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## Appendix C: Public Input and External Agency Correspondence

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**External Agency Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River

GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
<p>Comprehensive Claims Branch Indian and Northern Affairs Canada Claims East of Manitoba 10 Wellington Street 8th Floor Gatineau QC K1A 0H4</p>	<ul style="list-style-type: none"> <li>Correspondence (March 6, 2007) indicated that there are no comprehensive claims in the City of Guelph, Township of Puslinch or Wellington County</li> <li>Cannot make any comments regarding potential or future claims or claims files under the Specific Claims Policy or legal action by First Nations against the Crown</li> <li>Recommended contacting the Director General of Litigation Management and Resolution Branch</li> <li>Correspondence (February 19, 2008) indicating that there are no comprehensive claims in the study area and requesting to be removed from the project mailing list</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that the INAC Specific Claims Branch, Aboriginal Affairs Secretariat, and the Ministry of the Attorney General have been contacted as part of the initial notification</li> <li>Contacted Litigation Management and Resolution Branch</li> </ul>
<p>Specific Claims Branch Indian and Northern Affairs Canada 10 Wellington Street Room 1310 Gatineau QC K1A 0H4</p>	<ul style="list-style-type: none"> <li>Correspondence (February 21, 2007) indicates that there are no specific claims within the study area, although no representations can be made regarding potential or future claims</li> <li>Provided contact information for the Comprehensive Claims Branch and the Litigation Management and Resolution Branch</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that the Six Nations of The Grand River and Mississaugas of the New Credit have been contacted</li> <li>The INAC Comprehensive Claims Branch, Aboriginal Affairs Secretariat, and the Ministry of the Attorney General have also been contacted as part of the initial notification for this project</li> <li>Contacted Litigation Management and Resolution Branch</li> </ul>
<p>Policy and Relationships Branch Ministry of Aboriginal Affairs 720 Bay Street, 4<sup>th</sup> Floor Toronto, ON M5G 2K1</p>	<ul style="list-style-type: none"> <li>Correspondence (September 26, 2007) notes responsibilities of the Ministry of Aboriginal Affairs and suggests that the Six Nations, INAC, A/Sr. Claims Analyst, and INAC, Director, Financial Issues and Cost Sharing, be contacted</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (January 28, 2008) indicating that identified parties have been contacted</li> <li>There are no specific claims within the study area</li> </ul>
<p>Ministry of the Environment West Central Region 119 King Street West 12th Floor Hamilton ON L8P 4Y7</p>	<ul style="list-style-type: none"> <li>Correspondence (February 22, 2007) confirms that the project is following the approved Group B planning and design process of the Class EA – a TESR must be prepared as part of the process</li> <li>Requested a copy of the Notice of Submission and complete TESR for review, filing and comments, as well as any information that is available in the interim</li> <li>When concerns are raised during the review period, the concerned party should be consulted in an attempt to resolve the concerns. If resolution is not possible, the party can submit a Part II Order a further 7 days following the end of discussions</li> <li>Recommends contacting OSAA, INAC (specific claims, litigation management and resolution, and comprehensive claims branches), and the Ministry of the Attorney General to determine potentially affected Aboriginal communities in the study area</li> <li>Once identified, notification should be sent directly to Aboriginal communities who may be affected to that they can be provided with an opportunity to participate in the project</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007)</li> <li>A Transportation Environmental Study Report (TESR) will be prepared at the end of the study</li> <li>Concerns raised during the TESR public review period will first be attempted to be resolved, even if negotiations exceed the 30-day public review period</li> <li>Copy of the TESR will be provided at the end of the study</li> <li>The Ontario Secretariat for Aboriginal Affairs, Indian and Northern Affairs Specific and Comprehensive Claims Branches, and Ministry of the Attorney General were contacted at the start of the project</li> <li>Litigation Management and Resolution Branch was recently added to the project mailing list</li> <li>The Six Nations of The Grand River Territory and Mississauga of the New Credit have also been contacted</li> </ul>
<p>Ministry of Natural Resources Southern Region 1 Stone Road West Guelph ON N1G 4Y2</p>	<ul style="list-style-type: none"> <li>Emailed (March 2, 2007) to indicate that there are significant natural heritage features within the study area, including the provincially significant Hanlon Creek Swamp, Mill Creek Wetland, and Speed River Wetland Complexes</li> <li>There are Species at Risk/rare species records for this general area</li> <li>MNR can provide fisheries information for the Speed River and Hanlon Creek – the MNR Management Biologist can provide the appropriate information</li> <li>The Hanlon Expressway passes through areas of significant mineral aggregate resource potential</li> <li>Please update contact list and circulate new information as it becomes available</li> <li>Emailed (December 6, 2007) to indicate that MNR is not available to attend the PIC but would like to receive a copy of the PIC materials and Natural Science Reports for review and comment</li> <li>Emailed (January 16, 2008) to indicate that the future Laird Road alignment west of the Hanlon will remove an unevaluated wetland that is estimated to be 0.3 ha in size and will also abut and isolate a wetland area that is part of the provincially significant Hanlon Creek Swamp</li> <li>Noted that MNR would prefer if the future Laird Road was moved further to the west/northwest, away from the provincially significant Hanlon Creek wetland area</li> <li>Request further discussion to determine whether or not such a refinement of the Laird Road alignment would be feasible</li> <li>Near the corner of Stone Road and College Avenue West there is a storm sewer outlet that discharges cold water in a westerly direction to the Speed River. Any improvements to Stone Road at this location must maintain the quantity and quality of this discharge.</li> <li>The Ministry notes the proposed improvements include work adjacent to, including a crossing of, Hanlon Creek</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that significant natural heritage features have been noted</li> <li>Field investigations will be carried out in the spring to confirm fisheries, aquatic, and terrestrial resources</li> <li>Stantec's fisheries and terrestrial biologists will contact the MNR Management Biologist to request any information that MNR is able to provide</li> <li>Existing environmental conditions (excluding sensitive information) will be presented to the public at the first PIC and will be based on information received from MNR, the Grand River Conservation Authority, the City of Guelph, Township of Puslinch, and County of Wellington</li> <li>Notified of May 10, 2007 external agency meeting and PIC 1 through direct correspondence (April 20, 2007)</li> <li>Consultant contacted MNR by telephone (June 26, 2007) to enquire about significance of the Hanlon Creek and Speed River Provincially Significant Wetlands</li> <li>MNR commented that it is not unusual for roadway projects to impact Provincially Significant Wetlands</li> <li>Emailed (December 6, 2007) to indicate that PIC Materials are available on the project website for review</li> <li>Sent copy of PIC Materials and large scale version of Existing Environment Display (January 3, 2008)</li> <li>At March 31, 2008 meeting, the City/GRCA confirmed that impacts to wetlands at Laird Road were included in the City's EA for the Hanlon Business Park</li> </ul>

