

ADDENDUM

**Heritage Guelph Meeting
12:00 noon – 2:00 pm
Monday, September 14, 2015
1 Carden St., City Hall**

COMMITTEE ROOM C

Supplementary information related to current agenda Items

Item 7.2 Niska Road Environmental Assessment

The following comments from the Senior Heritage Planner present and address a letter received by email (7 September 2015) from Philip Rowe, Vice President, Environmental Planning & Assessment at R. J. Burnside & Associates Ltd. R. J. Burnside was retained by the City of Guelph Engineering Services as consultants to assist in the project management for the Municipal Class Environmental Assessment of Niska Road improvements.

In his letter Philip Rowe provided information in response to recommendations, concerns and questions raised by Heritage Guelph regarding cultural heritage resources within the Niska Road EA study corridor. I have included Philip's response and followed each with any appropriate Heritage Planning commentary. It is important to note that commentary from Heritage Planning staff is limited to its own jurisdiction and professional expertise i.e. matters regarding cultural heritage value and the conservation of cultural heritage resources. Matters of environmental planning, structural and traffic engineering etc., would need to be addressed by professionals in those particular fields.

Heritage Guelph's resolutions and separate responses from Burnside and Heritage Planning are presented here in the same order as the approved committee resolutions of Heritage Guelph's April 13, 2015 meeting. Heritage Guelph committee resolutions are in *italics*.

Resolution 1

THAT Heritage Guelph receive the report titled "Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No.00001 (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study, Niska Road Improvements, City of Guelph, Ontario" (Unterman & McPhail Associates April 2014), and the report titled "Niska Road Cultural Heritage Landscape Addendum" (CHC Limited, February 5, 2015) as submitted to the City of Guelph for a Class Environmental Assessment (EA) investigating opportunities for improvements to Niska Road from the city limits to Downey Road.

Response (Burnside)

Reports were provided to Guelph Heritage Committee and they will also receive the completed Environmental Study Report (ESR) in November 2015 prior to filing the document with the MOE.

Response (Heritage Planning)

Heritage Guelph's resolution concurred with the Heritage Planning staff recommendation.

Resolution 2

THAT Heritage Guelph supports the conclusions of both reports, specifically the identification of the current Niska Road bridge as a structure of local cultural heritage value and the identification of the defined area around the Niska Road crossing at the Speed River as a significant cultural heritage landscape

Response (Burnside)

As noted in the heritage reports from Unterman & McPhail Associates the Niska Road Bridge is the only identified example of a Bailey bridge within the City of Guelph, it is a rare example of a Bailey bridge within the Grand River watershed as one of only two examples of its type, and it is one of a limited number of Bailey bridges located in Southern Ontario. The document *Arch, Truss & Beam: The Grand River Watershed Heritage Bridge Inventory* (March 2013) identifies only one other Bailey bridge in the Grand River watershed located in the Township of Mapleton, but this bridge was considered to be a "non-heritage" feature. The Niska Road Bridge is noted as the only example of its type in the City of Guelph.

As such, it has been determined through the application of the "Criteria for Determining Cultural Heritage Value" under 'Ontario Regulation 9/06' that the Niska Road Bridge is of cultural heritage value or interest for design/physical, historical/associative and contextual reasons.

In addition, this Municipal Class Environmental Assessment Process (under Municipal Engineers Association, October 2000, as amended in 2007 and 2011) which is the approved process under the Ontario Environmental Assessment Act, stipulates the following:

- *Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old (where the proposed work will alter the basic structural system), which after appropriate evaluation is found to have cultural heritage value.*
- *Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website.*

As such, the even though Niska Road Bridge is not municipally designated under the OHA and is not included on a local heritage inventory of cultural heritage resources or a municipal heritage register adopted under the OHA; since the bridge was built in 1974 and is now 41 years old, the heritage assessment noted above had to be conducted. In addition, to the bridge structure, a case can be made that the historical and heritage aspect of this area is the river crossing location at this point on the Speed River. There have been a number of bridges over the Speed River at this location from the mid-1800s on. A one-span steel pony truss bridge pre-dated the current one-span Bailey bridge that was installed in 1974 after the previous bridge collapsed. This crossing has an equal, if not more important, heritage value to this area as this site relates to the opening up of Puslinch Township and Guelph Eramosa Township for agricultural development in the mid-1800s. All bridges at this location, past and present, continue to provide critical linkages between the City of Guelph to the east and the City of Cambridge to the west. However, with all due respect to the community's strong desire to keep the Bailey bridge 'in-situ' and 'as-is' or to 'close the bridge' over the Speed River; it must be noted that in addition to key components of the existing bridge nearing the end of its remaining service life; this bridge must also be replaced, as this road corridor is an important link for the City of Guelph today, as it was 41 years ago.

Response (Heritage Planning)

Heritage Guelph's resolution concurred with the Heritage Planning staff recommendation. It should be noted that Heritage Planning staff and Heritage Guelph supported the identification (by the CHC Limited report) of the eastern boundary of the cultural heritage landscape aligning with the east side of Pioneer Trail.

Resolution 3

THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits.

Response (Burnside)

Simply stated, the existing Baily Bridge abutments and bridge foundation has reached the end of its operational life and will eventually cause an operational safety risk. The bridge cannot remain 'as is' and 'in situ' as a safe and operating bridge structure for the City of Guelph. This type of bridge was not originally designed to be a long term structure and component of the bridge today is in very poor condition

Current Bridge Condition

In the 2013 City Bridge Assessment and Bridge Inspection report noted the following:

- The following defects were noted in the elements comprising this component:

- The north foundation consisting of 11.5 square metres of compacted fill exhibits 20% severe erosion and requires reinstallation. The estimated remaining service life is 1 year.
- The East and West Abutments each consisting of 46 tonnes of masonry exhibits 20% to 30% severe general deterioration. The estimated remaining service life is 2 years for both abutments.
- Water is encroaching against and under both abutments.
- The bridge foundation is showing considerable defects. The north foundation consisting of 11.5 square metres of compacted fill is showing severe erosion. An estimated 20% of the foundation exhibits severe erosion and requires reinstallation. The estimated remaining service life is 1 year.
- Progressive undermining of northwest retaining wall.
- Progressive failure is ongoing of northwest and northeast embankments.
- The bridge's steel truss structure is showing severe signs of corrosion.
- To maintain the bridge it would require approximately \$1,300,000 in repairs.
- The overall estimated costs for the various bridge options are:

Bridge Alternatives Estimate

Repair Bridge and Maintain	\$1,300,000
Close Bridge to Vehicular Traffic and Maintain	\$1,000,000
Remove Bridge	\$400,000
New Single Lane Bridge	\$2,200,000
New Two Lane Bridge	\$2,500,000

Final Bridge Report Recommendation

Overall the structure is in very poor condition with an aggregate condition index of 22 (an index of 100 is assigned to a new or reconstructed bridge). The major concerns at this site are the water encroaching against abutments as a result of span opening being shorter than watercourse width (this situation may lead to unstable substructure in case of high volume water – flooding), road constriction, absence of a pedestrian access, absence of traffic barrier, progressive undermining of the northwest retaining wall, severe failure of the northwest embankment, partial failure of northeast embankment, improper signage, severe corrosion of the bearing plates, isolated severe corrosion of the bottom chords at the ends and west end verticals, partial poor condition and progressive deterioration of the bearing seats and progressive deterioration of the masonry retaining walls.

In summary, the abutments and foundations are failing and the continued structural deterioration has potential to increase sedimentation into the river. Given the cost estimates noted above, it is considered cost prohibitive to repair and/or maintain the bridge in its current form.

