; Quality of Construction; Smooth Surface; Views; Accessibility; Aesthetics*

Comments provided to GM BluePlan staff by cyclists and walkers on the morning of September 10 and the evening of September 15, 2016.



# Evaluation Criteria to Guide the Selection of the Bridge Locations

*Which are most important to you? Why? Are we Missing Any?*

Evaluation Criteria		Proposed Measures	Which Criteria are Most Important to you? Why?
<p><b>Technical</b></p>		<ul style="list-style-type: none"> <li>• Connects to existing and future trail network</li> <li>• Ability to integrate with the Metalworks development, River Walk and pathway on the west side of the Speed River</li> <li>• Potential span limitations and conflicts with existing infrastructure</li> <li>• Ease in construction</li> </ul>	
<p><b>Financial</b></p>		<ul style="list-style-type: none"> <li>• Construction (capital) cost</li> <li>• Operations and maintenance cost</li> </ul>	
<p><b>Legal/Jurisdictional</b></p>		<ul style="list-style-type: none"> <li>• Potential property impacts</li> <li>• Conformity with the Official Plan, other land use designations and policies</li> </ul>	

# Evaluation Criteria to Guide the Selection of the Bridge Locations

*Which are most important to you? Why? Are we Missing Any?*

Evaluation Criteria		Proposed Measures	Which Criteria are Most Important to you? Why?
<p><b>Environmental</b></p>		<ul style="list-style-type: none"> <li>• Potential impact on wildlife and vegetation (i.e., potential removal of trees)</li> <li>• Potential impact on the Speed River (water quality, fisheries)</li> </ul>	
<p><b>Social/Cultural</b></p>		<ul style="list-style-type: none"> <li>• Level of safety for pedestrians and cyclists</li> <li>• Relative convenience of trail users</li> <li>• Potential for visual impacts</li> <li>• Potential impact on adjacent land uses (existing and planned)</li> <li>• Potential to foster appreciation for and stewardship of the Natural Heritage System (i.e., the Speed River)</li> <li>• Impact on cultural heritage resources</li> </ul>	

# Next Steps in the Study Process

- Based on today's input, we will develop and evaluate locations for two bridges across the Speed River, and identify the most technically feasible solutions
- We will present our findings at a second public open house **this winter**
- We will complete the Project File (*similar to a final report*) in **early spring**
- Following the completion of this EA study, the City will initiate another study to develop the design and aesthetics for each bridge
- We will continue to engage residents and key stakeholders on the location of the bridges, what they will look like, etc.

To learn more about the study, please visit [www.guelph.ca/construction](http://www.guelph.ca/construction) or contact:

**Tiffany Brûlé**, OALA, CSLA

Parks Planner

City of Guelph

519-822-1260 x 3371; [tiffany.brule@guelph.ca](mailto:tiffany.brule@guelph.ca)

**Brent Willis**, P.Eng.

Project Manager

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519-376-1805; [brent.willis@gmblueplan.ca](mailto:brent.willis@gmblueplan.ca)



Open House: September 21, 2016  
**COMMENT SHEET**

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**Parks Planner**  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1  
Tel: 519-822-1260 x3371  
E-mail: Tiffany.Brulé@guelph.ca

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**Project Manager**  
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Guelph, ON N1K 1B8  
Tel: 519-376-1805  
E-mail: Brent.Willis@gmblueplan.ca

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Re Norwich bridge; It is important to have a bridge here - it connects the neighbourhoods, the trails; the school kids from Exhibition Park area use it daily; it provides a safer, quieter alternative to crossing at Bromosa; many people in the neighbourhood use it on a regular basis - as a heritage bridge, it would be good if it could be restored properly - if funding and workmanship not available, it would be good to have something aesthetically pleasing in the area - faux turtle bridge? white stone? prefab concrete would not suit the vibe of the neighbourhood - it's nice having it as a pedestrian/cycling bridge only - no traffic (cars)

(over)

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Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): Christine Hassan

Email (Optional): \_\_\_\_\_



Re New downtown bridges → two within a few hundred metres of each other seems somewhat excessive → of two, I would prefer the one next to the tracks - it gives quick access to the Elizabeth street area, the trails, etc - many pedestrians seem to use the 'railbridge', already as dangerous as that may be, as it is natural, quicker way considering present paths/trails, having an actual pedestrian/cycling area would be great; it would be nice if it was aesthetically pleasing too - faux white stone or something ~~so~~ due to heritage nature of area



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I THINK THE BRIDGE SHOULD  
RE UPGRADED & MAINTAINED AS  
A HISTORICAL PART OF GUELPH. ITS  
USE AS A WALKING BRIDGE IS  
ESSENTIAL FOR PEOPLE GETTING TO  
WOODNICH ST + EXHIBITION PARK ETC.  
WITHOUT THE BRIDGE WALKING TO THE  
ABOVE WOULD MEAN WALKING TO EROMOSA  
TO REACH THE ABOVE. I WALK THE  
BRIDGE EVERY DAY. IT LOOKS  
WAY BETTER THAN SOME OF THE  
CONCRETE HORRORS THAT ARE BUILT.

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Name and Address (Optional): ALAN HILL

Email (Optional): \_\_\_\_\_



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I support the addition of new bridges for pedestrians and cyclists and the rehabilitation/improvement of existing structures.

As development on the south/east side of the river increases, integration of the river into the city is vastly preferable to leaving it as a physical barrier!

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Name and Address (Optional): Luc Peterson

Email (Optional): \_\_\_\_\_

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*I encourage building a pedestrian bridge from the ward to downtown for environmental and lifestyle reasons. I prefer to walk or bike around town and would appreciate a bridge which buffers me from traffic.*

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Name and Address (Optional): Gabriella Currie

Email (Optional): \_\_\_\_\_





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1) Norwicht - remove the heritage designation for the deck, rebuild the trusses and replace the deck

2) Expand the EA to take the bridge to the south side of Wellington. Consider moving of the falls to accommodate a trail underneath the madonnen bridge. Build one good bridge, not two

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Name and Address (Optional): Bob Bell

Email (Optional): \_\_\_\_\_

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- Utilizing the existing Neeve St. Bridge better create better access to downtown & train station from upper Neeve St. Maybe a bridge over the R.R. Tracks ???
- Conversion of existing R.R. Bridge to accommodate pedestrian & cycle traffic - good idea.
- A 3rd Bridge. Does not appear to be needed now. ~~It would be~~ What if the developer paid for it? It could be a good selling feature for Metal Works Project.

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Name and Address (Optional): Ned Coates  
\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_



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I really support the addition of walkway/cycling bridges to allow people to access both downtown transit hub and the trail along the river near the River Row. With the growing development in the area of the Metal works, I can see more and more people ~~we~~ needing to use the transit hub and ~~it's~~ wanting to access the recreation trail safely, rather than crossing on a railway bridge.

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Name and Address (Optional): \_\_\_\_\_  
\_\_\_\_\_  
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Email (Optional): \_\_\_\_\_



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WARD

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Yes, Yes, Yes

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\* Very, very, very excited that the Neeve St. connection is back!! <sup>to Downtown</sup> <sup>a transit</sup> <sup>tunnel or</sup> <sup>Danmark</sup> <sup>express</sup>  
Very excited to see the pedestrian & cycling connectivity being developed & including a resurrection of the old bridge!!  
Especially with the increased population on the Woods #1 & #2 sites that will result in increased foot & cycling traffic along the tracks & river. Thus, the rail & bridges will provide safe & legal connections through the neighbourhood & to downtown.  
I like that there will be 2 bridges one to flow to public transit, River Run etc & other to the new extension of survey St, & towards Loyal City Park etc.  
IT'S IMPORTANT TO protect the naturalized riparian of the river

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Name and Address (Optional): Barbara Mann

Email (Optional): please email me



+ design bridges that fit the aesthetics of area (not high rise concrete but on  
= less cars driving!! Very safe for children etc!!

ward heritage (stone, etc)

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After talking with a few of the people at the open house I think that the ~~the~~ bridge that would ~~not~~ run parallel ~~to~~ to the Guelph Junction Railroad bridge is the best option for safety and ease of accessibility. I myself have crossed the rail bridge because ~~it~~ its a faster route, although ~~once~~ once you are across you a stuck at a terrible intersection. A larger scope should be undertaken to deal with the trail at this intersection (move the waterfall further north). As for the second bridge in this study area, it would be beneficial to add one that goes over Wellington so we don't have to stop pedestrian and vehicular traffic.