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GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
MNR cont'd.	<ul style="list-style-type: none"> <li>MNR would like to review the mitigation measures proposed for this site when the TESR is released. The Ministry also notes there are records for Species at Risk in the general area of the Hanlon Creek and Preservation Park, including Milksnake (Special Concern) and Eastern Ribbonsnake (Special Concern). The potential for these species to occur should be given consideration when developing the mitigation measures for the final TESR</li> <li>Attended meeting on March 31, 2008 to review potential impacts to fisheries resources and wetlands</li> <li>Noted that there are no significant natural resource concerns</li> <li>The west side of the Highway 6 Hanlon Creek culvert is currently more sensitive to development or changes</li> <li>Noted that potential future mitigation could be carried out to minimize overflow from the stormwater pond into the PSW</li> </ul>	
<p>Grand River Conservation Authority 400 Clyde Road PO Box 729 Cambridge ON N1R 5W6</p>	<ul style="list-style-type: none"> <li>Correspondence (March 8, 2007) indicates that the GRCA has an interest in the project</li> <li>The study area includes many resource features located within the Speed, Hanlon, Irish Creek, and Mill Creek watersheds</li> <li>GRCA is interested in receiving additional information about the study</li> <li>Advised (March 13, 2007) that GRCA electronic data is available to the public on the GRCA website</li> <li>Attended PIC 2 (December 5, 2007)</li> <li>Attended meeting on March 31, 2008 to review potential impacts to the Hanlon Creek floodplain</li> <li>At the meeting, indicated that there are no significant concerns regarding impacts to the floodplain</li> <li>If an interchange ramp is within the floodplain there would be a minor loss of storage, however, this is not against the Provincial Policy Statement as the project is for provincial roadway improvements</li> </ul>	<ul style="list-style-type: none"> <li>Consultant telephoned (March 12, 2007) to request electronic copies of existing environmental conditions mapping</li> <li>Consultant responded (April 10, 2007) to indicate that interest in the natural resource features in the study area, including the Speed, Hanlon, Irish Creek, and Mill Creek Watersheds has been noted</li> <li>Specialists in the areas of noise, socio-economics (including agriculture), fisheries and aquatic resources, terrestrial resources, archaeology and built heritage, waste/contamination and stormwater management will be carrying out background reviews and site-specific studies during the course of the study</li> <li>Existing environmental conditions (excluding sensitive information) will be presented to the public at the first PIC and will be based on information received from MNR, the Grand River Conservation Authority, the City of Guelph, Township of Puslinch, and County of Wellington</li> </ul>
<p>Heritage Policy and Program Development Unit Ministry of Culture 400 University Avenue, 4th Floor Toronto ON M7A 2R9</p>	<ul style="list-style-type: none"> <li>Emailed (February 19, 2007) to indicate that the MCL is interested in potential impacts to cultural heritage resources</li> <li>Recommended that the Consultant contact the Municipal Heritage Committee in the area, the Architectural Conservancy of Ontario (Guelph and Wellington branches), the Historical Highways Society of Ontario and other heritage stakeholders</li> <li>Indicated that a heritage impact assessment should be prepared by a qualified heritage consultant prior to the first PIC</li> <li>Emailed (May 9, 2007) to indicate the PIC 1 materials adequately display cultural heritage data</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that potential impacts to cultural heritage resources have been noted</li> <li>Local municipal Heritage Committees, and the Puslinch and Guelph Heritage Societies have been contacted to request information about existing built heritage and cultural landscape features in the study area</li> <li>The Guelph and Wellington Branches of the Architectural Conservancy of Ontario and the Historical Highways Society of Ontario will be added to the project mailing list and contacted</li> <li>A Built Heritage and Cultural Landscape study is currently being carried out in advance of the first PIC</li> <li>Built Heritage and Cultural Landscape existing condition information and PIC displays will be forwarded for review in advance of the PIC</li> <li>The final Built Heritage and Cultural Landscape Report will be provided for Ministry of Culture review when it is complete</li> <li>Consultant sent letter and emailed (April 24, 2007) providing preliminary results of the Built Heritage and Cultural Landscape Study in advance of the PIC</li> <li>Cultural features are being displayed on an Environmental Existing Conditions Plan and described in a Text Panel</li> <li>Provided copies of the Plan and Text to be presented at the PIC for review and comment</li> <li>Any additional cultural information received at the PIC will be added to project files and considered during the evaluation of project alternatives</li> <li>Potential impacts to any heritage resources from any of the project alternatives will be presented at a subsequent PIC</li> <li>Heritage agencies have been invited to view the plans at the external agency meeting in advance of the PIC</li> <li>Sent copy of Built Heritage and Cultural Landscape Study (June 26, 2007)</li> </ul>
<p>Archaeologist Ministry of Culture Heritage Operations Unit 900 Highbury Avenue London ON N5Y 1A4</p>	<ul style="list-style-type: none"> <li>Correspondence (February 20, 2007) indicates interest in potential impacts to cultural heritage resources</li> <li>Can provide locations of known or potential archaeological sites</li> <li>Review agency for Archaeological Studies and Reports</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in potential impacts to cultural heritage resources has been noted</li> <li>Evaluation criteria used to select a Preferred Plan will include consideration for built heritage resources, archaeological resources, and cultural landscapes</li> <li>A Stage 1 and Stage 2 Archaeological Assessment and a Built Heritage and Cultural Landscape Study are being carried out as part of this project</li> <li>Existing archaeological, built heritage resources and cultural landscapes will be presented to the public on an Environmental Existing Conditions panel displayed at the first PIC</li> <li>The Stage 1 and Stage 2 Archaeological Assessment Reports and Built Heritage and Cultural Landscape Reports will be forwarded to the Ministry of Culture for review and comments when they are available</li> <li>Sent copy of Stage 1 Archaeological Assessment and Built Heritage and Cultural Landscape Study (June 26, 2007)</li> </ul>

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Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River

GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
<p>Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion, Sports and Recreation Branch 30 Duke Street W Kitchener ON N2H 3W5</p>	<ul style="list-style-type: none"> <li>Comments (March 13, 2007) indicate interest in potential impacts to cultural and tourism industries and health promotion activities</li> <li>There are walking trails in the Kortright area that are used for walking, promoting better health – would like to make sure that residents will have access to walking trails if the project impacts existing trails</li> <li>Please keep informed</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in cultural and tourism industries, and health promotion activities in Guelph has been noted</li> <li>Evaluation criteria that will be used to select a Preferred Plan will include consideration for cultural and tourism industries and recreational facilities in the study area</li> <li>The location of the existing trails in the study area, including trails in the Kortright area have been noted</li> <li>Trails mapping has been obtained from the City of Guelph and the existing trail network will be displayed at the first PIC</li> </ul>
<p>Mayor and Council City of Guelph City Hall 1 Carden Street Guelph ON N1H 3A1</p>	<ul style="list-style-type: none"> <li>Correspondence (May 30, 2007) to provide information about a Guelph Council resolution passed on May 22, 2007 confirming that the College Avenue Extension is not an option in the City's Transportation Master Plan</li> <li>City Council arranged a special Council Meeting on January 14, 2008 to receive delegations from the public and external agencies regarding the study – approximately 30 delegations were received</li> <li>Minutes from the special Council meeting are available in the project file</li> <li>During the study, the Mayor and Councillors</li> </ul>	<ul style="list-style-type: none"> <li>Stantec and MTO met with City councillors and staff at an informal information sharing meeting on July 17, 2007 – separate meeting notes have been prepared</li> <li>Notified of December 5, 2007 external agency meeting and PIC 2 through direct correspondence (November 16, 2007)</li> <li>Stantec and MTO held a Council Information Session to present the Preferred Plan on December 5, 2007</li> </ul>
<p>Transportation Planning City of Guelph City Hall 1 Carden Street Guelph ON N1H 3A1</p>	<ul style="list-style-type: none"> <li>Met with the Project Team, the Township of Puslinch and the County of Wellington (February 23, 2007) to discuss preliminary project alternatives, the need for potential new municipal road connections and provide input</li> <li>The following comments were noted at the meeting: <ul style="list-style-type: none"> <li>An ingenerated Municipal Class EA has been completed for the Laird road realignment</li> <li>If any municipal road initiatives are identified, the City will have to carry out a Municipal Class EA</li> </ul> </li> <li>Transportation staff attended all PICs and public meetings</li> <li>City transportation staff were an integral part of the project team</li> </ul>	<ul style="list-style-type: none"> <li>At the meeting (January 24, 2007) the Consultant indicated that the City's involvement is important throughout this study and requested that the City attend the PIC to answer questions related to future municipal road network connections</li> <li>Telephoned (March 8, 2007) to request electronic copies of the City's environmental existing conditions mapping</li> <li>Consultant requested attendance at a meeting on February 21, 2008 to discuss land use and development, network connectivity, and emergency access in the central study area of the Highway 6 (Hanlon Expressway) Improvements project (primarily between Maltby Road and Laird Road)</li> </ul>
<p>Heritage &amp; Urban Design City of Guelph Planning &amp; Development Services City Hall 1 Carden Street Guelph ON N1H 3A1</p>	<ul style="list-style-type: none"> <li>Comments (February 26, 2007) indicate interest in impacts to heritage resources/landscapes</li> <li>Can coordinate comments/input from Heritage Guelph</li> <li>Can provide background information regarding heritage features in the study area</li> <li>Contact Puslinch Heritage for inventory outside of the city limits</li> <li>Attended municipal meeting to review PIC 1 displays in advance of the PIC (April 25, 2007)</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in potential impacts to heritage resources and landscapes has been noted</li> <li>Evaluation criteria used to select a Preferred Plan will include consideration for heritage resources and cultural landscapes</li> <li>A Built Heritage and Cultural Landscape Study is being carried out as part of this project and existing built heritage resources and cultural landscapes will be presented to the public on an Environmental Existing Conditions panel displayed at the first PIC</li> </ul>
<p>Environmental Planning City of Guelph Planning &amp; Development Services City Hall 1 Carden Street Guelph ON N1H 3A1</p>	<ul style="list-style-type: none"> <li>Comments (March 14, 2007) indicate that the City can provide environmental and natural information, including the City's Official Plan and Zoning By-law, Natural Heritage Strategy, South Guelph Secondary Plan Area Scoped Environmental Impact Study, River Systems Management Study, and Mill Creek Subwatershed Study</li> <li>Portions of the study area are adjacent to areas of archaeological potential, major open space (Speed River Valley Corridor, Hanlon Creek Corridor), Reserve Lands, Core and non-core Greenlands, Aggregate Resource Areas, Floodlines, and Provincially Significant Wetlands</li> <li>Natural Heritage features, and their associated landscapes need to be considered in a holistic manner in order to provide a comprehensive and integrated approach for conservation and enhancement</li> <li>Environmental impacts and natural heritage features should be evaluated at or above the City of Guelph policies/standards</li> <li>Telephoned (April 3, 2007) to indicate that hard copy/electronic copies of reports will be provided</li> <li>Noted that there are many significant environmental features in the study area and that Open Space Linkages, especially at Hanlon Creek, are important in the study area</li> <li>Noted that wildlife crossings may occur at Hanlon Creek</li> <li>Provided copies of background reports available in the vicinity of the study area, including the South Guelph Secondary Plan Area Scoped EIS, and Hanlon Creek State-of-the-Watershed Study (April 12, 2007)</li> <li>Attended municipal meeting to review PIC 1 displays in advance of the PIC (April 25, 2007)</li> </ul>	<ul style="list-style-type: none"> <li>Consultant left message (March 30, 2007) to follow up on correspondence received and request copies of reports available</li> <li>Consultant responded (April 10, 2007) to indicate that Information provided regarding the environmental/natural information available from the City is appreciated</li> <li>Noted that study area is adjacent to a range of natural, social, and cultural features, including areas of archaeological potential, major Open Space features, the Mill Creek, Hanlon Creek, Speed River subwatersheds, Provincially significant Wetlands, and greenlands systems</li> <li>Specialists in the areas of noise, socio-economics (including agriculture), fisheries and aquatic resources, terrestrial resources, archaeology and built heritage, waste/contamination and stormwater management will be carrying out background reviews and site specific fieldwork during the course of the study</li> <li>Location of significant environmental and cultural features is being taken into consideration during the development of alternatives</li> <li>Evaluation criteria that will be used to select a Preferred plan will include consideration of impacts to the natural, social, and cultural environments</li> <li>Project is being carried out as a Group B project in accordance with the Class Environmental Assessment for Provincial Transportation Facilities (2000) and with the MTO Environmental Reference for Highway Design (ERHD) (2002)</li> <li>ERHD provides the basis for standards for scope of work, evaluation of environmental impacts and proposed mitigation measures for MTO undertakings</li> </ul>