Ontario Bridge Code Recommendations

The Ontario Bridge Code refers to the Geometric Design Standards for Ontario Highways and Roadways in terms of establishing bridge cross section criteria. Some of the key considerations and exceptions to the Bridge Code set out in the Structure Manual for low volume roads are as follows:

- The Niska Road bridge is a Bailey bridge, which is also considered a single load path-type truss bridge. In Ontario, the Bridge Code recommends against the use single load paths.

- Oversized truck loads place considerable stresses on the steel truss design that can weaken over time with repeated oversized and over weighted truck loads. This means that failure of one critical element can lead to a more global structural failure.
- Low volume roads are those in which the traffic volumes are less than 400 vehicles per day (vpd). However, even in this case, once you approach 400 vehicles per day it is strongly recommended that a two lane bridge is required.
- **On Niska Road the average weekday 24 hour volume eastbound is 2,405 and westbound is 2,247.**
- The Geometric manual says that the number and width of lanes on a bridge should be the same as the approaches, so presumably, unless the road is one lane, the bridge should be two lanes to match the existing approach.
- The MTO structural manual urges Ontario users not to use single load path structures.
- The bridge code section indicates and recognizes that widening of bridges after initial installation is a more costly exercise than to build wider from the start. The code also indicates that bridges should be designed for future reasonable road widening where practical and planned.
- The geometric manual says that the minimum bridge cross section should be 8.5 m for two lanes and 5.0 m for one lane, (the current Bailey Bridge deck has a travel width of 3.44 m).

Community Concerns and Safe Use of the Roadway and Bridge

The local community through the Community Working Group (CWG), and other local residents have made it clear their preference is to keep the one lane bridge and/or close the road.

However other equal concerns to be considered include the following:

- The existing bridge currently does not support safe pedestrian or cycle movement across the bridge or on the roadway.
- Traffic safety is a significant issue due to accidents. Unfortunately fatalities and a number of accidents have occurred at the bridge, most recently in August 2015 involving three vehicles. Indecision of drivers crossing the bridge is the root cause of many “near misses” (Guelph Police).
- Currently the one lane bridge is not deterring traffic as much as the community would like, therefore noise, safety and general community conditions are concerns for residents.
- The bridge does not allow for safe wildlife crossing.
- The current bridge still allows large, over-weight trucks to pass over it.
- Continued deterioration of the bridge and abutments may lead to sedimentation in river.
- Continued erosion of the embankment around the bridge and abutment structure.
- Bridge and road deficiencies cannot be fully addressed through repair/rehabilitation.
- Ongoing impacts will affect residents and traffic using the road and bridge, including limiting emergency services.
- On the existing bridge and flanking roadway there are no sidewalks, no bike path, no formal parking and no formal access to the Speed River.

Cultural Heritage Landscape

Given that it has been determined that rehabilitation of the existing bridge structure is not preferred, it is recommended that in addition to the Cultural Heritage Evaluation Reports (CHAR) previously noted, pictorial documentation before, during and after the removal of the bridge will be conducted.

Additional historical research can be conducted to describe more fully the bridge building activities at the site, and specifically, should attempt to identify the construction dates of previous bridges in order to determine the date of the stone abutments and the concrete rubble retaining walls. The photographic documentation included in the CHER will form a component of a more detailed Cultural Heritage Documentation Report (CHDR).

A new bridge and reconstructed road will provide an opportunity to address the issues noted above, preserve heritage characteristics and explore educational opportunity; while providing safe access to the travelling public and adding safe recreational access to the speed river for the local community.

Response (Heritage Planning)

Heritage Guelph's resolution concurred with the Heritage Planning staff recommendation. It should be noted that Heritage Planning staff and Heritage Guelph supported the identification (by the CHC Limited report) of the eastern boundary of the cultural heritage landscape aligning with the east side of Pioneer Trail.

Resolution 4

THAT Heritage Guelph conditionally supports the preliminary preferred alternative for the Niska Road Environmental Assessment subject to the following conditions:

Condition 1

THAT should the bridge be approved for replacement that Heritage Guelph recommends that staff be directed to investigate practical options for the relocation of the superstructure of the Niska Road bridge to a suitable location within the city (or Puslinch Township/Guelph Eramosa) for rehabilitation as a pedestrian/cycling bridge; and

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation.

Condition 2

THAT Heritage Guelph recommends that the Niska Road cultural heritage landscape identified within the city limits within the CHC report, be designated under Section IV of the Ontario Heritage Act; and,

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation. Before this initiative could move forward, it would be normal process for Heritage Planning staff to initiate discussion with appropriate stakeholders, e.g. the Grand River Conservation Authority as the current land owner and the Township of Puslinch as an adjacent municipality and potentially the western portion of the same cultural heritage landscape. No staff report recommending an intention to designate would go forward until all parties have been consulted and the scope and content of the potential area for designation was confirmed.

Condition 3

THAT Heritage Guelph recommends that the consultant team provides copies of the Cultural Heritage Evaluation Report and the Niska Road Cultural Heritage Landscape Addendum to the Township of Puslinch and the Township of Guelph/Eramosa; and that the City of Guelph provide Heritage Guelph minutes from March 9, 2015 and April 13, 2015.

Response (Burnside)

Consultant team has provided copies of the Cultural Heritage Evaluation Report and the Niska Road Cultural Heritage Landscape Addendum to the Township of Puslinch and the Township of Guelph/Eramosa. The reports are entitled:

- "Cultural Heritage Evaluation Report with Photographic Documentation, Niska Road Bridge, Municipal Site No.00001 (Lot 12, Concessions 5 & 6 Geographic Township of Puslinch), Class Environmental Assessment Study, Niska Road Improvements, City of Guelph, Ontario" (Unterman & McPhail Associates April 2014);
- "Niska Road Cultural Heritage Landscape Addendum" (CHC Limited, February 5, 2015); and,
- The City of Guelph has provided the Heritage Guelph minutes from March 9, 2015 and April 13, 2015 to the Township of Puslinch and the Township of Guelph/Eramosa.

Condition 4

THAT the extant stone abutments of the bridge be retained and conserved in situ to stand as a monument to previous bridges and construction methods at this crossing; and,

Response (Burnside)

At the crossing, the Speed River is approximately 23 m wide and is restricted as it flows through the crossing by the bridge is concrete block abutments. These abutments resist erosion and form a slight bottleneck whereby increasing the flow of the river as it travels beneath the crossing. As such, the river dynamic is ideal for aquatic life. The abutments currently support aquatic life and both the MNRF and GRCA support the recommendation for the abutments to be left in place.

Notwithstanding any formal designation of the bridge, the abutments are considered to be of local cultural heritage value and interest. The stone abutments and the concrete rubble retaining wall play an integral role in demonstrating previous bridges and construction methods. As such, the selection of a new type of bridge and the construction style of the bridge will be very important considerations to preserve the essence of built heritage character of the area. It has been agreed that the bridge abutments will be retained for their cultural heritage values and their contribution to aquatic habitat within the Speed River.

In order to preserve the built heritage aspects of the existing one lane bridge, the existing stone abutments will remain in situ. However, it is also anticipated that the new bridge may cover the first two courses of the stone work on the existing abutments; therefore those stones can be removed and re-purposed. A new bridge structure can be designed to reflect heritage and physical design characteristics from the original structure such as using stones from the abutments embedded into the new structure, incorporating the steel lattice style of the railing system and using foundation stones as part of a monument. The abutments will no longer serve the function of supporting the bridge structure.