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*Great idea, will not make it safer if faster to get downtown.  
A crossing where the bridge meets Woodlawn will cut down  
on jay-walking.  
Most important to me is good connectivity to  
existing bicycle network. I won't make a detour to  
use it.  
For the bridge to be useful to cyclists, please don't  
make us dismount! Separate bike/pedestrian lanes would  
be fantastic.*

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Name and Address (Optional): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_



Open House: September 21, 2016  
**COMMENT SHEET**

Please provide your comments via the comment box, email or mail by October 5, 2016 to either:

**Tiffany Brûlé, OALA, CSLA**  
**Parks Planner**  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1  
Tel: 519-822-1260 x3371  
E-mail: Tiffany.Brulé@guelph.ca

**Brent Willis, P.Eng.**  
**Project Manager**  
GM BluePlan Engineering Limited  
650 Woodlawn Road West, Block C, Unit 2  
Guelph, ON N1K 1B8  
Tel: 519-376-1805  
E-mail: Brent.Willis@gmblueplan.ca

Please identify any comments or concerns you may have regarding the information presented, the evaluation criteria proposed, or provide any other information that you deem as important for the study team to consider. If you require more room, please use the back of the page.

- Fine with any option so long as a bridge exists in that location / is only pedestrian and cycling
- Would prefer entire bridge open compared to current partial closure as closure takes away from atmosphere of trailway and river
- Addition of lighting at night would be also a great benefit

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Name and Address (Optional): Ben Appe

Email (Optional): \_\_\_\_\_





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The two pedestrian bridges are a good idea. Could they be wide enough to have a bike lane and a pedestrian lane? Will there be lighting at night?

One issue with the southern bridge is that it ends at very busy Wellington St where there is no crossing light at present. A proper crossing, perhaps in the form of a bridge across the street, would make this an attractive route for residents of the Ward and the new developments to gain access to the transit hub, especially the train station.

Creating a river trail which links with existing trails is an excellent idea. Could some thought be given to making access across Grange at Wellington easier for pedestrians?

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Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): Elizabeth Ewan

Email (Optional): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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2 new bridges is a good idea! - so do it!  
- it would improve safety of crossing at that spot - both spots are tricky for bikes.

- New st. tunnel is very cool - necessary.

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\_\_\_\_\_  
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Email (Optional): \_\_\_\_\_



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- 1) adjacent to rail bridge. At some time improve ped/cycle path connections across McDowell and protect/improve riparian ecosystems.
- 2) Neeve St Bridge is fine for now - perhaps in 10 years a dedicated non-vehicle bridge needed - Ask Woods developers to contribute - mostly for their benefit.
- BUT - TWO other areas need attention now -
- a) - crossing along river under? Speedvale - ?
- b) - river crossing near Emma St.

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Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): John Ambrose

Email (Optional): \_\_\_\_\_

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Thank you for having a meeting to collect the heart + soul of the pedestrian, bicycling community for these proposed bridges to be developed. It is great anticipation of their development.

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\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_

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Intersection @ Wellington & Macdonell & Woolwich problematic. Bridge supports block vision, no bike lanes, pedestrian & bike path not contiguous with traffic lights, high traffic volume.

Intersection @ Elizabeth & Arthur also problematic. During peak traffic periods, exiting from Arthur St. S. onto Elizabeth very challenging, especially for bicyclists. Hopefully new bridge will alleviate this challenge.

Canoe portage very challenging at this spot. Easy to take out by River Run Centre but difficult to put in @ Allan Mills.

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Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): Vanessa Hyland

Email (Optional): \_\_\_\_\_



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I recommend keeping the Norwich St bridge pedestrian and re-invert in fixing the existing bridge. Keep cars off of it.

I like the idea of one pedestrian bridge over Speed halfway between MacDonnell + Neve.

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Name and Address (Optional): Derek Gagnon

Email (Optional): \_\_\_\_\_



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Eric Repaci, 30 Westmount Rd.

This is great Idea and long over due to re-establish a footbridge from the Ward to downtown Guelph. As our discussion at the open house I mentioned the fact that a footbridge once existed here. Wasn't sure if it was privately owned by the former W.C.Woods manufacturing or city owned but now having found 2 pics which show the former cantilever Style Bridge makes me believe it could have erected by the city. With the recent residential development on lower Arthur St. An access footbridge is a must. Pedestrian traffic has shown that more people are using the railway bridge as a shortcut and this is causing concern for the operator of the GJR Ontario Southland. Fortunately there have been no fatalities but there have been incidents. I have attached 2 photos of the former bridge from our historic collection. " GHRA ". The bridge looks active in the 40's and 50's and I do recall it being removed in the 60's for safety reasons.

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\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_

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**Project Engineer Supervisor**  
City of Guelph  
1 Carden Street  
Guelph, ON N1H3A1  
Tel: 519-822-1260 x2338  
E-mail: [Andrew.Janes@guelph.ca](mailto:Andrew.Janes@guelph.ca)

**Brent Willis, P.Eng.**  
**Project Manager**  
GM BluePlan Engineering Limited  
650 Woodlawn Road West, Block C, Unit 2  
Guelph, ON N1K1B8  
Tel: 519-376-1805  
E-mail: [Brent.Willis@gmblueplan.ca](mailto:Brent.Willis@gmblueplan.ca)

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**Re: Norwich Street Bridge**

While the *EA Act* must consider all options, this Part IV *Ontario Heritage Act* designated structure must be retained in as original condition as possible. Removal, replacement or modification to the structure that contributes to a negative impact to its heritage attributes are not options. The later pedestrian add-on should be removed and the utilities accommodated in a separate structure below the bridge. All failing members of the bridge should be repaired or replaced in kind. Any repairs to the structure to ensure its longevity must be done in accord with the appropriate conservation principles presented in the Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Historic Properties* (2007) and Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010).

**Re: Proposed bridge on GJR right-of-way**

A decision on this potential crossing should be made in concert with Metrolinx plans for twinning the rails on the bridge, rejuvenation or replacement of the McDonnell Street bridge and the dam. No action should be taken until these issues are incorporated in the decision-making process. This will provide an opportunity to look at the bigger picture and resolve a number of issues at the same time with cooperation from other levels of government.

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Name and Address (Optional): Owen R. Scott,  
Email (Optional):



Ward to Downtown  
(Arthur St.)

Open House: September 21, 2016

# COMMENT SHEET

G  
Wrong form -  
Comments  
pertain to  
Ward bridges

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- makes sense to have a bridge alongside the railway tracks as there is considerable pedestrian traffic on the railway trestle already.

- have questions about the other suggested bridge thru the metalworks. where would it end? If it stops on the south side of Wellington, there will be a lot of traffic waiting to cross Wellington at a very busy traffic spot. Should/could the new bridge be designed to span Wellington?

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Name and Address (Optional): John Tarlin

Email (Optional): \_\_\_\_\_



Open House: September 21, 2016

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- 1) I SUPPORT THE NORTHERLY OF THE 2 BRIDGES.
- 2) I DO NOT SUPPORT THE SOUTHERLY BRIDGE. THE DOWNTOWN SECONDARY PLAN PROVIDES FOR A TRAIL OF ABOUT <sup>AN EXTRA</sup> 125' RUNNING AROUND THE HERITAGE BUILDINGS TO JOIN THE TRAIL ALONG THE RAILWAY. THAT'S SUFFICIENT TO GET PEOPLE OVER THE RIVER. ALSO, THE SECOND, SOUTHERLY BRIDGE WOULD HAVE USERS EMERGE ON THE WEST BANK MID-BLOCK, SO THEY WOULD HAVE TO WALK TO NEEVE OR MACDONELL ANYWAY TO GO ELSEWHERE FURTHER AFIELD. SO VERY LITTLE UTILITY IS OFFERED BY A SECOND BRIDGE. SPEND THE MONEY SAVED ON EARLIER COMPLETION OF THE TRAIL ALONG THE RAILLINE TO YORK DISTRICT LANDS.
- 3) THE PROJECT SHOULD BE EXPANDED TO PROVIDE ACTUAL ACCESS TO THE RIVER'S EDGE IN HERITAGE PARK.
- 4) THE NORTHERLY BRIDGE SHOULD BE USED TO OFFER PUBLIC HISTORICAL INTERPRETATION OF THE SITE, SIMILAR TO WHAT'S BEEN DONE IN MARKET SQUARE. THE WATERFALL IS THE REASON FOR GUELPH

Information requested on this form will be used to assist City staff and their Consultant, GM BluePlan Engineering Limited, in making decisions regarding this project. over

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Name and Address (Optional): W.A. MUNGALL (HIKE ONTARIO / GUELPH HIKING TRAIL CLUB)

Email (Optional): \_\_\_\_\_

BEING LOCATED HERE IN THE FIRST PLACE<sup>e.g.</sup> IN 1997, I LED A DISCUSSION WITH 3 OTHER MEMBERS OF THE RIVER SYSTEMS ADVISORY COMMITTEE IN WHICH WE CAME UP WITH 35 OTHER "STICK-LINES" THAT COULD OR SHOULD BE INTERPRETED FROM THIS SITE!