**External Agency Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River

GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
<p>Economic Development &amp; Tourism City of Guelph Economic Development Services 98 Macdonnell Street, Suite 301 Guelph ON N1H 3A1</p>	<ul style="list-style-type: none"> <li>Attended municipal meeting to review PIC 1 displays in advance of the PIC (April 25, 2007)</li> </ul>	
<p>Guelph Waterworks 29 Waterworks Place Guelph ON N1E 6P7</p>	<ul style="list-style-type: none"> <li>Emailed (April 29, 2007) to indicate that there are a number of groundwater protection areas in the study area</li> <li>The City is also planning a new test well at the Hanlon and Stone Road – the request for proposals is being sent out in early May 2007</li> <li>Correspondence received via email (July 27, 2007) requesting addition to project mailing list</li> <li>The study area lies within the 5 year time of travel of several of the City's municipal water supply wells in addition to the Downey Well.</li> <li>Attended project meeting (September 12, 2007) to discuss potential impacts to test well and to provide information about the Municipal Class EA being undertaken – a production well is being proposed at the intersection of the Hanlon Expressway and Stone Road</li> <li>An alternate location for a production well was identified during the study</li> </ul>	<ul style="list-style-type: none"> <li>Noted locations of groundwater protection areas and requested additional information about the proposed location of the test well at the Hanlon and Stone Road (April 30, 2007)</li> <li>Knowing the location of the proposed well will be useful during our evaluation of the interchange alternatives.</li> <li>Emailed (March 8, 2007) to follow up on previous email requesting confirmation of the proposed location or general area of the proposed test well at the Expressway and Stone Road and mapping of the groundwater protection areas</li> <li>MTO indicated at the September 12, 2007 meeting that the location of the proposed production well would be considered</li> </ul>
<p>Roads Division County of Wellington Engineering Services Department 74 Woolwich Street Guelph ON N1H 3T9</p>	<ul style="list-style-type: none"> <li>Met with the Project Team, the City of Guelph and Township of Puslinch, (February 23, 2007) to discuss preliminary project alternatives, the need for potential new municipal road connections and provide input</li> <li>Attended PIC 2 (December 5, 2007)</li> <li>Attended February 21, 2008 meeting – meeting notes on file</li> </ul>	<ul style="list-style-type: none"> <li>Consultant requested attendance at a meeting on February 21, 2008 to discuss land use and development, network connectivity, and emergency access in the central study area of the Highway 6 (Hanlon Expressway) Improvements project (primarily between Maltby Road and Laird Road)</li> </ul>
<p>Township of Puslinch 7404 Wellington Road 34 RR 3 Guelph ON N1H 6H9</p>	<ul style="list-style-type: none"> <li>Correspondence (February 20, 2007) indicates that Gamsby and Mannerow will be the Township's contact for this project</li> <li>Interested in future access an impact to the Township road network (Maltby Road, Con 4, Forestell Road, Phelan Drive, and Laird Road)</li> <li>The County Official Plan and Zoning By-law are sources of additional information about the study area</li> <li>Interested in the protection of natural and environmental features</li> <li>Please forward subsequent reports and plans for comment</li> <li>Met with the Project Team, the City of Guelph, and County of Wellington, (February 23, 2007) to discuss preliminary project alternatives, the need for potential new municipal road connections and provide input</li> <li>Attended municipal meeting to review PIC 1 displays in advance of the PIC (April 25, 2007)</li> <li>Gamsby and Mannerow submitted correspondence to Township Clerk and Council (December 12, 2007) to indicate that the closure of Maltby Road will require the upgrading of Concession 7 to provide a future connection between Maltby Road, Wellington Road 34, and the future mid-block interchange</li> <li>Attended the February 21, 2008 municipal meeting</li> <li>Gamsby and Mannerow submitted correspondence to Township Clerk and Council (June 30, 2008) to confirm that the Preferred Plan in the Township had not changed and to confirm that upgrades to Concession Road 7 will still be required in the future to provide a connection to the future mid-block interchange</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in access to and impact on, the Township road network has been noted</li> <li>Access to and from the Hanlon Expressway, and changes to traffic patterns on the existing arterial network will be considered during the development and evaluation of alternatives for improvements to the Hanlon Expressway between Maltby Road and the Speed River</li> <li>Also noted interests regarding the protection of natural and environment features in the study area</li> <li>Consultant requested attendance at a meeting on February 21, 2008 to discuss land use and development, network connectivity, and emergency access in the central study area of the Highway 6 (Hanlon Expressway) Improvements project (primarily between Maltby Road and Laird Road)</li> </ul>

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Agency/Stakeholder	Comment	Response Provided or Action Taken
<p>Guelph Chamber of Commerce 15-485 Silvercreek Parkway North Guelph ON N1H 7K5</p>	<ul style="list-style-type: none"> <li>Comments (February 21, 2007) indicate interest in creating and maintaining a smooth traffic flow</li> <li>Requested notification of public meetings and provide executive summaries of reports</li> <li>Noted that the interchanges should have been resolved 20 years ago</li> <li>Concerned if full interchanges are no included at College Avenue and Kortright Road but do not have traffic data to back up</li> <li>YMCA at Kortright has over 10 000 active members and 4 000 vehicles using the facility – if they can’t access the highway directly they will have to use residential streets for access</li> <li>Stone Road is a designated truck route and includes the Stone Road Mall, 3 hotels, commercial activity and a main entrance to Guelph University</li> <li>College Avenue has 3 schools and university traffic using the intersection</li> <li>Interchanges and or service road access is required at all three intersections to keep traffic off of residential streets</li> <li>Chamber provided responses from correspondence sent to their membership advising them of the proposed improvements – noted that responses were generally negative (August 28, 2007)</li> <li>Chamber indicated support for the Preferred Plan presented at PIC 4, in a presentation to Council at the April 27, 2009 Council Meeting</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in improving traffic flow through the study area has been noted – a traffic Study is being carried out as part of this project</li> <li>Results from the Traffic Study will be compared with traffic studies from the City of Guelph, County of Wellington and Township of Puslinch and will be considered during the development and evaluation of alternatives</li> <li>Evaluation criteria used to select a Preferred Plan will have high consideration for traffic operations and safety</li> <li>Information provided regarding the facilities (i.e. YMCA, schools and Guelph University), and businesses (including Stone Road Mall and hotels) in the study area has been noted and is appreciated</li> <li>Existing land use features are being inventoried for consideration during the development of project alternatives</li> <li>Plan will identify a four-lane divided highway (i.e. two lanes in each direction) that is fully access-controlled</li> <li>Access will only permitted at interchanges</li> <li>Alternatives will be presented at the first PIC scheduled for May 2007</li> <li>Consultant emailed (September 18, 2007) confirming receipt of August 28 2007 correspondence and requested hard copy of responses provided from Transportation Alert</li> </ul>
<p>OPP - Wellington District 5145 Wellington Road 27 Rockwood ON N0G 2K0</p>	<ul style="list-style-type: none"> <li>Comments (March 2, 2007) indicate interest in orderly, expedient movement of traffic through the City of Guelph and Wellington County and reduction of collisions caused by the current design of the highway</li> <li>Implementation of the upgrade is long overdue and urgently needed</li> <li>Attended PIC 1 (May 10, 2007)</li> <li>Comments (May 10, 2007) indicate that improvements to the Hanlon Expressway at Laird Road, Stone Road, and Speedvale Road are the more important</li> <li>Short term capacity improvements on turning lanes are also required</li> <li>Improvements are long overdue</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that interest in expedient traffic operations and reducing vehicle collisions on the Hanlon Expressway has been noted</li> <li>Project includes developing a Preferred Plan for upgrading the Hanlon Expressway to a fully controlled-access freeway by eliminating the existing at-grade intersections and replacing them with interchanges, grade-separations, and road closures</li> <li>Evaluation criteria that will be used to select a Preferred Plan will have high consideration for traffic operations and safety</li> <li>Consultant requested attendance at a meeting on February 21, 2008 to discuss land use and development, network connectivity, and emergency access in the central study area of the Highway 6 (Hanlon Expressway) Improvements project (primarily between Maltby Road and Laird Road)</li> </ul>
<p>Medical Officer of Health and CEO Wellington-Dufferin-Guelph Public Health RR 1 474 Wellington Road 18, Suite 100 Fergus ON N1M 2W3</p>	<ul style="list-style-type: none"> <li>Acting Medical Officer of Health, attended PIC 3 on June 18, 2008</li> <li>A copy of a report titled The Impact of the Built Environment on the Health of the Population: A Review of the Review Literature was provided to the project team.</li> </ul>	
<p>Royal City Ambulance Service 355 Elmira Road N Guelph ON N1K 1S5</p>	<ul style="list-style-type: none"> <li>Comments (February 16, 2007) indicate interest in traffic flow during design and construction</li> <li>Would like to be advised of construction dates and traffic re-routing well in advance</li> <li>Attended February 21, 2008 meeting</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (April 10, 2007) to indicate that comments regarding traffic flow during design and construction have been noted</li> <li>Access and traffic staging during construction will be confirmed in the detail design stage</li> <li>Consultant requested attendance at a meeting on February 21, 2008 to discuss land use and development, network connectivity, and emergency access in the central study area of the Highway 6 (Hanlon Expressway) Improvements project (primarily between Maltby Road and Laird Road)</li> </ul>
<p>Wellington Catholic District School Board 75 Woolwich Street Guelph ON N1H 6N6</p>	<ul style="list-style-type: none"> <li>Correspondence (January 7, 2008) indicates that the School Board is primarily concerned with the safety and welfare of students and staff</li> <li>Acknowledge that improvements are required to meet the current and future demands of vehicular traffic in this area of the City – improvements will contribute to the economic development of the City and improve the bus transportation system</li> <li>Concerned about increases in noise and air pollution near the Mary Phelan Catholic school</li> <li>Request a buffer zone (berms/tree planting) between the school and the Stone Road interchange</li> <li>Please confirm if the future road will be visible from the school due to the increased profile</li> <li>Noted that a portion of the land required adjacent to the school is used by the school as a play area (not owned by the school) – request to continue to use the land or to purchase a portion of the land for use by the school site</li> <li>Request pedestrian crosswalks between Woodland Glen and the school since young children are not allowed to cross a four-lane arterial road according to school policy</li> </ul>	<ul style="list-style-type: none"> <li>Consultant responded (June 2, 2008) indicating the information provided regarding Mary Phelan School has been noted</li> <li>Many of the comments received following PIC 2 requested information about local access, noise, municipal roads and pedestrian/cyclist access, therefore, a FAQ sheet was provided</li> <li>A Community Workshop has been held to identify and evaluate possible enhancements and/or alternative solutions for improvements to the Hanlon Expressway between Kortright road and College Avenue</li> <li>Results of the workshop including new design alternatives will be made available for public review at a PIC on June 18, 2008</li> </ul>