Retention and conservation of this identified cultural heritage landscape can be further preserved through the placement of a monument at the bridge site with an interpretive plaque detailing the history of the Niska Road Bridge.

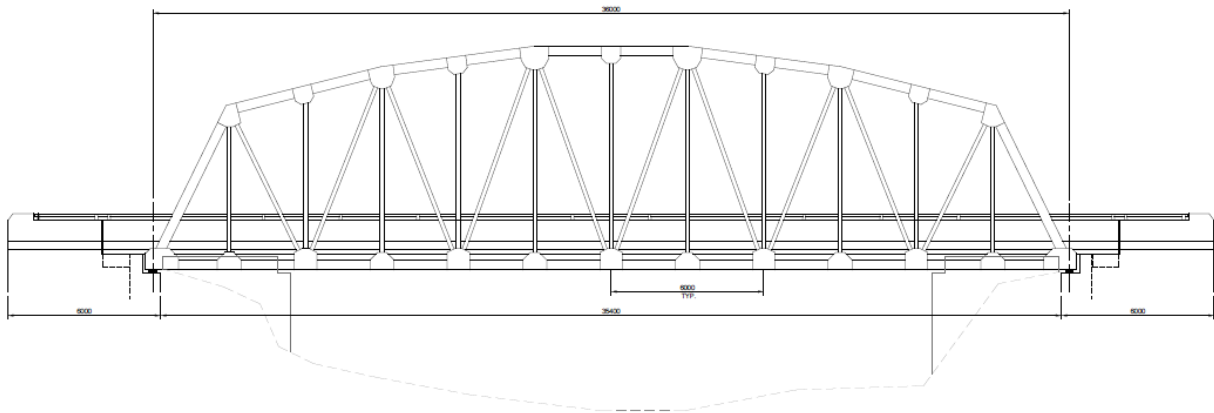


Several bridge types are being evaluated and examined through the Class EA process, they include:

1. Covered Steel Through Truss Bridge;
2. Concrete Slab on Steel Girder Bridge; and
3. Pony Truss Bridge.

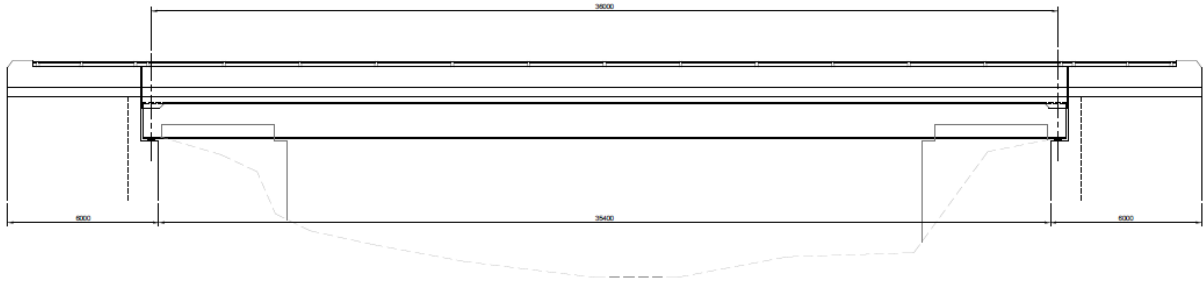
Covered Steel Through Truss Bridge

A truss bridge is a bridge whose load-bearing superstructure is composed of a truss, a structure of connected elements forming triangular units. The connected elements (typically straight) may be stressed from tension, compression, or sometimes both in response to dynamic loads. Truss bridges are one of the oldest types of modern bridges. A truss bridge is economical to construct because it uses materials efficiently. In addition, a non-structural beam can also be placed on the bridge at an elevation that will restrict large truck traffic.



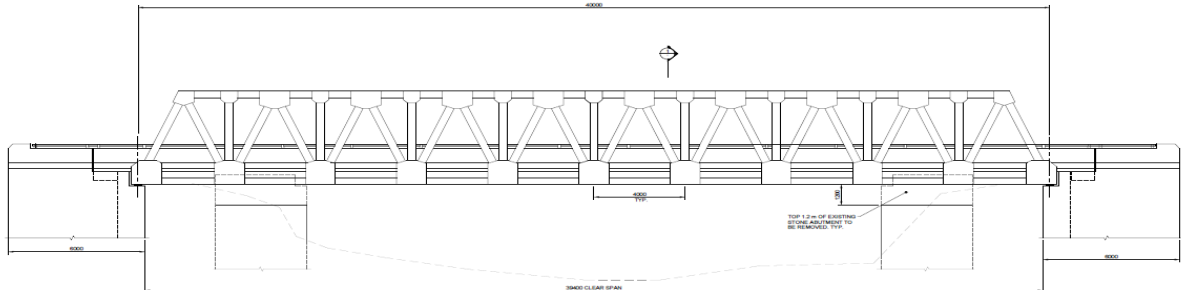
Concrete Slab on Steel Girder Bridge

A girder bridge, in general, is a bridge that utilizes girders as the means of supporting the deck. A bridge consists of three parts: the foundation (abutments and piers), the superstructure (girder or truss), and the deck. A girder bridge is very likely the most commonly built and utilized bridge in the world. Its basic design, in the most simplified form, can be compared to a log spanning from one side to the other across a river or creek.



Pony Truss Bridge

A pony truss is a truss bridge which allows traffic through the truss, but the top of the bridge is not joined together with cross braces.



Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation.

Condition 5

THAT the City provide interpretive signage explaining the history of the Niska Road crossing and its associated cultural heritage landscape; and,

Response (Burnside)

As previously noted, the new two lane bridge will be designed to incorporate and reflect heritage and physical design characteristics from the original structure. Retention and conservation of this identified cultural heritage landscape will be further preserved through the placement of a monument at the bridge site with an interpretive plaque detailing the history of the Niska Road Bridge.

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation.

Condition 6

THAT if development is considered on lands adjacent to the identified Niska Road cultural heritage landscape that the views west and south from the intersection of Niska Road and Pioneer Trail be considered carefully in order to conserve the heritage attributes of the identified cultural heritage landscape; and,

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation. This condition would be fulfilled through the design phases of the Environmental Assessment process.

Condition 7

THAT when development is proposed on adjacent lands, the viewshed be studied to the north and east with consideration of its impact on the cultural heritage landscape; and,

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation. This condition would be fulfilled through any future development processes.

Condition 8

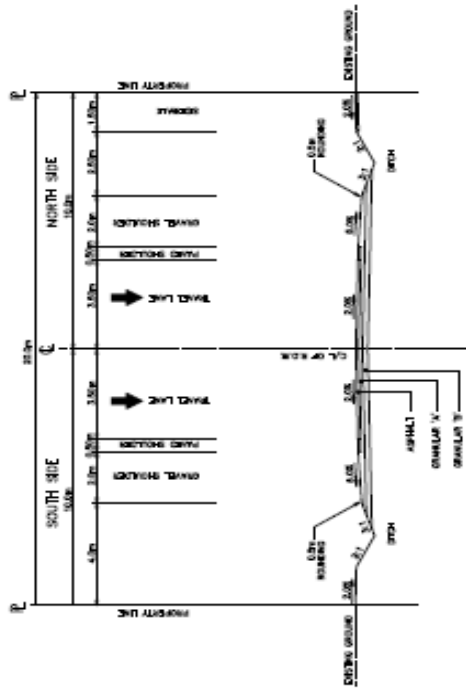
THAT Heritage Guelph is circulated the alternative design concepts for the preferred solution and be provided the opportunity to review and assess potential impacts of the proposed improvements and recommended mitigation plans on the cultural heritage landscape; and,