Open House: September 21, 2016  
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**Project Engineer Supervisor**  
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I used the bridge on a daily basis it is safe, quiet and encourages me to walk rather than drive downtown. Socially - it plays a very important part - families congregate in the park, events at Galdie Mill are easy to get to - as are the walking trails.

Surely it can be repaired to enable pedestrians to continue using - perhaps a weight restriction sign.

The Erasmus bridges is not pedestrian friendly - noisy, dangerous, aesthetically unattractive, and not conducive to regular walking. Crossing the Norwich St bridge can

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Name and Address (Optional): JEAN JENKINS

Email (Optional): \_\_\_\_\_

# The Ward to Downtown Bridges

Class Environmental Assessment

## Open House

March 21, 2017 – 2-4 p.m. and 6-8 p.m.

Guelph City Hall



## Our Study Process:

- This study is being undertaken as a Schedule “B” Municipal Class Environmental Assessment (EA)
- Two phase planning process under the Ontario EA Act
- Requires all reasonable alternatives to be considered
- Primary goal is to minimize or avoid impacts on the community and surrounding environment

Based on our understanding of existing and future needs of this community, the **Problem / Opportunity Statement** for this study is:

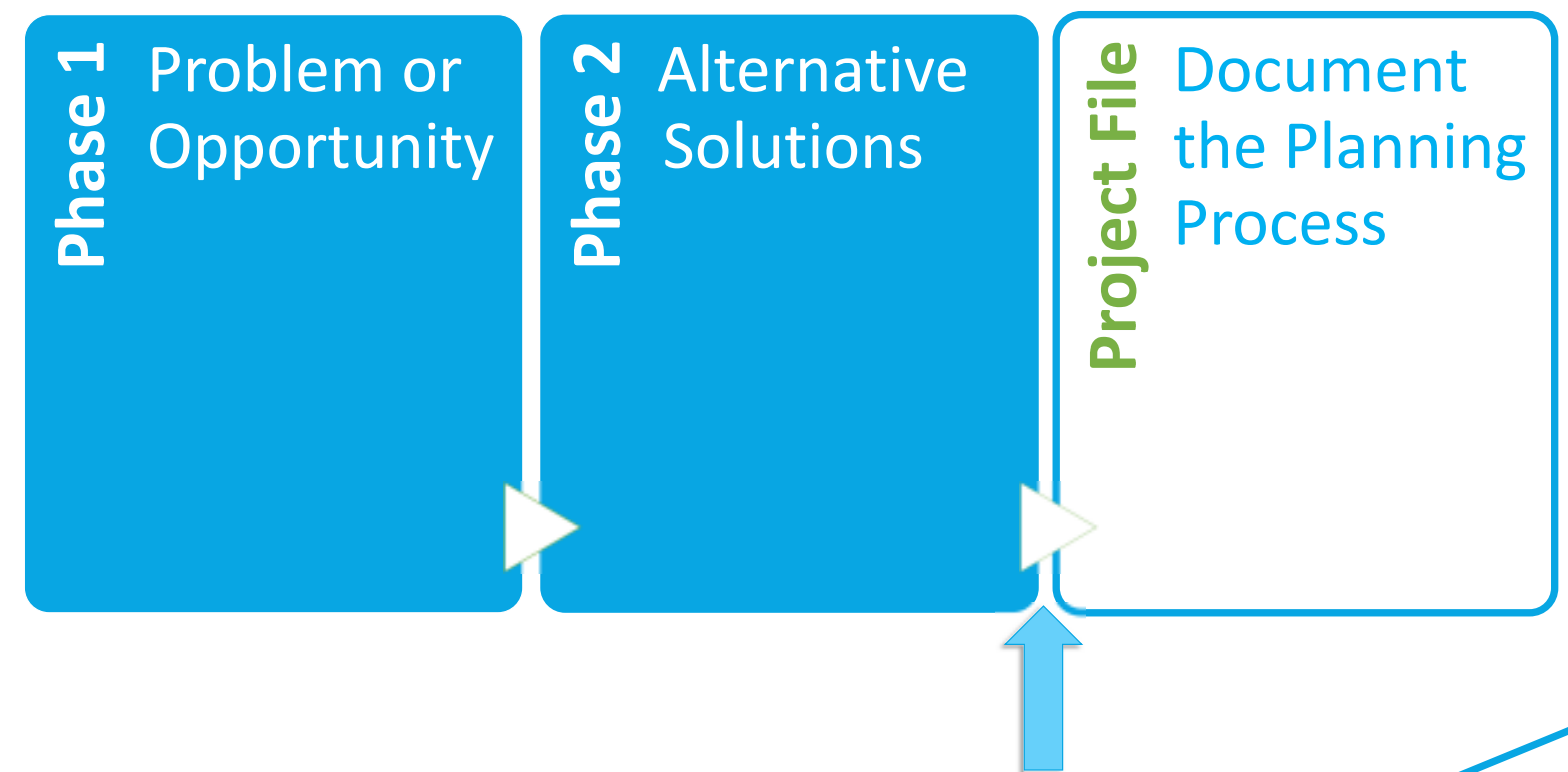
*“The City of Guelph wishes to explore the preferred locations of the two pedestrian and cyclist crossings within the Study Area to improve public safety and plan for the anticipated increase in active transportation while balancing heritage, social, economic and natural environment responsibilities.”*

### Phase 1: Problem/Opportunity

Description of the problem and/or opportunity to be addressed by the project

### Phase 2: Alternative Solutions

Feasible ways of solving the identified problem(s) or addressing the opportunity(ies), from which a preferred solution is selected (in other words, how can the problem be addressed?)



We are here

# “Why Two Bridges?”

## Supports Existing Planning Documentation:

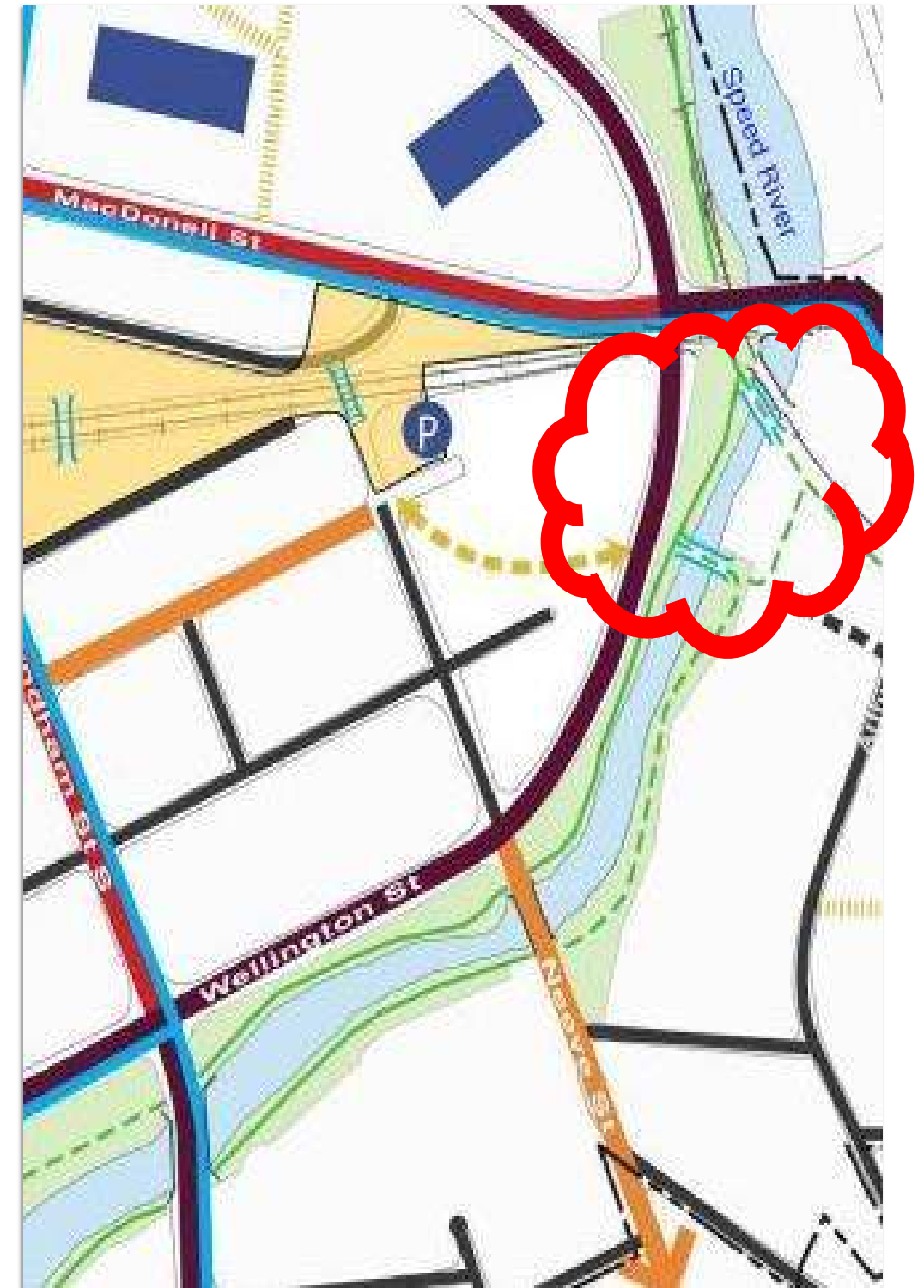
Guelph’s Downtown Secondary Plan (DSP) describes two pedestrian bridges crossing the Speed River between Neeve and Macdonell streets. The DSP is a council approved document that was vetted through community consultation with specific request from the community for two bridges in this location.