**External Agency Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River

GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
<p>The Guelph Field Naturalists PO Box 1401 Guelph ON N1H 6N8</p>	<ul style="list-style-type: none"> <li>• Comments (March 16, 2007) indicate interest in environmental impacts, and in particular remnant woodlots at Maltby Road and west of the Hanlon, north of Clair, impacts to Hanlon Creek, and runoff</li> <li>• Can provide species identification and will attend PICs</li> <li>• Attended PIC 1 (May 10, 2007)</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Consultant responded (April 10, 2007) to indicate that field investigations will be carried out in the spring to confirm fisheries, aquatic and terrestrial resources</li> <li>• Project fisheries and terrestrial biologists will contact the Field Naturalists during the study</li> <li>• Preliminary existing environmental conditions will be presented at the first Public Information Centre, currently scheduled for May 2007</li> </ul>
<p>Kortright Hills Community Association</p>	<ul style="list-style-type: none"> <li>• Telephoned (April 18, 2007) to indicate that community has been involved in similar studies in the past and thinks that direct access to the Hanlon from Kortright is very important</li> <li>• Can provide some geotechnical information about the study area</li> <li>• Emailed (June 6, 2007) to request additional time to submit comments and a presentation of the project alternatives for the residents of the Kortright Hills neighbourhood</li> <li>• Correspondence (June 7, 2007) indicating concern for the following: <ul style="list-style-type: none"> <li>• Public process – requested an additional formal public meeting and information about access to PIC 1 materials</li> <li>• Evaluation process – the association is not sure if the Group B process is appropriate</li> </ul> </li> <li>• Requested that health, access, transit, community connectivity, changes in traffic patterns, pedestrian/cyclist safety, noise, air quality, truck traffic, and emergency access be added to the evaluation criteria</li> <li>• Do not support the College Avenue extension and would prefer direct access at Downey Avenue/Kortright Avenue</li> <li>• Request detailed traffic study for Kortright Hills neighbourhood</li> <li>• Support service road connecting Kortright Avenue to Stone Road</li> <li>• Correspondence (January 31, 2008) indicates concerns with the Preferred Plan and study process, including impacts to the Hanlon Creek wetlands and floodplain, inadequate public process, the evaluation criteria, noise, light, need for additional evaluation of air quality and health impacts, pedestrian and cyclist access, and impacts to the municipal road network</li> <li>• Provided links to publications regarding air quality and potential health impacts from air pollution</li> <li>• Requested additional information regarding air quality, noise, and traffic, and full-cost accounting of alternatives</li> <li>• Comments submitted by email (November 30, 2008) identifying concerns with existing traffic volumes on the Hanlon Expressway</li> <li>• Concerned that Environmental Existing Conditions plan does not match the Hanlon Creek Watershed 1994 mapping and noted that there is a deer movement corridor across Downey Road</li> <li>• Provided information from a previous study regarding a development in the southwest quadrant of the Highway 6/Downey Road intersection</li> <li>• KHCA does not support the proposed West Service Road due to air quality and noise impacts</li> <li>• Requested additional traffic data</li> </ul>	<ul style="list-style-type: none"> <li>• Consultant responded (June 11, 2007) to indicate that comments will be accepted throughout the study although the preference is to receive comments early to be able to include them in the project evaluation</li> <li>• Requests for copies of PIC displays should be forwarded to the project team</li> <li>• The Project Team and MTO would be available to meet with the Executive from the Kortright Hills Neighbourhood Association to discuss the project alternatives</li> <li>• Consultant responded (June 29, 2007) to confirm that a meeting is being arranged with the KHCA to discuss the association's concerns</li> <li>• The Group B category is appropriate for this project</li> <li>• Comments regarding evaluation criteria will be considered when finalizing criteria and weighting – provided information about factor-specific work being carried out for this project</li> <li>• Provided rationale for removing a full interchange at Kortright Road from consideration – primarily since the interchange ramps would overlap with interchange ramps at Stone Road</li> <li>• Stantec and MTO met with members of the Kortright Hills Neighbourhood Association on July 26, 2007 – separate meeting notes have been prepared</li> <li>• Representatives from the KHCA were involved in the Community Workshops held in May 2008</li> <li>• Consultant responded (June 2, 2008) to respond to concerns identified in January 31, 2008 letter, including rationale for public meeting format, environmental assessment process, evaluation criteria, and potential impacts to the Hanlon Creek floodplain and Downey Groundwater Well</li> <li>• Consultant responded (April 3, 2009) providing information about interim improvements to Highway 6 within the study area, responding to concerns about impacts to Hanlon Creek and the associated floodplain and vegetation, and to provided information about the noise, traffic and air quality studies that were carried out for the Preferred Plan</li> <li>• Noted that the Existing Conditions plan displayed at the PIC was consistent with information in the City's <i>Natural Heritage Strategy</i></li> </ul>
<p>West Hanlon Neighbourhood Group</p>	<ul style="list-style-type: none"> <li>• Correspondence (January 16, 2008) indicates concerns with the Preferred Plan and study process, including pedestrian access, design speed, impacts to the municipal road network,</li> <li>• Provided copy of presentations made at January 14, 2008 Council Meeting</li> <li>• Do not support Preferred Plan – design speed of the highway should be reduced to be able to accommodate additional access points</li> <li>• Comments submitted by email (January 29, 2008) providing the WHNG's response to the materials presented at PIC 2, including concerns regarding increased traffic on municipal roads, speed on the Hanlon Expressway, the scale of the proposed Stone Road interchange, pedestrian and cyclist movement, and quality of life for residents west of Highway 6 within the study area</li> <li>• Provided an analysis of alternatives presented at PIC 2 and a range of new alternatives developed by the WHNG – requested that the additional alternatives be evaluated and considered during the study</li> <li>• Comments submitted at PIC 4 (October 23, 2008) to note that the project team listed to the communities concerns – noted that they are still concerned with the future posted speed on Highway 6 and that concerns may be resolved if Ontario passes a regulation to restrict truck speeds to 105 km/hr</li> </ul>	<ul style="list-style-type: none"> <li>• Consultant and MTO attended a WHNG meeting to discuss the Preferred Plan on December 11, 2007</li> <li>• Consultant responded (June 2, 2008) providing a FAQ sheet and a copy of the kick-off meeting presentation for the Community Workshop to provide answers to concerns regarding traffic on residential roads, the scale of proposed interchanges, quality of life, design speed, pedestrian and cyclist access and preference for diamond interchanges</li> <li>• Representatives from the WHNG were involved in the Community Workshops held in May 2008</li> <li>• Consultant responded (April 3, 2009) to indicate that a 100 km/hr posted speed is appropriate for this type of facility and the MTO has agreed to revisit the posted speed during detail design, and noted that the legislation to limit truck speeds in Ontario was implemented in January 2009</li> </ul>