Response (Burnside)

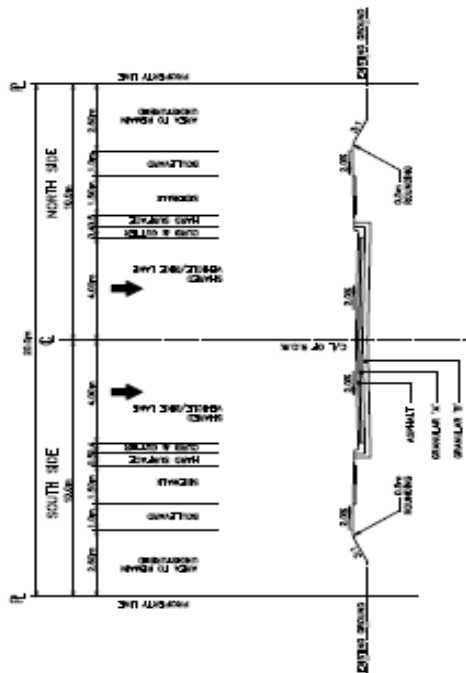
Throughout the Niska Road Environmental Assessment (EA) process, several alternative solutions were evaluated and assessed in a holistically manner. Following the completion of several studies, [including: (but not exhaustive), archeological, built

heritage, natural environmental, tree inventory, tree preservation, cultural heritage, wildlife, terrestrial and aquatic habitat, viewscape review, traffic assessment and vehicle counts, accident counts and trip destination review]; and significant consultation with interested stakeholders, the local community, a project focused Community Working Group, RSAC and review Agencies; the complete reconstruction of Niska Road and the Niska Road / Downey Road Intersection is the preferred solution. Three separate road cross-section types were examined;

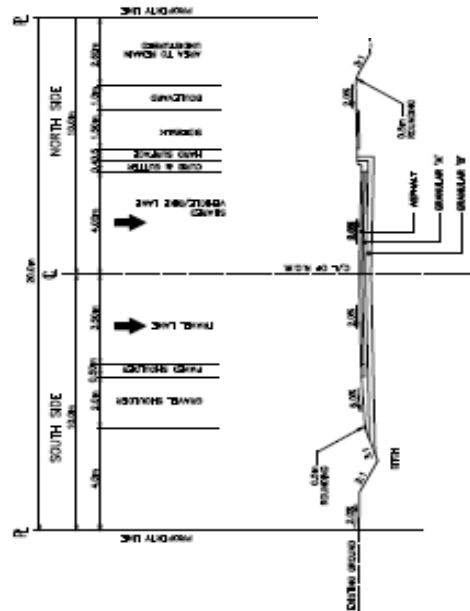
- Urban cross-section;
- Rural cross-section; and
- Semi-Urban cross-section.



RURAL SECTION



URBAN SECTION



SEMI - URBAN SECTION

The key goal of assessing and comparing the design alternatives was to create a safe environment for all travelling users while respecting the existing viewscape, streetscape and the current environmental condition.

The road design has been evaluated using a two stage approach. We first evaluated Urban vs. Rural vs. Semi-urban cross sections. The width of the bridge will correspond to the road designs, however all bridge designs will include a pedestrian walkway.

*Tree surveys were completed prior to selection of design alternatives. Rural versus Urban cross sections were compared as it related to tree impacts. It was determined that a rural cross section created a much larger footprint than a Urban cross section, (see attached '**Arborist Tree Assessment of RURAL PLAN**' figure and '**Arborist Tree Assessment of URBAN PLAN**' figure).*

*Once it was established that a modified urban cross-section would create a much smaller footprint throughout the road corridor, several variations of the urban cross- sections were examined, starting with a standard City of Guelph cross-section, then working through several urban cross-sections that further reduced impacts to the right-of-way while still meeting TACC Standard, (see attached '**Urban Options**' figure that were considered to determine most minimal footprint). A detailed tree risk assessment and tree preservation plan will be completed during detailed design, however through this EA level of assessment, the overall impact to trees based on the types of cross-sections are clearly understood.*

The potential for adverse effects to the natural heritage features and functions of the adjacent features, including the Provincially Significant Wetland, Significant Woodland, Linkage Areas and Speed River and being examined through the evaluation of design process is minimal. The direct effects through species and habitat loss have been examined by overlaying the design drawings for the alternatives with the mapping that has been created for the study area. This mapping includes delineated boundaries of the vegetation communities, surveyed wetland boundaries and the results of the tree survey. This allows for the determination of the extent of the potential impacts, whether it is the number of trees that will be lost or the percent loss of a feature (e.g., wetland).

This approach allows for the selection of the preferred design alternative, while minimizing the potential adverse effects, preserving of the current viewscape, minimizing tree loss, and maximizing the tree canopy; and at the same time provide much needed safe pedestrian and cycle access throughout the corridor.

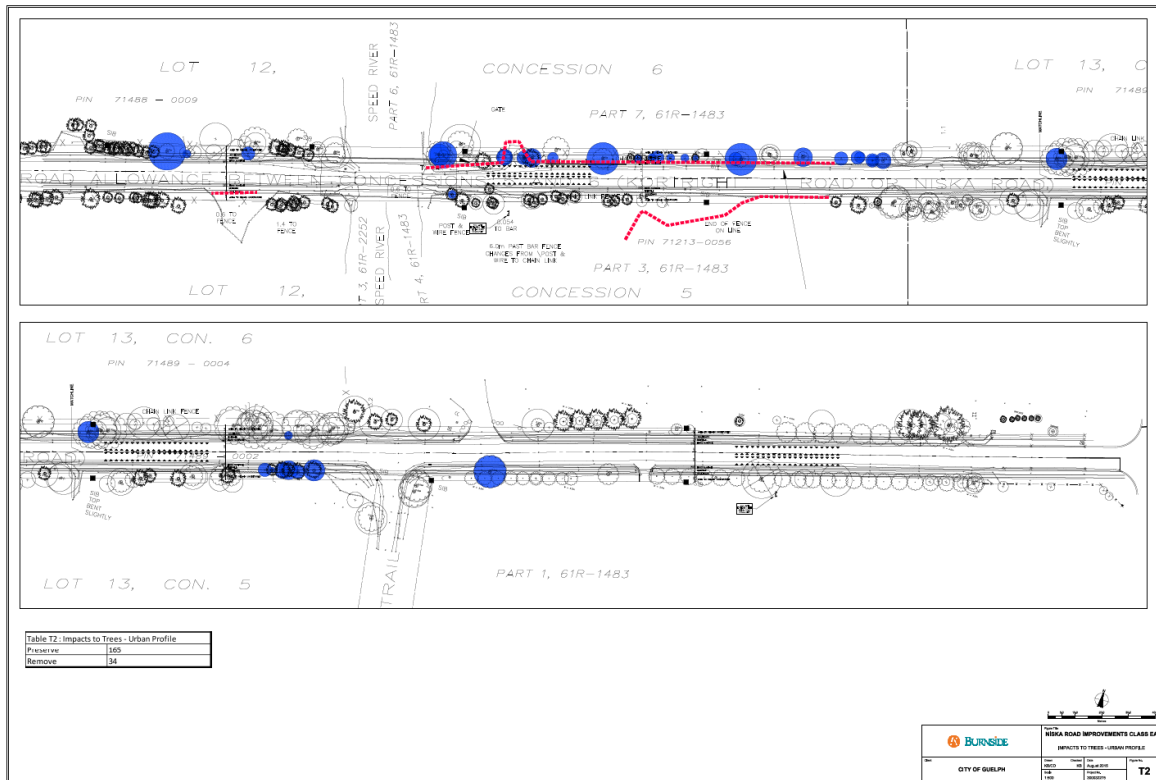
*The following figures depict examples of typical sections along Niska Road. What is important to note it is that the City standards for Urban and Rural cross-section **cannot** be applied along Niska road without major change to the streetscape. However, we can modify the Urban cross-*

section to fit within the current open areas along Niska Road as many locations have been previously cleared between the edge of pavement and the current ditches. It is intended to place sidewalks in these areas.