## Efficiency in Planning:

Due to the overlapping Study Areas for each bridge, the City has elected to conduct one Environmental Assessment for both structures to save time and cost. Environmental Assessments are valid for 10 years.

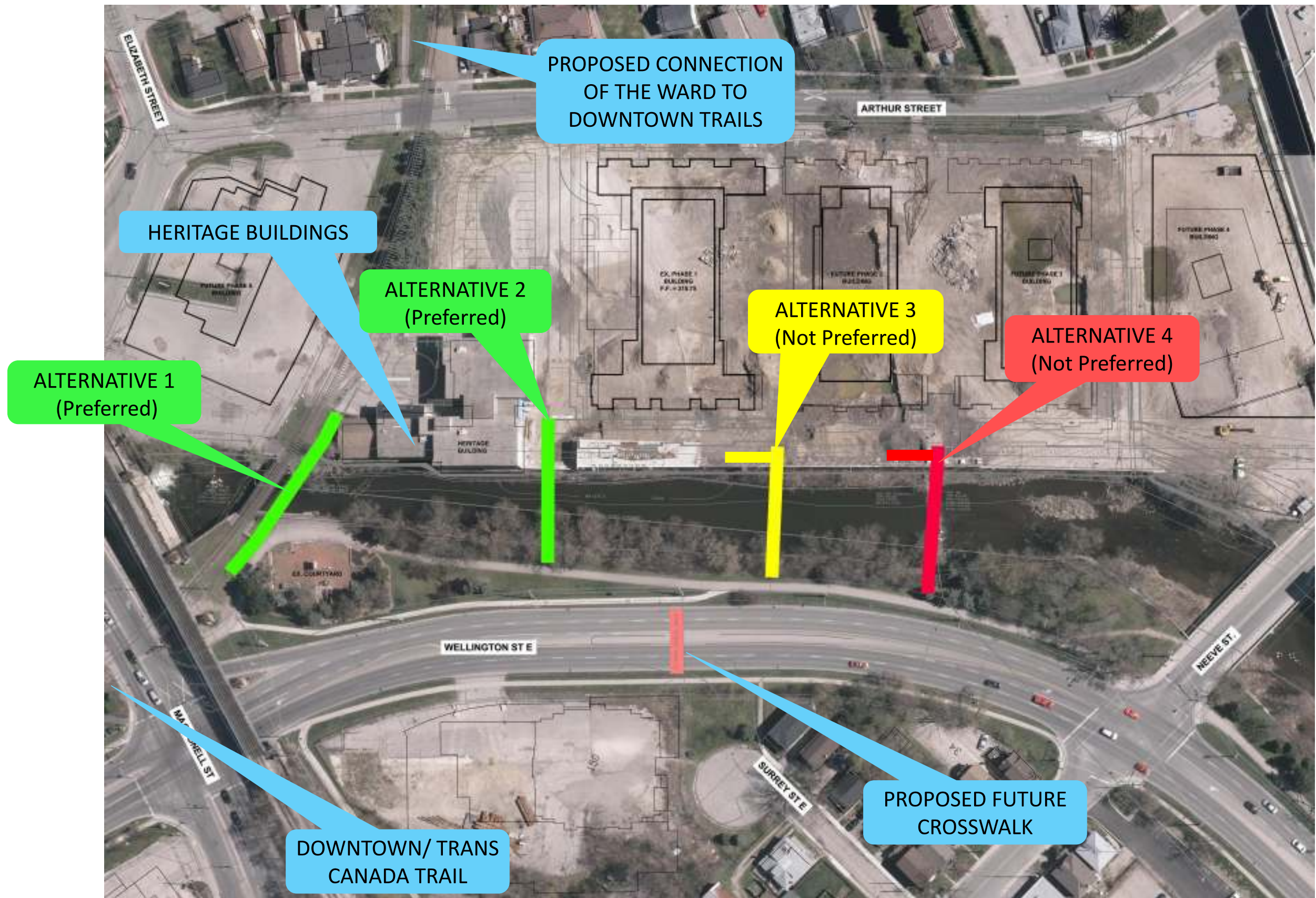
## Staged Construction to Evaluate Need:

Guelph plans to build one of the pedestrian crossings in the next 1-5 years to address current needs. The second bridge would be constructed in the next 7-10 years, or at such time that the need for a second crossing is realized and council approves funding.



Excerpt from City of Guelph Official Plan, Schedule A: Downtown Secondary Plan, Mobility Plan (2011)

# Plan of Alternatives Evaluated





# Plan of Alternatives Evaluated

## ALTERNATIVE 1 (Preferred)

- Safe alternative to current pedestrian use of rail bridge
- Minimal environmental impact
- Construction above Regional Flood Line
- Historic location of a pedestrian bridge
- Obstructs heritage views from west bank but provides enhanced vistas to adjacent heritage features

## ALTERNATIVE 2 (Preferred)

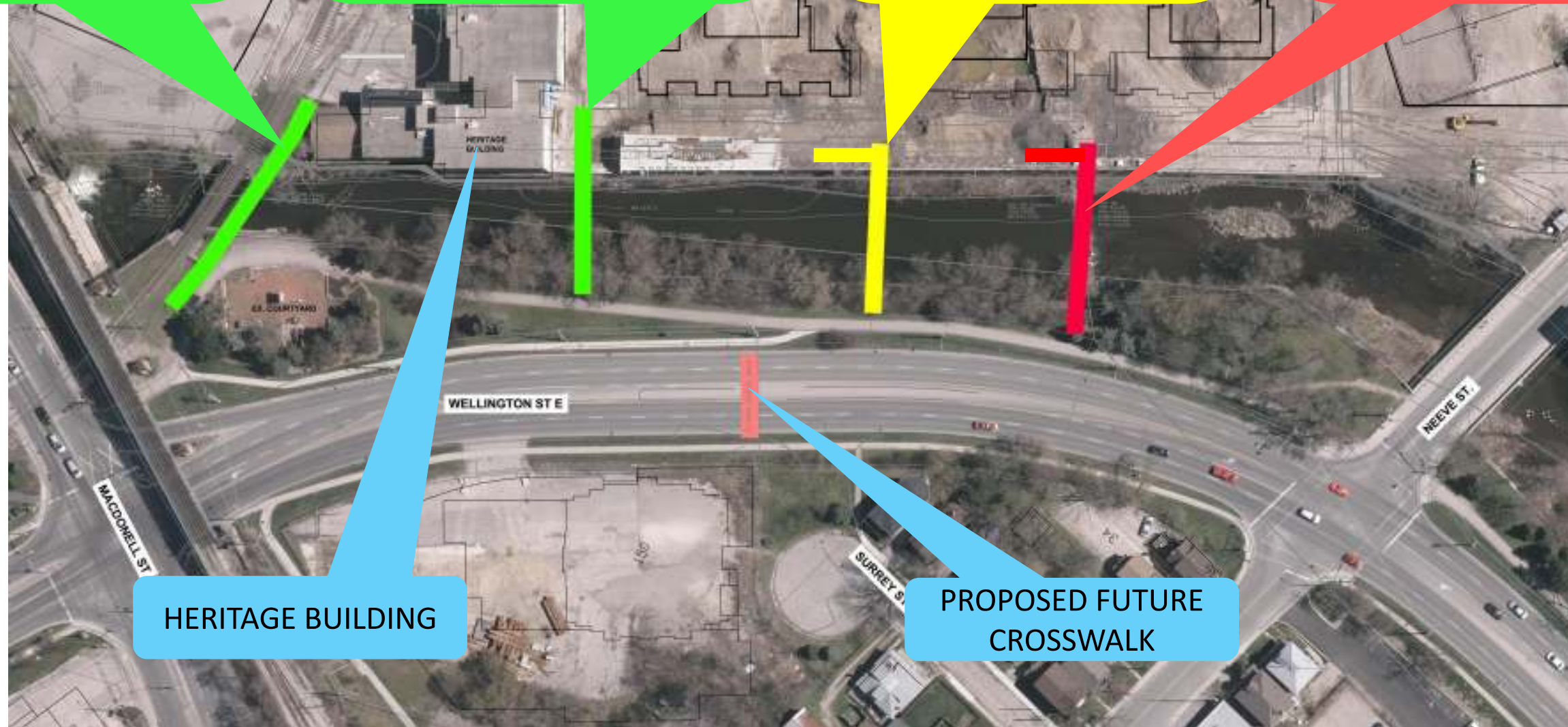
- Provides connection between future crosswalk and heritage building destination point
- Does not require ramps parallel to the river
- Construction above Regional Flood Line
- Obstructs heritage views from west bank but provides enhanced vistas to adjacent heritage features