**External Agency Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River

GWP 3002-05-00

Agency/Stakeholder	Comment	Response Provided or Action Taken
Wellington Water Watchers/Council of Canadians	<ul style="list-style-type: none"><li>• Comments submitted by email (July 31, 2008) indicate support for recent Community Workshop, and concerns regarding impacts to the wetland corridor and watershed, increased highway runoff, and noise and air quality impacts</li><li>• Rail alternatives should have been addressed to address climate change</li></ul>	<ul style="list-style-type: none"><li>• Consultant responded (October 15, 2008) providing results of the air quality study – air quality in the study area will meet provincial air quality standards – and an overview of current provincial strategies to reduce greenhouse gases</li><li>• Provided information about the City’s proposed air quality monitoring program</li><li>• Noted that the upgrades to Highway 6 do not limit the potential for improved transit, and that transit alone will not solve the traffic operations on the highway</li><li>• Provided additional information regarding pedestrian and cyclist access included in all alternatives and of the role of Highway 6 in the provincial highway network</li></ul>





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et du Nord Canada  
www.ainc.gc.ca

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MAR 12 2007 Your file - Votre référence

STANTEC CONSULTING LTD. Our file - Notre référence

MAR 06 2007

Maya Caron, B.Sc., MCIP, RPP  
Stantec Consulting Ltd.  
1400 Rymal Road East  
HAMILTON ON L8W 3N9

RE: Notice of Study Commencement  
Highway 6 (Hanlon Expressway) Improvements from South of Maltby  
Road to the Speed River (GWP 3002-05-00)

Dear Ms. Caron,

I am responding to your request of information sent to the Comprehensive Claims  
Branch, by mail, on February 9, 2007.

We can confirm that there are no comprehensive claims in the City of Guelph,  
the Township of Puslinch, or in Wellington County, Ontario. We cannot make any  
comments regarding potential or future claims, or claims filed under other  
departmental policies. This includes claims under Canada's Specific Claims  
Policy or legal action by the First Nation against the Crown. For more information,  
I suggest you contact the Director General of Litigation Management and  
Resolution Branch at (819) 997-3582.

Yours truly,

Gail Mitchell  
Director  
Policy and Coordination Directorate  
Comprehensive Claims Branch

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Minister of Indian Affairs and Northern Development and their servants and agents. Canada does not  
warrant or assume any legal liability or responsibility for the accuracy, completeness, or usefulness of any  
data or information disclosed with this correspondence or for any actions in reliance upon such data or  
information or on any statement contained in this correspondence. Data and information is based on  
information in departmental records and is disclosed for convenience of reference only. In accordance with  
the provisions of the Access to Information Act and the Privacy Act, confidential information has not been  
disclosed. Canada does not act as a representative for any Aboriginal group for the purpose of any claim.  
Information from other government sources and private sources (including Aboriginal groups) should be  
sought, to ensure that the information you have is accurate and complete.

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Stantec

April 10, 2007  
File: 1650 00631

Indian and Northern Affairs Canada  
10 Wellington Street, 8<sup>th</sup> Floor  
Gatineau QC K1A 0H9

Attention: Ms. Gail Mitchell, Director, Comprehensive Claims Branch

Dear Ms. Mitchell:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road  
to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an  
important component of the study and we appreciate your input.

We have noted that there are no comprehensive claims in the City of Guelph, Township of  
Puslinch or Wellington County.

As noted in our initial letter, the following First Nations have been contacted as part of this  
study:

Chief David General and Council  
Six Nations of The Grand River Territory  
P.O. Box 5000  
Ohsweken ON N0A 1M0

Chief Brian LeForme and Council  
Mississaugas of the New Credit  
RR 6 2789 Mississauga Road  
Hagersville ON N0A 1H0

In addition, the INAC Specific Claims Branch, Aboriginal Affairs Secretariat, and the Ministry of  
the Attorney General have been contacted as part of the initial notification.

We have added Franklin Roy, Director General, Litigation Management and Resolution Branch  
to our project mailing list and will be contacting him in the near future to request additional  
information.

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanon Expressway) Improvements from South of Maltby Road to the Speed River,  
Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

If you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.



Ms. Maya Caron  
Environmental Planner  
Stantec Consulting Inc.  
100-401 Wellington Street West  
TORONTO, ON M5V 1E7

RE: Highway 6 (Hanon Expressway) Improvements  
From South of Maltby Road to the Speed River, Guelph, Ontario

Dear Ms. Caron,

I am responding to your notification sent to the Comprehensive Claims Branch, by mail, on January 28, 2007.

We can confirm that there are no comprehensive claims in the Environmental Study area mentioned above near Guelph, Ontario. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. This includes claims under Canada's Specific Claims Policy or legal action by the First Nation against the Crown. For more information, I suggest you contact the Director General of Specific Claims Branch at (819) 994-2323 and the Director General of Litigation Management and Resolution Branch at (819) 997-3582.

INAC- Comprehensive Claims Branch does not have any specific interest in the project and would request to be taken out of the mailing list.

Yours truly,

Kevin Clement, A/ Director  
for  
Lynn Bernard, Director General  
Comprehensive Claims Branch

DISCLAIMER: In this Disclaimer, "Canada" means Her Majesty the Queen in right of Canada and the Minister of Indian Affairs and Northern Development and their servants and agents. Canada does not warrant or assume any legal liability or responsibility for the accuracy, completeness, or usefulness of any data or information disclosed with this correspondence or for any actions in reliance upon such data or information or on any statement contained in this correspondence. Data and information is based on information in departmental records and is disclosed for convenience of reference only. In accordance with the provisions of the Access to Information Act and the Privacy Act, confidential information has not been disclosed. Canada does not act as a

representative for any Aboriginal group for the purpose of any claim. Information from other government sources and private sources (including Aboriginal groups) should be sought, to ensure that the information you have is accurate and complete.

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Affaires indiennes  
et du Nord Canada

21 FEV. 2007

Your file / Votre référence

Our file / Notre dossier  
A828012

Ms. Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Stantec Consulting Ltd.  
1400 Rymal Road East  
HAMILTON ON L8W 3N9

Dear Ms. Caron:

**Re: Highway 6 (Hanlon Expressway) GWP 3002-05-00**

I am responding to your February 9, 2007 letter addressed to Maryanne Pearce. Please note that Ms. Pearce no longer works for Indian Affairs so her name should be removed from your contact listings.

We have conducted a search of our records and determined that no specific claims have been submitted in the area of interest. Although no specific claims affecting the indicated property have been filed to date, we cannot make any representations regarding potential or future claims.

Please rest assured that it is the policy of the Government of Canada as expressed in *Outstanding Business: A Native Claims Policy* that "In any settlement of specific native claims the government will take third party interests into account. As a general rule, the government will not accept any settlement which will lead to third parties being dispossessed."

We can only speak directly to claims filed under the Specific Claims Policy for the Province of Ontario. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. This includes claims under Canada's Comprehensive Claims Policy or legal action by the First Nation against the Crown. You will have to contact the Comprehensive Claims Branch at (819) 994-7521 or the Litigation Management and Resolution Branch at (819) 934-2185 directly for more information.

.../2

Canada

Specific Claims has developed a "Public Information Status Report" on all claims which have been submitted to date. This information is available to the public on the Indian and Northern Affairs Canada website and can be found at [http://www.ainc-inac.gc.ca/ps/clm/pis\\_e.html](http://www.ainc-inac.gc.ca/ps/clm/pis_e.html)

It should be noted that the reports available on the Indian and Northern Affairs website are updated quarterly and therefore, you may want to check this site at regular intervals for updates. In accordance with legislative requirements, confidential information has not been disclosed.

To the best of our knowledge, the information we have provided you is current and up-to-date. However, this information may not be exhaustive with regard to your needs and you may wish to consider seeking information from other government and private sources (including Aboriginal groups). In addition, please note that Canada does not act as a representative for any Aboriginal group for the purpose of any claim or the purpose of consultation.

I hope this information will assist you in any further queries. I trust that this satisfactorily addresses your concerns. If you wish to discuss this matter further please contact me at (819) 953-1940.