Arborist Tree Assessment of Rural Cross-Section in Plan View



Arborist Tree Assessment of Urban Cross-Section in Plan View



City Standard – Urban Cross-Section (Niska Road just west of Ptarmigan)

- If this configuration of cross-section is applied from Ptarmigan to the bridge the result would be considerable tree loss.



City Standard – Rural Cross-Section (Stone Road west of Hanlon Pkwy)

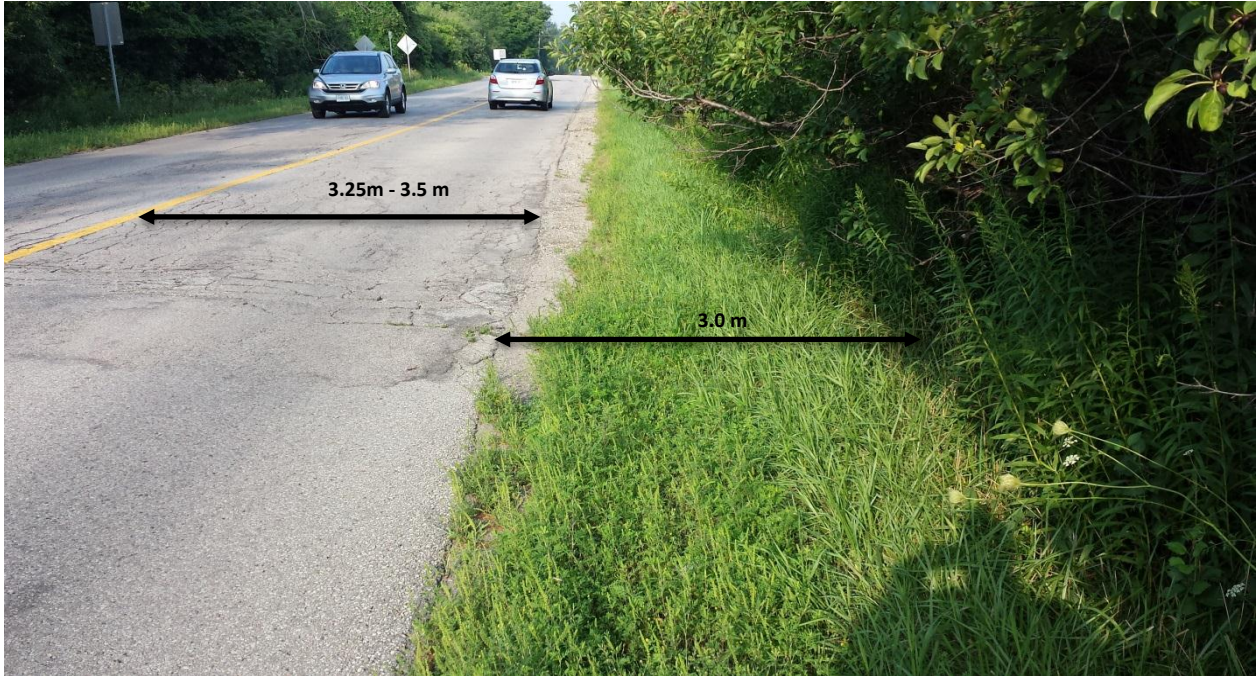
- If this configuration of cross-section is applied from Ptarmigan to the bridge the result would be significant tree loss.



Typical Existing Cross-Sections along Niska Road

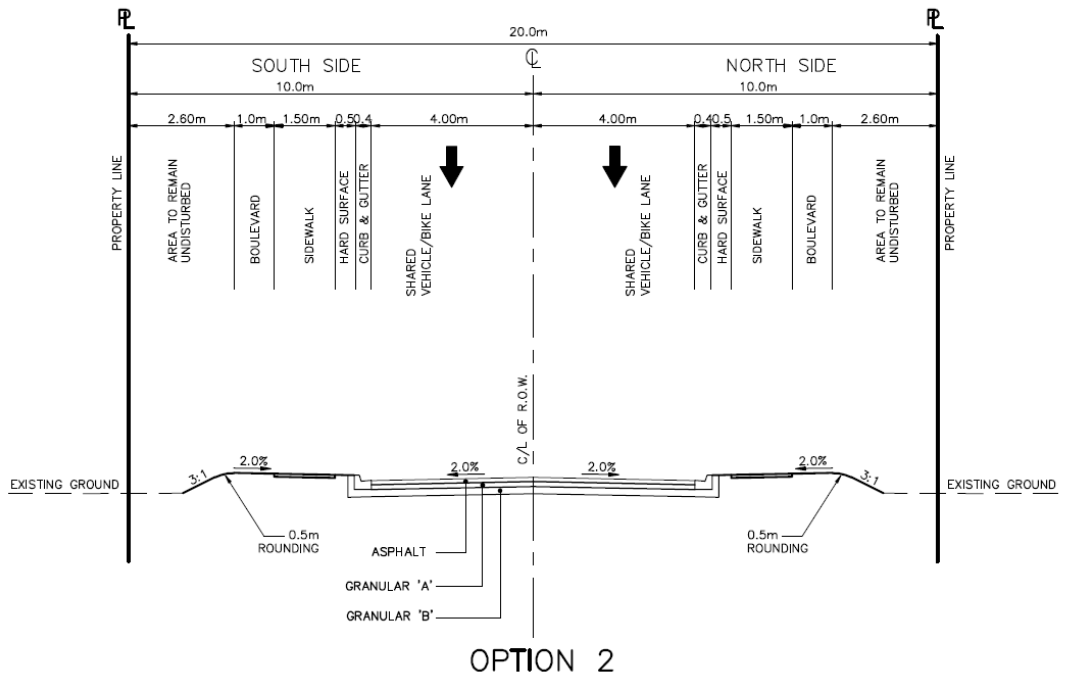
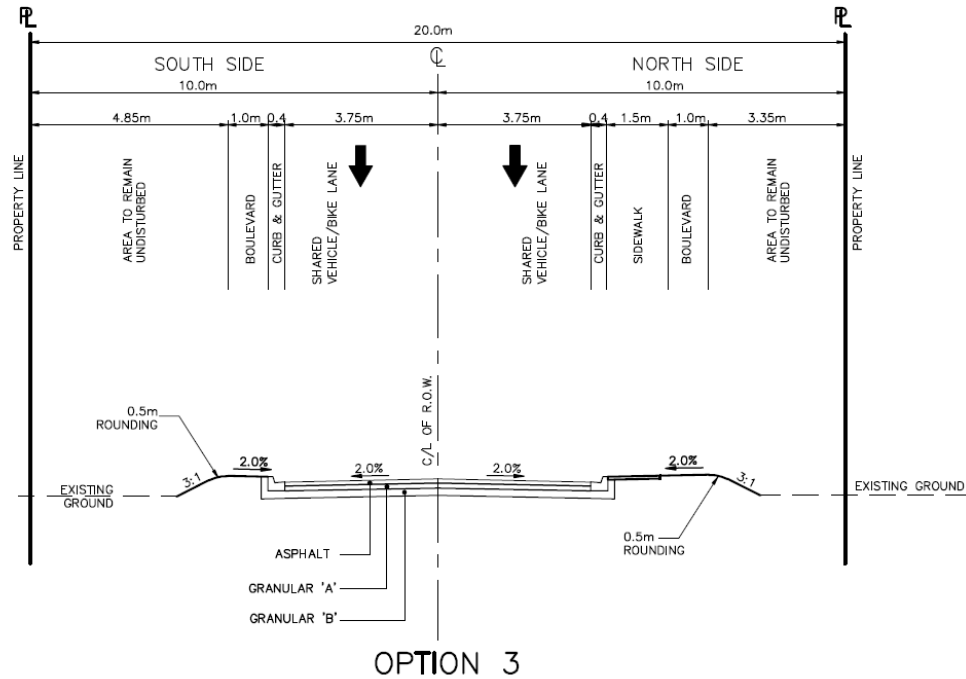
- Alternative urban cross sections can be used with this existing spacing.