## ALTERNATIVE 3 (Not Preferred)

- Requires long ramp parallel to river
- Construction damages naturalized slope and potential habitat
- Does not align with predicted pedestrian movements
- Not directly in line with access from Arthur St. S.

## ALTERNATIVE 4 (Not Preferred)

- Requires long ramp parallel to river
- Construction below the Regional Flood Line
- Does not align with predicted pedestrian movements
- Not directly in line with access from Arthur St. S.



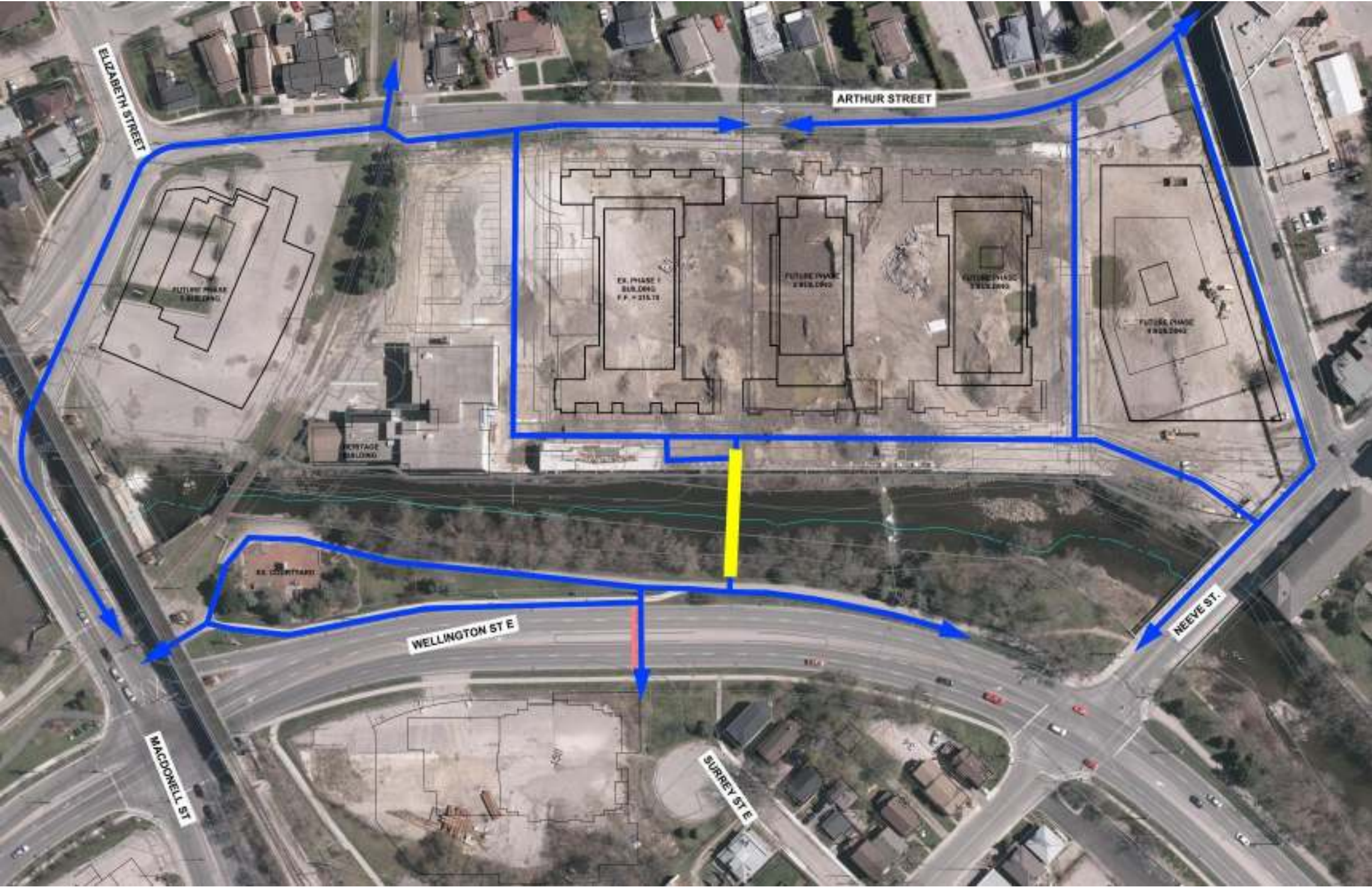
# Active Transportation Movements: Alternative 1



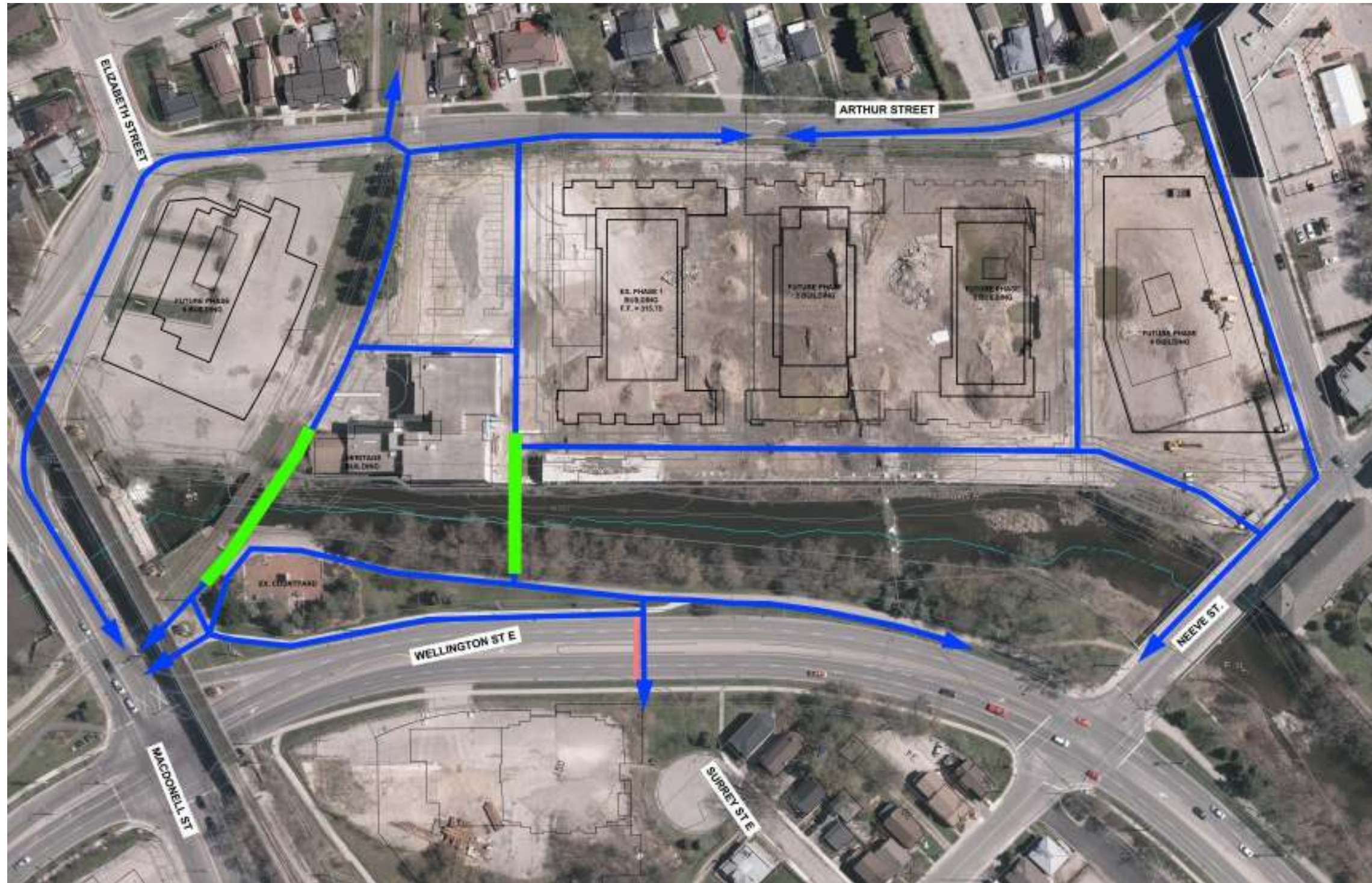
# Active Transportation Movements: Alternative 2