Yours sincerely,



Don Boswell  
A/Senior Claims Analyst  
Ontario Research Team  
Specific Claims Branch

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**Stantec**

April 10, 2007  
File: 1650 00631

Indian and Northern Affairs Canada  
10 Wellington Street, Room 1310  
Gatineau QC K1A 0H9

**Attention: Mr. Don Boswell, A/Sr. Claims Analyst, Specific Claims Branch**

Dear Mr. Boswell:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input. Your contact information has been updated on the project mailing list and in our files.

We have noted that there are no specific claims in the City of Guelph, Township of Puslinch or Wellington County.

As noted in our initial letter, the following First Nations have been contacted as part of this study:

Chief David General and Council  
Six Nations of The Grand River Territory  
P.O. Box 5000  
Ohsweken ON N0A 1M0

Chief Brian LeForme and Council  
Mississaugas of the New Credit  
RR 6 2789 Mississauga Road  
Hagersville ON N0A 1H0

In addition, the INAC Comprehensive Claims Branch, Aboriginal Affairs Secretariat, and the Ministry of the Attorney General have been contacted as part of the initial notification for this project.

Franklin Roy, Director General, Litigation Management and Resolution Branch has recently been added to our project mailing list.

**Stantec**

April 10, 2007

Page 2 of 2

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River,  
Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

If you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
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maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Ministry of Aboriginal Affairs**

720 Bay Street  
4<sup>th</sup> Floor  
Toronto, ON M5G 2K1

Tel: (416) 326-4741  
Fax: (416) 326-4017

website: [www.aboriginalaffairs.gov.on.ca](http://www.aboriginalaffairs.gov.on.ca)

**Ministère des Affaires autochtones**

720, rue Bay  
4<sup>e</sup> étage  
Toronto, ON M5G 2K1

Tél: (416) 326-4741  
Télé: (416) 326-4017



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OCT 01 2007

Reference: PAR 236  
0708-11

SEP 26 2007

STANTEC CONSULTING LTD.

Maya Caron  
Environmental Planner  
Santec Consulting Limited  
1400 Rymal Road East  
Hamilton, ON L8W 3N9

Dear Ms. Caron:

Re: Hanlon Expressway Improvements - Guelph

Thank you for your notice dated April 20, 2007 regarding the above noted project. We would like to apologize for the delay in responding to your request.

The responsibilities of the Ministry of Aboriginal Affairs (MAA) include conducting land claim and related negotiations on behalf of the Province. In light of this mandate, MAA has reviewed the materials and notes that this project appears to be located within an area where the Six Nations of the Grand River have existing or asserted rights. We recommend that you contact Chief Allen McNaughton and Chief David General of the Six Nations about the project. They can be reached at the following addresses:

Chief D. M. General  
1695 Chiefswood Road  
PO Box 5000  
Ohsweken, ON, NOA 1M0  
PH: (519) 445-2201

- and -

Chief A. MacNaughton  
RR 2  
Ohsweken, ON, NOA 1M0  
PH: (519) 755-2769

You should be aware as well that many First Nations either have or assert rights to hunt and fish in their traditional territories. These territories often include lands and waters outside of a First Nation's reserve. As well, in some instances project work may impact archaeological and burial sites. First Nations with an interest in such archaeological sites may extend beyond those First Nations in the nearest vicinity of the proposed project.

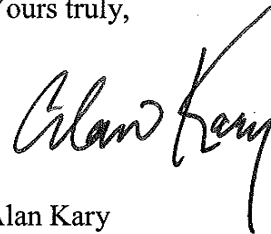
As well, the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends the proponent contact the following federal contacts:

Mr. Don Boswell  
A/Sr Claims Analyst  
Ontario Research Team  
Indian and Northern Affairs Canada  
10 Wellington St.  
Gatineau, QC K1A 0H4  
Tel: (819) 953-1940  
Fax: (819) 997-9873

Mr. Jean-Francois Tardif  
Director,  
Financial Issues and Cost-Sharing  
10 Wellington St. 8<sup>th</sup> Floor  
Gatineau, QC K1A 0H4  
Tel: (819) 953-5830  
Fax: (819) 953-3812

MAA requests that we remain on your contact list and that we continue to receive any updates about the project. MAA would also request that you continue to keep the Aboriginal communities interested in the above-noted project apprised of any new developments.

Yours truly,



Alan Kary  
Deputy Director  
Policy and Relationships Branch



**Stantec**

**Stantec Consulting Ltd.**  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

January 28, 2008  
File: 1650.00631

Mr. Alan Kary  
Deputy Director  
Policy and Relationships Branch  
Ministry of Aboriginal Affairs  
720 Bay Street, 4th Floor  
Toronto, ON M5G 2K1

Dear Mr. Kary:

**Reference: Highway 6 (Hanlon Expressway) Improvements  
from South of Maltby Road to the Speed River, Guelph, Ontario (GWP 3002-05-00)**

Thank you very much for your September 26, 2007 letter regarding the Highway 6 (Hanlon Expressway) Improvements project.

In your letter, you note the responsibilities of the Ministry of Aboriginal Affairs, including conducting land claim and related negotiations on behalf of the Province of Ontario. You also recommend contacting Chief Allen McNaughton and Chief David General of the Six Nations about the project. Please note that we have contacted Chief David General, Chief of the Six Nations of the Grand River. We have also contacted the Six Nations Confederacy Council through Mr. Leroy Hill, Secretary. Chief Allen McNaughton is the Chief of the Six Nations Confederacy Council.

You also suggest that we contact Mr. Don Boswell and Mr. Jean-François Tardiff of Indian and Northern Affairs Canada regarding possible land claims that Ontario does not receive or with which Ontario does not become involved. Please note that we have contacted Mr. Don Boswell who has advised that there are no specific claims within the study area. We will contact Mr. Jean-François Tardiff, Director, Financial Issues and Cost-Sharing, as per your suggestion.

In the meantime, should you require additional information on the project, please contact the undersigned. Thank you again for your interest in the project.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 596-6686  
Fax: (416) 596-6680  
Maya.Caron@stantec.com

c. B. Goudeseune, J. Small – MTO Southwestern Region  
G. Cooke – Stantec Consulting Ltd.



Stantec

Stantec Consulting Ltd.  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

January 28, 2008  
File: 1650.00631

Mr. Jean-François Tardif  
Director  
Financial Issues and Cost-Sharing  
Indian and Northern Affairs Canada  
10 Wellington St., 8<sup>th</sup> Floor  
Gatineau, QC K1A 0H4

Dear Mr. Tardif:

**Reference: Highway 6 (Hanlon Expressway) Improvements  
from South of Maltby Road to the Speed River, Guelph, Ontario (GWP 3002-05-00)**

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Planning, Preliminary Design, and Environmental Assessment (EA) for the upgrading of Highway 6 (the Hanlon Expressway), from 0.5 kilometres south of Maltby Road to the Speed River, to a freeway with access restricted to interchange locations only. The study area is in the City of Guelph and the Township of Puslinch, within Wellington County.

As part of MTO Class Environmental Assessment Process for this project, we have contacted provincial and federal agencies and First Nations to advise them of the project and to seek their comments and input. Please note that we have contacted Chief David General, Chief of the Six Nations of the Grand River and the Six Nations Confederacy Council through Mr. Leroy Hill, Secretary. We have also contacted Mr. Don Boswell, A/Sr. Claims Analyst with INAC, who has advised that there are no specific claims within the study area.

In a response received from the Ontario Ministry of Aboriginal Affairs (MAA), they suggested that we also contact you regarding possible land claims that Ontario does not receive or with which Ontario does not become involved. We would appreciate your comments and input on the project.

In the meantime, should you require additional information on the project, please contact the undersigned. Thank you for your interest in the project.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 596-6686  
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c. B. Goudeseune, J. Small – MTO Southwestern Region  
G. Cooke – Stantec Consulting Ltd.

Ministry of the Environment  
119 King Street West  
12<sup>th</sup> Floor  
Hamilton, Ontario L8P 4Y7  
Tel.: 905 521-7640  
Fax: 905 521-7820

Ministère de l'Environnement  
119 rue King ouest  
12<sup>e</sup> étage  
Hamilton (Ontario) L8P 4Y7  
Tél. : 905 521-7640  
Télééc. : 905 521-7820



February 22, 2007

Gregg Cooke  
Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton, ON  
L8W 3N9

Dear Gregg:

**RE: MTO Class Environmental Assessment – Group 'B' Undertaking  
Undertaking: Highway 6 (Hanlon Expressway) Improvements from South of  
Maltby Road to the Speed River, Guelph GWP 3002-05-00**

Thank you for the Notice of Study Commencement received February 19, 2007, regarding the proposed Group "B" undertaking for the above noted project. Projects of this type require approval under the *Environmental Assessment Act* (EAA). To obtain the authority for the Project to proceed the Ministry of Transportation must plan for the Project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA). I understand the Project is following the approved Group "B" planning and design process of the Class EA.

In accordance with the Class EA, Group "B" projects require that a Transportation Environmental Study Report (TESR) be prepared. The TESR is to be prepared sometime between the selection of preferred preliminary design alternatives and the selection and detailed design of the preferred alternative. A suggested outline for the TESR is presented in the MTO Class EA document in Section 6.1. Once the TESR is finalized a Notice of Submission is required to be issued, allowing the public at least a 30 calendar day period during which documentation may be reviewed and comment and input submitted to the Ministry.