Modified Cross-Sections along Niska Road

- Alternative urban cross-sections that can fit with the existing spacing with minimal tree loss.



Natural Environmental Considerations

We specifically looked at the number of trees that would be directly impacted as a result of the design options, including removal and direct effects within the drip-line, including grading and excavation for relocated ditches. For wetland features we looked at direct loss of wetland vegetation and changes to the water balance. Wetland features currently extend out to the road right-of-way and reflect edge effects associated with road disturbance, including salt damage, deposition of sediment and non-native and invasive species growth. The nature of the proposed development does not offer opportunities for rehabilitation or enhancement directly within the lands adjacent to the road, with the exception of some opportunities for invasive species control.

The smallest footprint offers the opportunity to minimize both direct and indirect effects to the natural heritage features and functions within the study area. This consideration played a significant role in our recommendation that the Urban option with a sidewalk on only the north side of the road, with no gravel shoulder or boulevard area. The design of the curbs with gutters prevents the requirement for a separate ditch in these areas, which allows more of the tree roots to be undisturbed by grading and excavation. Grading will be matched to the existing terrain as quickly as feasible, so as not to cause a measurable change to surface water flow to the wetland features delineated on either side of the road.

Road mortality of wildlife was also a consideration when choosing the alternative. A road with a narrower footprint acts as a visual traffic calming mechanism. Added to this will be a variety of paint and physical mechanisms to further reduce traffic speeds. Enhanced signage, including additional signs for deer crossing, a warning of the distance for which the concerns exist and seasonally appropriate hazard lights will further focus driver attention on potential risks within the corridor. Specifics will be included in the final detailed design plans.

An eco-passage for small mammals and herpetofauna is proposed between the significant woodland/PSW features on the north and south sides of the road in the hope of further reducing the risk of road mortality. The lack of formal ditches and roadside boulevards will act as a deterrent to wildlife on the “shoulders” of the road in the Urban option, and the curb design may also act as a further deterrent to small species.

Response (Heritage Planning)

Heritage Guelph’s condition concurred with the Heritage Planning staff recommendation.

Heritage Planning recommends that if the preferred option involves replacement, the new bridge design should emulate as much as possible the pre-1974, flat topped, steel pony truss bridge that the existing Bailey bridge replaced.

As for the road cross section design, Heritage Planning recommends that there only be sidewalk on the north side of Niska Road west of Pioneer Trail. Any proposed parking on the same north side of Niska Road should not be asphalt but a material colour that blends with the sidewalk and roadside. The use of signage or painted markings at the

roadside or on the road or sidewalk surface itself should be avoided or minimized as much as possible to create as uncluttered a view through the roadway section of the cultural heritage landscape.

Condition 9

THAT the replacement bridge be designed in such a way that is compatible with the cultural heritage landscape and with the current views from the bridge (upstream and downstream) not impeded for vehicular, bicycle or pedestrian traffic; and,

Response (Burnside)

As noted above, all three bridge types being considered (i.e. Covered Steel Through Truss Bridge, Concrete Slab on Steel Girder Bridge and Pony Truss Bridge), will be designed to ensure the current views from the bridge (upstream and downstream) will not impeded for vehicular, bicycle or pedestrian traffic.

Response (Heritage Planning)

Heritage Guelph's condition concurred with the Heritage Planning staff recommendation. Heritage Planning recommends that if the preferred option involves replacement, the new bridge design should emulate as much as possible the pre-1974, flat topped, steel pony truss bridge that the existing Bailey bridge replaced.

Condition 10

THAT the City's EA study team return to update Heritage Guelph and provide opportunities for further input regarding the environmental assessment following the EA's second Public Information Centre and prior to the filing of the EA document."

Response (Burnside)

List of upcoming meetings:

- PIC #2 will be held on September 10, 2015;
- After PIC #2 (dates tentative):
 - September 14, 2015 – Heritage Committee presentation;
 - September 16, 2015 – RSAC Committee presentation;
 - September 17, 2015 – Puslinch Township Council presentation;
 - September 21, 2015 – Guelph Eramosa Township Council presentation;
 - October 2015 – Completed ESR for City Circulation;
 - November 3, 2015 – Infrastructure Development and Enterprise Committee presentation; and,
 - November 23, 2015 – City of Guelph Council Decision.

The final Environmental Assessment Report (ESR) is scheduled to be completed and submitted in October 2015, and can be provided to Heritage Guelph as a draft for review at this time.

1/3

Stephen Robinson

From: [Redacted]
Sent: September 4, 2015 3:36 PM
To: Mayors Office; Bob Bell; Dan Gibson; James Gordon; Andy VanHellemond; Phil Allt; June Hofland; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; Karl Wettstein; Clerks; Planning Division; Todd Salter; Marietta Pushkar; Stephen Robinson; Joe Farwell
Cc: MPP Liz SANDALS; Frank Valerjote; [Redacted]
Subject: Phil Andrews
 The Mayor's Remark on his Civil Blog and the Niska Bailey Bridge

Good day Mr. Mayor,
 Ladies and Gentlemen Councillors,
 Members of the Heritage, RSAC, Planning Depts. GRCA Committees,

With reference to your official civil blog, Mr. Mayor, quoted in yesterday's Mercury about the Urbacon issue (sorry but except from newspapers, Social Medias are too complicated for me),

I read with real pleasure the following :

"It's time to now turn our focus to the things that make our city great and new ideas that make it better. I sincerely hope that this will take a heavy burden off of our collective backs and help us focus on great things happening in our city now, and the great things that are about to happen in our future!"

Your remark is similar to the one in the Annals of Puslinch 1950-1967 (Wellington County Museum Archives, page 22, last paragraph, photo enclosed) reporting the official opening of Kortright Waterfowl Park in the Fall of 1965.

I sincerely hope Mr. Mayor that your promise will include the protection of the GRCA land from Ptarmigan to the 1 Lane Niska Bailey bridge, repaired, with the addition of a pedestrian and cyclists passage" because it is a unique gem in Guelph on every level.

I pledge \$100.00 from my household (my sons are receiving copy of this letter) towards a Commemorative Plate by this Conservation land with on it your name, beside the names of Horace Mack and Norm Jary, and whoever, Councillors, Heritage, RSAC, and GRCA member will vote and work to keep it protected, untouched, for posterity.

Please accept in advance my warmest thanks.