# Active Transportation Movements: Alternative 3

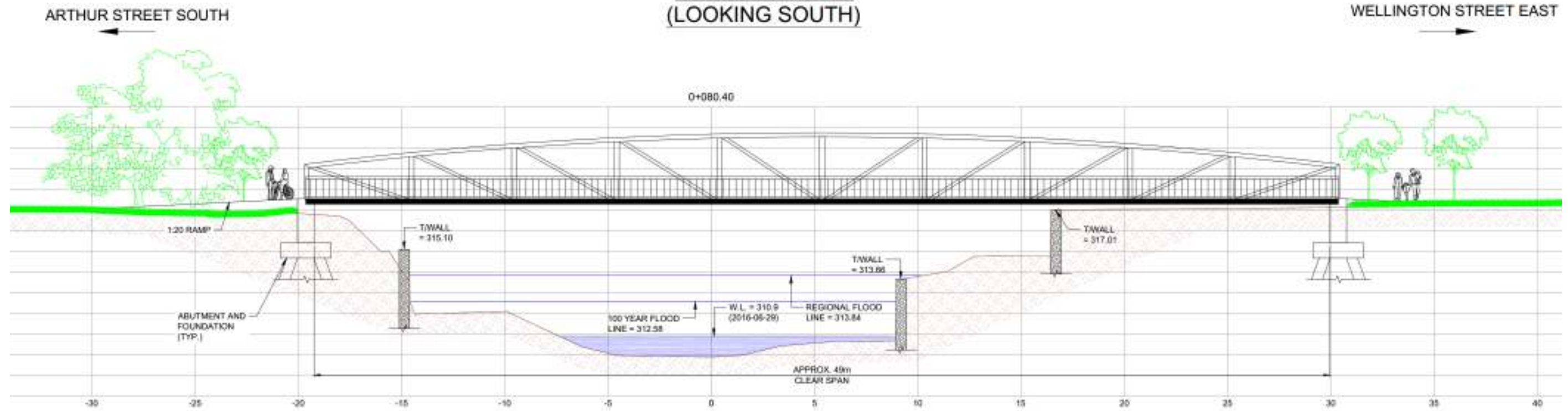


# Active Transportation Movements: Alternatives 1 & 2

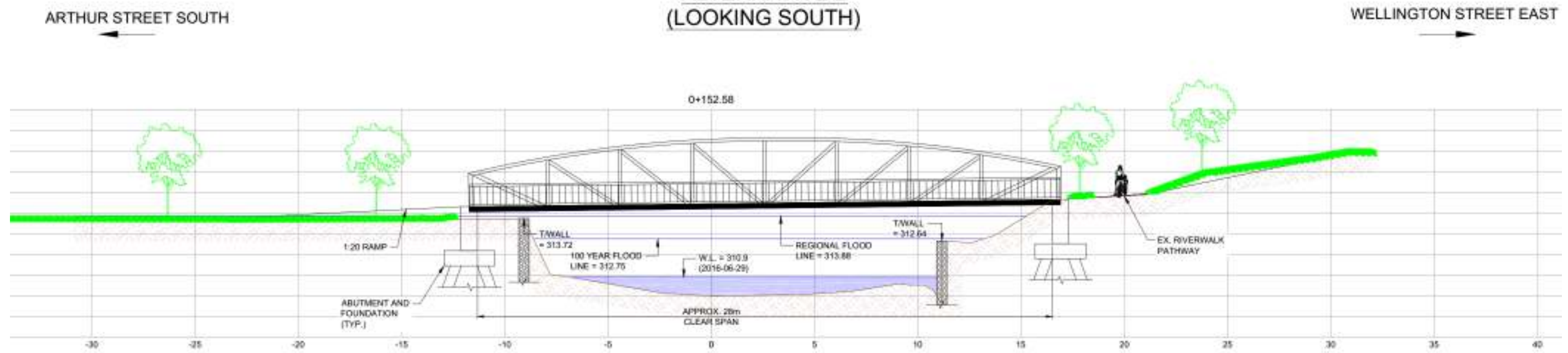


# Elevations: Alternatives 1 & 2

## ALTERNATIVE 1 (LOOKING SOUTH)

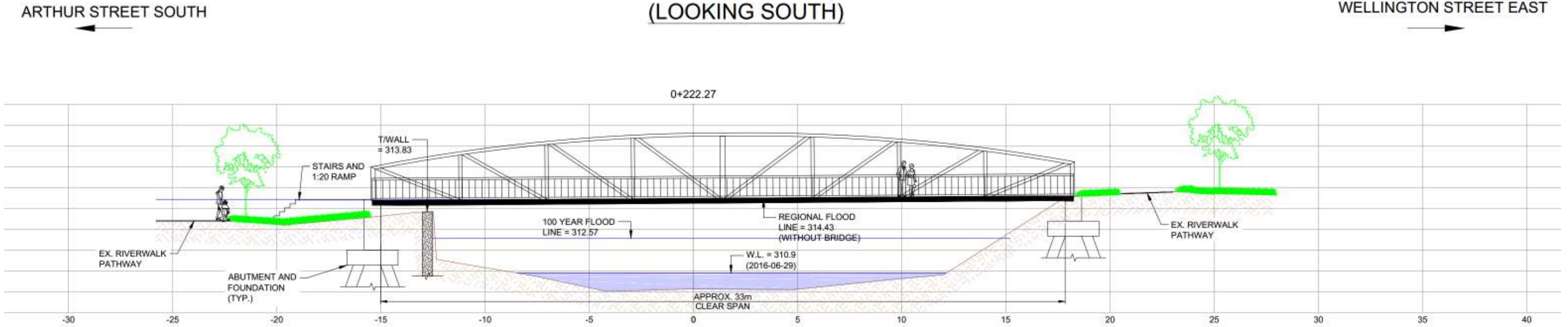


## ALTERNATIVE 2 (LOOKING SOUTH)

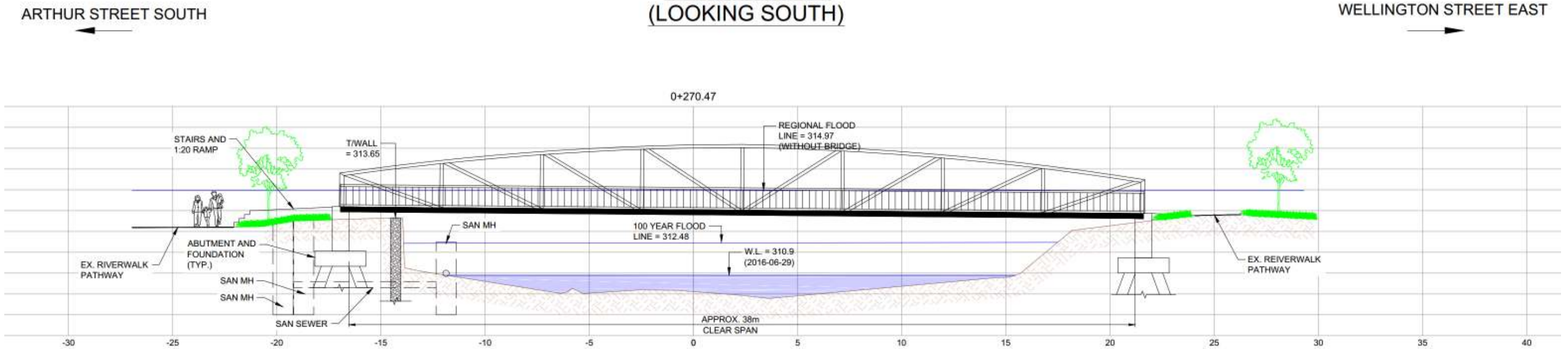


# Elevations: Alternatives 3 & 4



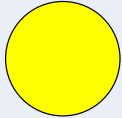
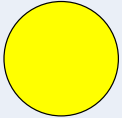
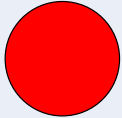
## ALTERNATIVE 3 (LOOKING SOUTH)