***The MOE requests that the proponent forward one copy of the Notice of Submission with the complete TESR to this Office for our review, filing and potential comments as well as any information that is available in the interim.***

You are reminded that when concerns are raised during the public comment period, the concerned party should be consulted in an attempt to resolve the concerns. Discussions to this end should proceed for an appropriate period of time, even if this means the 30-day review period is exceeded. The concerned party must be advised that if such discussions are unsuccessful at resolving the concerns, they can submit a Part II Order request if they have not already done so to the Minister within a further seven calendar days following the end of discussions.

MOE recommends that proponents contact the following agencies to determine potentially affected Aboriginal communities in the project area:

**1. The Ontario Secretariat for Aboriginal Affairs**

(Contact: Ms. Pam Wheaton, Director, Policy and Relationships Branch, Ontario Secretariat of Aboriginal Affairs, 720 Bay St., 4<sup>th</sup> Floor, Toronto ON M5G 2K1; fax: 416-326-4017; pam.wheaton@ontario.ca)

**2. Indian and Northern Affairs of Canada – Specific Claims Branch**

(Contact: Mr. Don Boswell, Senior Claims Analyst, Specific Claims Branch, Department of Indian and Northern Affairs, 10 Wellington St., Room 1310, Gatineau QC K1A 0H4; fax: 819-956-2258; boswelld@inac.gc.ca);

**3. Indian and Northern Affairs of Canada - Litigation Management and Resolution Branch**

(Contact: Mr. Franklin Roy, Director, Litigation Management and Resolution Branch, Department of Indian and Northern Affairs, 10 Wellington Street, Gatineau QC K1A 0H4; fax: 819-997-1679; royf@inac.gc.ca);

**4. Indian and Northern Affairs of Canada - Comprehensive Claims Branch**

(Contact: Ms. Louise Trepanier, Director, Claims East of Manitoba, Comprehensive Claims Branch, Department of Indian and Northern Affairs, 10 Wellington St., Room 1310, Gatineau QC K1A 0H4; 819-953-3109; trepanierl@inac.gc.ca)

**5. Ministry of the Attorney General – Aboriginal Legal Issues Office**

(Contact: Mr. Grant Wedge, Council, Crown Law Office-Civil, Ministry of the Attorney General, 720 Bay Street, 8<sup>th</sup> Floor, Toronto ON M5G 2K1; fax: 416-326-4181; grant.wedge@ontario.ca)

Once identified, it is recommended that you provide notification directly to the Aboriginal communities who may be affected by the project and provide them with an opportunity to participate in the planning of the project.

Should you have any questions regarding the Class EA process, please feel free to contact me at (905) 521-7664.

Thank you,

**Original signed by Jennifer Arthur, February 22, 2007.**

Jennifer Arthur  
Environmental Assessment & Planning Coordinator  
West Central Regional Office

Cc: Brian Goudeseune, MTO

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Ministry of the Environment  
119 King Street W, 12<sup>th</sup> Floor  
Hamilton ON L8P 4Y7

**Attention: Ms. Jennifer Arthur, Environmental Assessment and Planning Coordinator**

Dear Ms. Arthur:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

The information that you provided regarding the requirements of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) has been noted. According to the Class EA, a Transportation Environmental Study Report (TESR) will be prepared at the end of the study. In addition, we acknowledge that concerns raised during the TESR public review period will first be attempted to be resolved, even if the negotiations exceed the 30-day public review period. A copy of the TESR will be provided to you at the end of the study.

The First Nations contacts that you provided have been noted and are appreciated. The Ontario Secretariat for Aboriginal Affairs, Indian and Northern Affairs Specific and Comprehensive Claims Branches, and Ministry of the Attorney General were contacted at the start of the project, and the Litigation Management and Resolution Branch was recently added to our project mailing list. In addition, the following First Nations have been notified of the start of the project:



**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Chief David General and Council  
Six Nations of The Grand River Territory  
P.O. Box 5000  
Ohsweken ON N0A 1M0

Chief Brian LeForme and Council  
Mississaugas of the New Credit  
RR 6 2789 Mississauga Road  
Hagersville ON N0A 1H0

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Caron, Maya**

**From:** Stone, Mike (MNR) [mike.stone@ontario.ca]  
**Sent:** Friday, March 02, 2007 3:55 PM  
**To:** Caron, Maya  
**Cc:** Timmerman, Art (MNR)  
**Subject:** Hwy 6 (Hanlon Expressway) Improvements, Notice of Commencement, GWP 3002-05-00

Dear Ms. Caron,

Thank you for providing this office with the Notice of Commencement for the Hanlon Expressway Improvements Class EA study. At this early stage in the process it is noted that there are significant natural heritage features within the study area, including the provincially significant Hanlon Creek Swamp, Mill Creek Wetland and Speed River Wetland complexes. There are Species at Risk/rare species records for this general area.

Fisheries information for the Speed River and Hanlon Creek may be available at this office for your review. Please contact Art Timmerman, Management Biologist (519-826-4935) for further information at the appropriate stage of this study.

It should also be noted that the Hanlon Expressway passes through areas of significant mineral aggregate resource potential.

Please continue to circulate new information as it becomes available. Please also update your contact list for this project so that future correspondence is directed to the undersigned.

Kind Regards,

Mike Stone

--  
**Mike Stone**  
District Planner  
Ministry of Natural Resources  
Guelph District

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Ministry of Natural Resources  
Guelph District  
1 Stone Road West  
Guelph ON N1G 4Y2

**Attention: Mr. Mike Stone, District Planner**

Dear Mr. Stone:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

The project team has noted that there are significant natural heritage features within the study area, including the Hanlon Creek Swamp Provincially Significant Wetland, Mill Creek Wetland, and Speed River Wetland. We have also noted that there are areas of significant mineral aggregate resource potential.

This project is being carried out under the new MTO/DFO/OMNR Fisheries Protocol and field investigations will be carried out to confirm fisheries, aquatic, and terrestrial resources this spring. Stantec's fisheries and terrestrial biologists will contact Art Timmerman at that time to request any information that MNR is able to provide.

Existing environmental conditions (excluding sensitive information) will be presented to the public at the first Public Information Centre and will be based on information received from MNR, the Grand River Conservation Authority, the City of Guelph, Township of Puslinch, and County of Wellington.

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Caron, Maya**

**From:** Stone, Mike (MNR) [mike.stone@ontario.ca]  
**Sent:** Wednesday, January 16, 2008 10:28 AM  
**To:** Caron, Maya  
**Cc:** Cooke, Gregg; Timmerman, Art (MNR); Beriault, Karine (MNR)  
**Subject:** RE: Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River (GWP 3002-05-00)

Gregg/Maya,

Thank you for providing the PIC materials. Ministry staff has reviewed this information and offers the following comments for consideration as you prepare the TESR.

The future Laird Road alignment west of the Hanlon will remove an unevaluated wetland that is estimated to be 0.3 ha in size. It will also abut and isolate a wetland area that is part of the provincially significant Hanlon Creek Swamp. The Ministry would prefer if the future Laird Road was moved further to the west/northwest, away from the provincially significant Hanlon Creek wetland area. This Ministry would appreciate the opportunity to discuss whether or not such a refinement of the Laird Road alignment would be feasible.

Near the corner of Stone Road and College Avenue West there is a storm sewer outlet that discharges cold water in a westerly direction to the Speed River. Any improvements to Stone Road at this location must maintain the quantity and quality of this discharge.

The Ministry notes the proposed improvements include work adjacent to, including a crossing of, Hanlon Creek. The Ministry will be interested to review the mitigation measures proposed for this site when the TESR is released. The Ministry also notes there are records for Species at Risk in the general area of the Hanlon Creek and Preservation Park, including Milksnake (Special Concern) and Eastern Ribbonsnake (Special Concern). The potential for these species to occur should be given consideration when developing the mitigation measures for the final TESR.

Please feel free to contact me if you have questions or if clarification is required.

Regards,  
Mike

---

**From:** Caron, Maya [mailto:maya.caron@stantec.com]  
**Sent:** Tuesday, June 26, 2007 1:16 PM  
**To:** Stone, Mike (MNR)  
**Subject:** Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River (GWP 3002-05-00)

Mike,

As discussed, I am attaching a link to the plans that were displayed at the first Public Information Centre held for the Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River. The Municipal Road Network connections are illustrated schematically and separate Municipal Environmental Assessments would be required.

5/26/2009


<http://www.hanlonimprovements.ca/PIC%201.htm>

Feel free to contact me if you have any questions.