Have a great Labour Day week-end and a productive Fall.

God be with you, Sincerely,

Nicole Abouhalka
 [Redacted]

1/3

Stephen Robinson

From: Sandy Nichols [REDACTED]
Sent: September 8, 2015 4:04 PM
To: Stephen Robinson
Subject: Heritage Guelph

Mr. Robinson,

I would like to confirm my intention to be registered as a delegate at the upcoming meeting on September 14th, 2015 of the Heritage Committee regarding Niska Road Bailey Bridge and surrounding area from Niska and Ptarmigan to the Bailey Bridge to be designated a Cultural Heritage Landscape/View.

The Bailey Bridge is a very important part of that Cultural Heritage Landscape that should be protected and preserved as a very important Cultural Heritage Landscape forever. All 116 acres of GRCA lands from Niska and Ptarmigan to the bridge. If the bridge is altered, the hedgerows or Niska Road is altered it would ruin the irreplaceable Cultural Heritage Landscape forever.

Please confirm.

Thank you,

Respectfully,

Sandy Nicholls

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2/3

Stephen Robinson

From: Sandy Nichols [REDACTED]
Sent: September 9, 2015 4:36 PM
To: Stephen Robinson; Clerks; Mayors Office
Subject: Designating Heritage

Dear Heritage Guelph Members:

I have enjoyed the beautiful natural Cultural Heritage Landscape/view from Niska and Ptarmigan to the Bailey Bridge for many years now.

When I stand at that intersection and look to the south/west, I see a very old, heritage home that is on the east side of Pioneer Trail. If I look to the west I see the unique heritage Niska Road single lane Bailey Bridge. A single lane bridge structure has stood at that crossing over the lovely Speed River since the 1,800's. When I look to the north west I view the beautiful former Kortright Waterfowl Park that visionary Horace Mack established many years ago as a unique waterfowl park, one of the largest in Canada, I have been told. Many birds continue to migrate to this area.

Bailey Bridges helped win WWII. It is a very important structure that has stood at that location for over 40 years. It should not be moved anywhere. In my opinion, any other bridge will alter and therefore destroy the Cultural Heritage Landscape/view forever.

On any given day, as I walk along Niska, through the surrounding conservation lands on either side, I will see at least ten different species of birds. I have spent a lot of time at the Speed River, where I have to cross the old single lane bridge. It is a beautiful spot. I see king fishers, great blue herons who feed directly beside the bridge, blue jays, cardinals, chickadees, bats, swallows, snapping turtles, fox, coyotes, many deer, frogs, and many other creatures. It is a gorgeous area teeming with a plethora of wildlife.

This area brings peace to my life. It is the reason I bought my home here. I value this area and the unique Cultural Heritage Landscape/view very, very much. The Bailey bridge is a very important aspect of this landscape/view that should never be altered. This area should be protected and preserved for future generations.

At your April 13, 2015 meeting you passed the following motion:

"THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits."

"THAT staff be directed to bring a report to Council recommending that the Niska Road cultural heritage landscape identified within the city limits be listed on the City of Guelph's Municipal Register of Cultural Heritage Properties under Section 27 of the Ontario Heritage Act; and

Thank you so much for recognizing that our Historic Bailey Bridge and Niska Road cultural heritage landscape should be designated under the Ontario Heritage Act.

We believe that our panoramic view from the top of the hill at Ptarmigan and Niska, looking west to the forested Speed River valley is the most beautiful valley viewscape in Guelph and should be protected for us and future generations to enjoy. Therefore we formally request that you take the next step and recommend that the entire viewscape is protected as part of the cultural heritage landscape.

We strongly believe that Heritage Guelph should defer supporting any of the Niska Road Environmental Assessment's preferred road design or bridge options until a decision is made by Guelph City Council re the heritage designation of the bridge and cultural heritage landscape.

We are simply asking that our cultural heritage landscape and historic bridge be given the same consideration and due process from Heritage Guelph, Guelph City Staff and Guelph City Council that was given to the Guelph citizens who supported the successful designation of the Brooklyn and College Hill Heritage Conservation District in Guelph.

Respectfully,

Sandra Nicholls

P.S. Mr. Robinson, please confirm my that I will delegate at the Heritage Guelph meeting on the 14th of September. Also, please ensure that all members of Heritage Guelph receive this email.

Thank you.

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1/1

Stephen Robinson

From: Speed River Valleylands
Sent: September 10, 2015 10:40 AM
To: Stephen Robinson
Subject: Re: Sept. 14 Heritage Guelph Advisory Committee Meeting

Please add my name Dr. Dorothy Griggs to the Sept. 14, 2015 Heritage Guelph Agenda as a delegate for the Niska Rd. Environmental Assessment .

Please confirm that it is on the agenda as of 10:19 today Sept. 10 the Heritage Guelph Agenda is not posted on the City Of Guelph web page.

You have already received copies of the over 500 signatures on the Cultural Heritage petition that were submitted to you by Vince Hanson at the April 13, 2015 Heritage Guelph meeting.

I will be making a formal presentation of the over 1700 signatures to date on our Petition to designate and protect the Speed River Valleylands Cultural Heritage Landscape which includes the our historic Bailey bridge in situ. We believe that we have strong city wide support to request that Heritage Guelph refer the cultural heritage landscape which includes the bailey bridge in to Council for designation under the Ontario Heritage Act.

You have already received copies of the over 500 signatures on the petitions that were submitted to you by Vince Hanson at the April 13, 2015 Heritage Guelph meeting. Could you please distribute these copies to Heritage Guelph Committee Members as part of their Agenda package. I will make a formal presentation of the petitions to the Chair of Heritage Guelph at the meeting as part of my delegation.

Thank You

Dr. Dorothy Griggs

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1/2

Stephen Robinson

From: Janet Dalglish [REDACTED]
Sent: September 8, 2015 4:36 PM
To: Stephen Robinson
Subject: Heritage Guelph meeting, Sep 14th
Attachments: 150828 2nd PIC re Niska EA.docx

As a concerned resident of Kortright Hills living close to Niska Road, I have been notified about the Heritage Guelph Meeting on September 14th

Unfortunately, we are currently visiting family in Scotland and so will be unable to attend the meeting, but the attached letter was sent before we left to those associated with the Niska Road EA and I would ask you to consider it in your deliberations as it is relevant to the future heritage of the area

Sincerely

Janet Dalglish

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1/2

RE SECOND PUBLIC INFORMATION CENTRE CONCERNING NISKA ROAD EA

We will be away on September 10th and so unable to attend the PIC scheduled for that evening.

We attended the CWG meeting on August 18th as interested observers, and there was nothing presented that evening that changed our opposition to a 2-lane bridge and re-engineered road as shown in the 'preferred design'. It is most assuredly NOT preferred by local residents! As you know, this has generated much concern and considerable opposition.

We do not dispute the need to repair the road and repair or renew the current single-lane bridge, but that need not involve the very costly solution that is being presented. We are fully aware that other as-yet unpublicised city plans are driving this and we appreciate your dilemma.

BUT....unless the Niska hill is levelled to increase winter accessibility & improve the junction with Downey Road, (resulting in a major loss of tax revenue as homes are demolished, not to mention upsetting the neighbours!) there is little advantage in wasting money on an environmentally destructive project that can only compromise road safety. And that is not taking account of the corners on the county side of the bridge on Niska/Whitelaw!