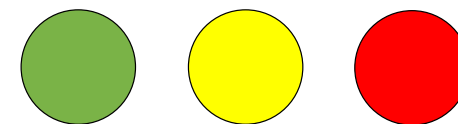


## ALTERNATIVE 4 (LOOKING SOUTH)



# Evaluation of Alternatives

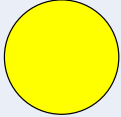
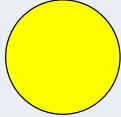

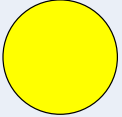
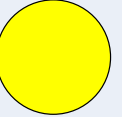
Factor/Criteria	Alternative 1 Bridge immediately south of Guelph Junction Railway Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
<b>Socio-Economic Environment</b> <ul style="list-style-type: none"> <li>Property Impacts</li> <li>Impacts to Businesses and Adjacent Land Uses</li> <li>Community Connectivity and Mobility including Cyclist/Pedestrian Movement</li> <li>Visual Impacts</li> <li>Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Connect two multi-use trails on either side of the river.</li> <li>Improved connectivity may benefit businesses in the area.</li> <li>Visual impacts of new structure may be mitigated by the adjacent GJR bridge and Metrolinx viaduct.</li> <li>Would greatly improve public safety concern of pedestrians using GJR bridge.</li> <li>No property acquisitions required, but would have to adhere to setbacks to adjacent heritage buildings and GJR tracks.</li> </ul>	<ul style="list-style-type: none"> <li>Aligns with the proposed promenade on the east side of the Speed River.</li> <li>Conceptually shown on the Urban Design Master Plan for the 5 Arthur Street South.</li> <li>Close to proposed Wellington Street South Crosswalk for future south platform of the Guelph Central Station.</li> <li>As the heritage building is intended to be a destination point, view from Arthur Street South will be beneficial for way finding for visitors.</li> <li>Improved connectivity between Ward and Downtown may benefit businesses in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Location is midway between GJR bridge and Neeve Street.</li> <li>Location close to proposed Wellington Street South Crosswalk leading to more direct route to the future south platform of the Guelph Central Station.</li> <li>Bridge cannot be seen from Arthur Street South reducing wayfinding for visitors.</li> <li>Improved connectivity between Ward and Downtown may benefit businesses in the area.</li> <li>Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River.</li> </ul>	<ul style="list-style-type: none"> <li>Bridge cannot be seen from Arthur Street South reducing wayfinding for visitors.</li> <li>Improved connectivity between Ward and Downtown may benefit businesses in the area.</li> <li>Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River.</li> </ul>	<ul style="list-style-type: none"> <li>Does not improve connectivity between Ward and Downtown.</li> <li>Urban Design Master Plan for the 5 Arthur Street South developments identifies pedestrian crossings in two locations.</li> <li>Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River.</li> <li>Does not affect any existing views.</li> </ul>
					

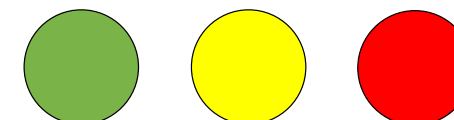


Most Preferred → Least Preferred




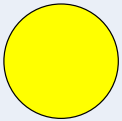
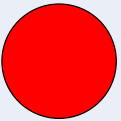
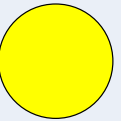
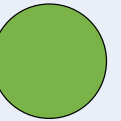
# Evaluation of Alternatives

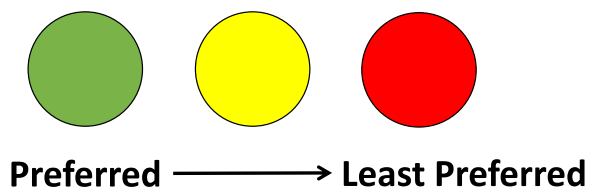
Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
<b>Cultural Environment</b> <ul style="list-style-type: none"> <li>Built Heritage</li> <li>Archaeological Potential</li> </ul>	<ul style="list-style-type: none"> <li>There was a pedestrian crossing in this location at one point in time.</li> <li>A new bridge may affect the views of existing heritage resources such as the GJR bridge and Metrolinx viaduct.</li> <li>Provides an enhanced view from the bridge to the remaining built heritage features.</li> <li>A new bridge could provide opportunities to commemorate identified heritage resources in the area.</li> <li>No anticipated impacts to areas with archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>Historically there was a conveyor bridge just north of this location.</li> <li>A new bridge may affect the views of existing heritage resources such as the GJR bridge and Metrolinx viaduct.</li> <li>Provides an enhanced view from the bridge to the remaining built heritage features.</li> <li>A new bridge could provide opportunities to commemorate identified heritage resources in the area.</li> <li>No anticipated impacts to areas with archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to existing heritage resources.</li> <li>A new bridge could provide opportunities to commemorate identified heritage resources in the area.</li> <li>No anticipated impacts to areas with archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to existing heritage resources.</li> <li>A new bridge could provide opportunities to commemorate identified heritage resources in the area.</li> <li>Areas with archaeological potential may be disturbed, requiring a Phase 2 Archaeological Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>No impacts to heritage resources.</li> <li>No impacts to areas with archaeological potential.</li> <li>Does not provide opportunities to create views of or commemorate existing heritage resources.</li> </ul>
					



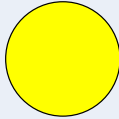

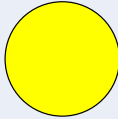
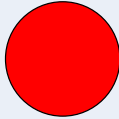

Most Preferred → Least Preferred

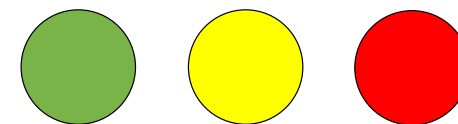
# Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>• Aquatic Habitat and Fish Passage</li> <li>• Vegetation</li> <li>• Wildlife and Habitat</li> <li>• Species at Risk</li> <li>• Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>• No naturalized vegetation is anticipated to require removal.</li> <li>• Construction would impact the fewest number of trees along the banks of the river.</li> <li>• No impact to floodlines, channel processes or fish movement potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires naturalized vegetation removal on the west side of the Speed River.</li> <li>• Bridge construction may affect the existing and proposed bioswales on the east side of the Speed River.</li> <li>• No impact to floodlines, channel processes or fish movement potential.</li> <li>• West abutment would be located behind an existing retaining wall reducing impact.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires naturalized vegetation removal on the west side of the Speed River.</li> <li>• Bridge construction and long accessibility ramps will affect the existing and proposed bioswales on the east side of the Speed River.</li> <li>• Potential for changes in flood elevations due to altered flow regime would need to be mitigated or accepted.</li> <li>• No impact to fish movement potential.</li> <li>• West abutment would be located on the existing naturalized slope and may cause damage to existing habitat and potential for hardened slopes.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires naturalized vegetation removal on the west side of the Speed River.</li> <li>• Bridge construction and long accessibility ramps will affect the existing and proposed bioswales on the east side of the Speed River.</li> <li>• Potential for changes in flood elevations.</li> <li>• No impact to fish movement potential.</li> <li>• West abutment would be located behind an existing retaining wall reducing impact.</li> <li>• Previously disturbed for construction of a sanitary sewer.</li> </ul>	<ul style="list-style-type: none"> <li>• No impacts to the natural environment.</li> </ul>
					



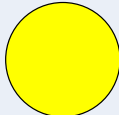



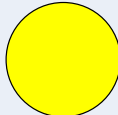


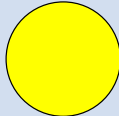
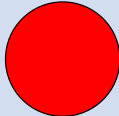
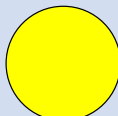
# Evaluation of Alternatives