*Build it and they will come....*as soon as the bridge is safe for weight, the trickle of tractor trailers currently taking a chance, will become a flow and accidents will happen....regularly on a badly engineered roadand that, in addition to the inevitable unrecoverable environmental damage is our major concern and we would like this to be recorded

Janet & Douglas Dalgleish



1/2

Stephen Robinson

From: Vince Hanson
Sent: September 9, 2015 1:16 PM
To: Planning Division
Cc: Stephen Robinson
Subject: Niska Road and the EA

Dear Heritage Guelph Members:

When we moved to [redacted] in early 1990, we thought we had moved to a little bit of country in the city... We lived directly across from a pathway into the forest that we could roam for miles with our two young children.

In fact, there was so little traffic at that time, parking was permitted on BOTH sides of the road...

Driving down to the bridge, we enjoyed the same vista as the early pioneers in the mid-1800s. And, the bridge itself was a relic – the same type of bridge that helped the allies win World War II. We thought we had it all – a cultural, historical and conservation area – all in one! We could not have asked for more in our community. While times changed, we didn't move on... Now, we have been here for almost 26 years.

We are dismayed to learn that the EA process was not what the City and the R.J. Burnside promised and they have not listened to the community at all.

Their preliminary alternative solution was presented to the CWG in August of 2014 as a *done deal* without even giving the CWG a chance to vote on the alternatives (which they asked for feedback (and then ignored in totality.) I know because I am a member of the CWG.

Then on August 18 of this year, as the only alternative suggested for the bridge, even though the City web site states that only 34% of all people who provided feedback are in favour of the two lane alternatives. They seemingly missed or ignored the point which is that if only 34% support a two lane bridge – there are 66% of all the people who DO NOT support a two lane bridge.

And when you survey the residents in close proximity to the bridge – as we did – that number increases to 95% of the residents who DO NOT support a two lane bridge. Most people stated they cared about the bridge, the viewscape or the cultural or historical heritage of the area, the river and the conservation area.

You can help us to protect these valuable cultural and heritage assets that belong to future generations not to the 75% of the traffic that uses Niska Road and the Bridge as short-cut and cut-through traffic without concern for the environmentally sensitive nature of the land and river.

Please do the right thing...

At your April 13, 2015 meeting you passed the following motion:

"THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits." THAT staff be directed to bring a report to Council recommending that the Niska Road cultural heritage landscape identified within the city limits be listed on the City of Guelph's Municipal Register of Cultural Heritage Properties under Section 27 of the Ontario Heritage Act; and...

Thank you so much for recognizing that our Historic Bailey Bridge and Niska Road cultural heritage landscape should be designated under the Ontario Heritage Act. We believe that our panoramic view from top of the hill at Ptarmigan and Niska, looking west to the forested Speed River valley is the most beautiful valley viewscape in Guelph and should be protected for us and future generations to enjoy.

Therefore we formally request that you take the next step and recommend that the entire viewscape is protected as part of the cultural heritage landscape. We strongly believe that Heritage Guelph should defer supporting any of the Niska Road Environmental Assessment's preferred road design or bridge options until a decision is made by Guelph City Council re the heritage designation of the bridge and cultural heritage landscape.

Please do the right thing...it has to be about our cultural heritage conservation...

2/2

We are simply asking that our cultural heritage landscape and historic bridge be given the same consideration and due process from Heritage Guelph, Guelph City Staff and Guelph City Council that was given to the Guelph citizens who supported the successful designation of the Brooklyn and College Hill Heritage Conservation District in Guelph.

Thank you.

Vince and Colleen Hanson

We can be reached [redacted]
[redacted]

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Stephen Robinson

From: Dianne Mackie [REDACTED]
Sent: September 9, 2015 10:07 PM
To: Stephen Robinson; Planning Division
Subject: Fwd: Protect our historic Valleylands - Have your voice heard at the Sept. 14 Heritage Guelph meeting

To Guelph Heritage Members:

For the 30 years I've lived in Guelph, the area surrounding the Speed River on Niska Rd has been a little bit of paradise - a quiet, peaceful haven and my most favourite place in this city. Many people are fighting to save these environmentally significant lands and the historic Bailey Bridge from development and destruction. Please do what you can to have this area designated under the Ontario Heritage Act.

At your April 13, 2015 meeting you passed the following motion:

"THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits."

"THAT staff be directed to bring a report to Council recommending that the Niska Road cultural heritage landscape identified within the city limits be listed on the City of Guelph's Municipal Register of Cultural Heritage Properties under Section 27 of the Ontario Heritage Act;"

Thank you for recognizing that the historic Bailey Bridge and Niska Road cultural heritage landscape should be designated under the Ontario Heritage Act.

The panoramic view from to top of the hill at Ptarmigan and Niska, looking west to the forested Speed River valley is the most beautiful valley viewscape in Guelph and should be protected for us and future generations to enjoy.

I formally request that you take the next step and recommend that that the entire viewscape is protected as part of the cultural heritage landscape.

I am asking Heritage Guelph to defer supporting any of the Niska Road Environmental Assessment's preferred road design or bridge options until a decision is made by Guelph City Council re: the heritage designation of the bridge and cultural heritage landscape.

Dianne Mackie

2/2

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1/2

Stephen Robinson

From: Cindy Della Croce
Sent: September 9, 2015 11:43 PM
To: Planning Division
Cc: Stephen Robinson
Subject: Niska Rd. Viewscape and Single Lane Heritage Bridge
Attachments: Heritage letter.docx

Please consider my letter (attached) as I am unable to be present at the noon hour meeting.

Cindy Della Croce

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1/2

Wednesday, September 9th, 2015

Dear Heritage Guelph Members:

We moved to this incredible neighbourhood 18 years ago. It is beautiful and unique. Our family has enjoyed the magnificent viewscape and the proximity to nature season after season, making countless treks down to the bridge to see the deer and play at the river. As a teacher, I have spent two decades teaching children to be respectful of history, society, and the environment we have been blessed with. It is ours to treasure and embrace and ours to protect or destroy.

At your April 13, 2015 meeting you passed the following motion:

"THAT Heritage Guelph recommends from a cultural heritage conservation perspective, the ideal outcome of the environmental assessment process would involve the retention and conservation of the identified heritage attributes of the Niska Road bridge in situ and the portion of the cultural heritage landscape identified on Niska Road (between Pioneer Trail and the bridge) within the city limits." Additionally, "THAT staff be directed to bring a report to Council recommending that the Niska Road cultural heritage landscape identified within the city limits be listed on the City of Guelph's Municipal Register of Cultural Heritage Properties under Section 27 of the Ontario Heritage Act;"

Thank you so much for recognizing that our Historic Bailey Bridge and Niska Road cultural heritage landscape should be designated under the Ontario Heritage Act. We believe that our panoramic view from the top of the hill at Ptarmigan and Niska, looking west to the forested Speed River valley is the most beautiful valley viewscape in Guelph and should be protected for us and future generations to enjoy. Therefore, we formally request that you take the next step and recommend the entire viewscape is protected as part of the cultural heritage landscape.

We strongly believe that Heritage Guelph should defer supporting any of the Niska Road Environmental Assessment's preferred road design or bridge options until a decision is made by Guelph City Council re: the heritage designation of the bridge and cultural heritage landscape.

We are simply asking that our cultural heritage landscape and historic bridge be given the same consideration and due process from Heritage Guelph, Guelph City Staff and Guelph City Council that was given to the Guelph citizens who supported the successful designation of the Brooklyn and College Hill Heritage Conservation District in Guelph.

Please give this timely and critical decision very thoughtful consideration. This Guelph treasure should be fiercely protected by responsible community leaders.

Respectfully yours,
Cindy Della Croce