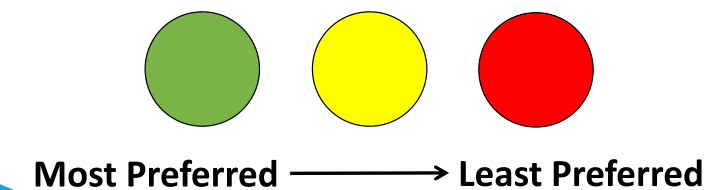
Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
<b>Technical Environment</b> <ul style="list-style-type: none"> <li>• Geometry</li> <li>• Utilities</li> <li>• Constructability</li> <li>• Structure Longevity</li> </ul>	<ul style="list-style-type: none"> <li>• Requires a larger clear span compared to other alternatives, and may require an intermediate pier on one of the banks.</li> <li>• Staging of construction would need to consider adjacent heritage resources.</li> <li>• Significant utility coordination would be required before and during construction.</li> <li>• A structure type that mirrors the historic arch crossing would be more expensive and difficult to construct.</li> <li>• New structure would have an estimated 50-75 year design life.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires the shortest span and a accessibility ramp <u>not</u> parallel to the Speed River.</li> <li>• Staging of construction would need to consider adjacent heritage resources.</li> <li>• Significant utility coordination would be required before and during construction.</li> <li>• Construction would provide opportunities to restore the existing retaining wall in this location.</li> <li>• New structure would have an estimated 50-75 year design life.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires very long ramps (10-20 m) parallel to the Riverwalk river for accessible access.</li> <li>• Significant utility coordination would be required before and during construction.</li> <li>• New structure would have an estimated 50-75 year design life.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires very long ramps (10-20 m) parallel to the Riverwalk for accessible access.</li> <li>• Significant utility coordination would be required before and during construction.</li> <li>• Constructability may be more complex due to the existing infrastructure in the area.</li> <li>• New structure would have an estimated 50-75 year design life.</li> </ul>	<ul style="list-style-type: none"> <li>• No impacts to the technical environment.</li> </ul>
					



Most Preferred → Least Preferred

# Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
<b>Economic Considerations</b> <ul style="list-style-type: none"> <li>Capital and Life Cycle Costs</li> </ul>	<ul style="list-style-type: none"> <li>Capital cost of new structure = \$ 500,000</li> <li>Maintenance costs would be low initially and gradually increase over the life of the structure.</li> <li>Greater capital cost is largely due to span requirements and potentially more supporting piers.</li> </ul>	<ul style="list-style-type: none"> <li>Capital cost of new structure = \$ 400,000</li> <li>Maintenance costs would be low initially and gradually increase over the life of the structure.</li> <li>Additional maintenance would be required for stairs/ramps on east side of Speed River.</li> </ul>	<ul style="list-style-type: none"> <li>Capital cost of new structure = \$ 425,000</li> <li>Maintenance costs would be low initially and gradually increase over the life of the structure.</li> <li>Additional maintenance would be required for ramps on east side of Speed River.</li> </ul>	<ul style="list-style-type: none"> <li>Capital cost of new structure = \$ 425,000</li> <li>Maintenance costs would be low initially and gradually increase over the life of the structure.</li> <li>Additional maintenance would be required for ramps on east side of Speed River.</li> </ul>	<ul style="list-style-type: none"> <li>No initial capital costs.</li> <li>Risk exposure from pedestrians may result in future costs to the City.</li> <li>Increased pedestrian and cyclist traffic may require infrastructure upgrades on Macdonell and Neeve Streets to accommodate increased traffic.</li> </ul>
					
<b>CONCLUSION</b>					
	Alternative 1 is one of two most preferred alternatives.	Alternative 2 is one of two most preferred alternatives.			



# Study Recommendations

- Following the Evaluation of Alternatives, it is recommended that Alternatives 1 and 2 be carried forward to design and construction.
- It is recommended that Alternative 1 be constructed ahead of Alternative 2 for safety and trail connection reasons.
- For Alternative 2, the design should consider:
  - The entrance to 43 Arthur Street (Heritage Building) on the west bank;
  - The Emergency Access Route on the Riverwalk;
  - Rotating the west end of the bridge south towards the proposed crosswalk.
- The sidewalk on the east side of Wellington Street East should be upgraded to a multi-use trail per City of Guelph standards.
- Review of traffic calming measures at the proposed Wellington Street East crosswalk to Surrey Street should be considered.
- Review of the Macdonell Street and Wellington Street East intersection for vehicle and active transportation movements should be considered.

To learn more about the study, please visit [guelph.ca/construction](http://guelph.ca/construction) or contact:

**Tiffany Brûlé**, OALA, CSLA  
Parks Planner  
City of Guelph  
519-822-1260 x 3371; [tiffany.brule@guelph.ca](mailto:tiffany.brule@guelph.ca)

**Brent Willis**, P.Eng.  
Project Manager  
GM BluePlan Engineering Limited  
519-376-1805; [brent.willis@gmblueplan.ca](mailto:brent.willis@gmblueplan.ca)



Open House: March 21, 2017  
**COMMENT SHEET**

Please provide your comments via the comment box, email or mail by October 5, 2016 to either:

**Tiffany Brûlé, OALA, CSLA**  
**Parks Planner**  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1  
Tel: 519-822-1260 x3371  
E-mail: Tiffany.Brulé@guelph.ca

**Brent Willis, P.Eng.**  
**Project Manager**  
GM BluePlan Engineering Limited  
650 Woodlawn Road West, Block C, Unit 2  
Guelph, ON N1K 1B8  
Tel: 519-376-1805  
E-mail: Brent.Willis@gmblueplan.ca

Please identify any comments or concerns you may have regarding the information presented or provide any other information that you deem as important for the study team to consider. If you require more room, please use the back of the page.

The preferred options will be an advantage to me as a cyclist living on top to the Grange St hill. It will be the link with my only safe bike route to downtown - via Heaven & Elizabeth (or York, or River trail)  
Other cycling options? Grange - steep & dangerous  
Palmer → Queen or Arthur - wrong way  
Eramosa → too busy & steep without a segregated bike lane.

Information requested on this form will be used to assist City staff and their Consultant, GM BluePlan Engineering Limited, in making decisions regarding this project.

Under the authority of the *Municipal Act, 2001* and in accordance with Ontario's *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, The City of Guelph wishes to inform the public that all information including opinions, presentations, reports and documentation provided for or at a Public Meeting, Public Consultation, or other Public Process are considered part of the public record.

Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): Elizabeth Miller

Email (Optional): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





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This is a good initiative  
option 1 or 2 are equally desirable

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Name and Address (Optional): Wayne Addevel

Email (Optional): \_\_\_\_\_









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I support most strongly Alternative 2 + nonwalk. this will impact on many families on both sides of Wellington St. (p. Stayschapes - Metalworks). It will facilitates their movements and provide a high number of satisfied voters. Please also think of eliminating trees on Wellington St. the heart of a city cannot be a highway. People already complain about the dust in their apartments. the most successful and desirable cities have green parks and water features. thank you for your consideration.

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Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): G. Mellen

Email (Optional): \_\_\_\_\_





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Please identify any comments or concerns you may have regarding the information presented or provide any other information that you deem as important for the study team to consider. If you require more room, please use the back of the page.

Agreed on priorities - looking forward to  
alternative #1 ASAP

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Name and Address (Optional): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_



Open House: March 21, 2017  
**COMMENT SHEET**

Please provide your comments via the comment box, email or mail by October 5, 2016 to either:

**Tiffany Brûlé, OALA, CSLA**  
**Parks Planner**  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1  
Tel: 519-822-1260 x3371  
E-mail: Tiffany.Brulé@guelph.ca

**Brent Willis, P.Eng.**  
**Project Manager**  
GM BluePlan Engineering Limited  
650 Woodlawn Road West, Block C, Unit 2  
Guelph, ON N1K 1B8  
Tel: 519-376-1805  
E-mail: Brent.Willis@gmblueplan.ca

Please identify any comments or concerns you may have regarding the information presented or provide any other information that you deem as important for the study team to consider. If you require more room, please use the back of the page.

- I would prefer 1 Bridge only shown in option 1

- Option 2 appears to be unnecessary and would impact the natural heritage values of the Wellington shore

Information requested on this form will be used to assist City staff and their Consultant, GM BluePlan Engineering Limited, in making decisions regarding this project.

Under the authority of the *Municipal Act, 2001* and in accordance with Ontario's *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, The City of Guelph wishes to inform the public that all information including opinions, presentations, reports and documentation provided for or at a Public Meeting, Public Consultation, or other Public Process are considered part of the public record.

Your name and address is helpful to us in tracking comments and providing responses, but is optional.

Name and Address (Optional): \_\_\_\_\_

Email (Optional): \_\_\_\_\_



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Alternative 1 seems the only bridge that will help

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\_\_\_\_\_  
\_\_\_\_\_

Email (Optional): \_\_\_\_\_