Thank you,

**Maya Caron, B.Sc., MCIP, RPP**  
Environmental Planner  
Stantec  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Ph: (905) 381-3218  
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maya.caron@stantec.com  
**stantec.com**

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5/26/2009



Stantec

## Meeting Notes

### Meeting – MNR and GRCA

Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00) / FILE 1650 00631

Date:	March 31, 2008	
Place/Time:	Stantec Guelph Office 361 Southgate Drive, Guelph ON Meeting Room / 1:00 PM	
Attendees:	Art Timmerman	Ministry of Natural Resources
	Fred Natolochny	Grand River Conservation Authority
	Rajan Phillips	City of Guelph
	Dan Leake	MTO Project Engineer
	Brian Goudeseune	MTO Project Engineer
	John Small	MTO Environmental Planner
	Gregg Cooke	Stantec Project Manager
	Tim Belliveau	Stantec Engineer-in-Training
	Kathleen Todd	Stantec Fisheries Biologist
	Gwendolyn Weeks	Stantec Terrestrial Biologist
	Maya Caron	Stantec Environmental Planner

<b>Item:</b>	<b>Action:</b>
--------------	----------------

1. The purpose of this meeting was to review/confirm/understand the 'environmental constraints' (including fisheries, floodplain, vegetation, wetlands) associated with the project. The results of the meeting will be used to provide guidance to the members of an upcoming Community Workshop for the project and to evaluate alternatives that will result from the workshop.

#### Laird Road

2. MNR had submitted email concerns regarding impacts to unevaluated wetlands in the vicinity of Laird Road and the future Hanlon Creek Business Park. The City provided an overview of the EA process that was carried out for the business park and noted that the realigned Laird Road was identified, in part to minimize impacts to wetlands. The Laird Road realignment was approved in 2004/2005.
3. GRCA noted that several of the wetlands were removed from 'Provincially Significant' status as part of the City's study.

One Team. Infinite Solutions.

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## Stantec

March 31, 2008  
Meeting – MNR and GRCA  
Page 2 of 3

### Kortright Road /Downey Road

4. The project team provided an overview of the existing Preferred Plan and noted that the Community Workshop participants would be developing additional interchange and access alternatives. Some of the alternatives have the potential to encroach on the Hanlon Creek floodplain. There are additional concerns related to the future profile of Kortright Road/Downey Road.
5. GRCA noted that there are no significant concerns with the Kortright Road underpass since the existing floodplain low point will be maintained. With regards to the potential for ramp encroachment in the floodplain, this issue is not a significant concern. GRCA interest would primarily be related to loss of floodplain storage. Provincial roadway encroachment in a floodplain is consistent with the Provincial Policy Statement, provided that the need for encroachment can be justified.
6. It was noted that a local resident had indicted that GRCA had previously been opposed to development in the southwest quadrant of the Highway 6/Downey Road intersection.
7. GRCA noted that the primary concern had been that the proposed residential multi-level development would have required access to Downey Road through the PSW since the City would not permit direct access from Downey Road.

#### Hanlon Creek

8. The PIC 2 Preferred Plan did not impact Hanlon Creek or the PSW.
9. MNR noted that the creek has already been impacted due to adjacent development, particularly west of Highway 6. The existing Highway 6 culvert does not provide brook trout spawning habitat. However, a culvert extension in this area would likely constitute a HADD.
10. MNR also noted that the stormwater pond on the east side of Highway 6 currently overflows into the PSW – improving this situation would benefit Hanlon Creek.
11. The project team indicated that MNR and GRCA would be kept up-to-date and that they would be advised of future meetings.

The meeting adjourned at 4:30 PM.

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**Stantec**

March 31, 2008  
Meeting – MNR and GRCA  
Page 3 of 3

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**

Maya Caron, MCIP, RPP  
Environmental Planner  
Maya.Caron@stantec.com



**Grand River Conservation Authority**

March 8, 2007

Stantec Consulting Ltd  
1400 Rymal Road East  
Hamilton, Ontario  
L8W 3N9

Attention: Maya Caron

**Re: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River (GWP 3002-05-00)**

The Grand River Conservation Authority has received the Notice of Study Commencement that advises that Stantec Consulting has been retained to undertake a planning, preliminary design and environmental assessment study for the upgrading of Highway 6 (Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River.

We can advise that the Grand River Conservation Authority has an interest in this project as the study area contains many resource features located within the Speed, Hanlon, Irish Creek and Mill Creek watersheds. Please be advised that the Grand River Conservation Authority would be interested in receiving additional information on this study.

Yours truly,

Liz Yerex  
Resource Planner  
Grand River Conservation Authority

cc: City of Guelph  
Township of Puslinch



**INTERNATIONAL RIVERPRIZE WINNER**  
For Excellence In Watershed Management



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**Stantec**

April 10, 2007  
File: 1650 00631

Grand River Conservation Authority  
400 Clyde Road  
PO Box 729  
Cambridge ON N1R

**Attention: Ms. Liz Yerex, Resource Planner**

Dear Ms. Yerex:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

Your interest in the natural resource features in the study area, including the Speed, Hanlon, Irish Creek, and Mill Creek Watersheds has been noted. Specialists in the areas of noise, socio-economics (including agriculture), fisheries and aquatic resources, terrestrial resources, archaeology and built heritage, waste/contamination and stormwater management will be carrying out background reviews and site specific studies during the course of the study.

Existing environmental conditions (excluding sensitive information) will be presented to the public at the first Public Information Centre and will be based on information received from MNR, the Grand River Conservation Authority, the City of Guelph, Township of Puslinch, and County of Wellington.

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Subject:** FW: 2009-04-15 Hanlon Creek model

**From:** John Palmer  
**Sent:** Thursday, April 16, 2009 12:54 PM  
**To:** Ryan, Melissa  
**Cc:** Liz Yerex  
**Subject:** RE: 2009-04-15 Hanlon Creek model

Hi Melissa,

I can now respond to this and your earlier SWM criteria request for the Hanlon Expressway project.

The recommended SWM criteria for drainage within both the Hanlon and Mill Creek watersheds is for MOE Enhanced water quality, 2-100 year post-to-pre quantity control, MOE extended detention volume plus 25mm, 4 hour runoff volume detention for any discharge to water courses. If further guidance on this is needed then you may also refer to the watershed studies (June 1996 Mill Creek Subwatershed Plan, October 1993 Hanlon Creek Watershed Plan, and there is also a State of the Hanlon Creek Watershed report out there somewhere).

Attached are the 1982 floodplain maps for the Hanlon Crossing plus the most recent hydraulic model for the main channel of the creek.

As mentioned on the phone the hydraulic model has been updated to represent current conditions for the changes to Downey and Kortright Roads but the mapping predates these changes.

While thinking of floodplain, an additional requirement is to have no adverse hydraulic impacts on the floodplain and watercourse (negligible changes in floodplain elevation, acceptable stream energy changes, maintenance of fish passage).

We also request that any changes to floodplain hydraulics be updated in the model.

I hope this helps.

Best regards,  
 John

**John Palmer, P.Eng.**  
 Water Resources Engineer  
 Grand River Conservation Authority  
 519-621-2763 ext.2289

## Caron, Maya

**From:** Barboza, Karla (MCL) [Karla.Barboza@ontario.ca]  
**Sent:** Monday, February 19, 2007 9:46 AM  
**To:** Caron, Maya  
**Cc:** Macdonald, John (MCL); Small, John (MTO)  
**Subject:** Highway 6 (Hanlon Expressway) Improvements - G.W.P. 3002-05-00

**Re: Commencement of Planning, Preliminary Design, and Environmental Assessment for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph G.W.P. 3002-05-00**

Dear Ms. Caron,

Thank you for contacting the Ministry of Culture regarding the above project.

Here is the information for the "[External Agency Comment Sheet](#)".

1. Your interests or concerns regarding the study area or undertaking are:  
 The Ministry of Culture (MCL) interest in this undertaking relates to our mandate of conserving, protecting and preserving Ontario's heritage.

A principal concern of this Ministry is the adverse effects that undertakings such as the above mentioned may have on cultural heritage resources. Cultural heritage resources include built heritage, cultural heritage landscapes and archaeological resources.

2. Your organization/agency can provide the following environmental information (i.e. natural, social, economic or cultural):

At this time, MCL does not have any information (built heritage and cultural heritage landscape) on this area. MCL recommends that the proponent consults the Municipal Heritage Committees in the area, the Architectural Conservancy of Ontario (Guelph and Wellington Branch), Historical Highways Society of Ontario, and other heritage stakeholders.

3. The level of involvement you wish to have on this project is:

As part of the Government Review Team, MCL would be interested in remaining on the circulation list and being informed of the project. We would appreciate the opportunity to review additional and more detailed materials as the project progresses.

4. Other concerns or comments you have are:

MCL recommends that a heritage impact assessment report be prepared by a qualified heritage consultant prior to the first PIC and/or any design work. The heritage impact assessment will include, but not limited to:

- a complete inventory of cultural heritage resources (built heritage and cultural heritage landscapes),
- identification of any impact that the proposed improvements will have on cultural heritage resources,
- explanation of what conservation or mitigative measures, or alternative development or site alteration approaches are recommended to minimize or avoid the cultural heritage resource, and

- if applicable, clarification of why some conservation or mitigative measure, or alternative development or site alteration approaches are not appropriate.

2/19/2007

5. The contact name and mailing address for your organization/agency:  
Is correct.

John MacDonald, Heritage Planner/Archaeologist within the Ministry of Culture, should also be consulted.

Please do not hesitate to contact me or John MacDonald if you have any further question.

Thanks,  
Karla

**KARLA BARBOZA** | Conservation Advisor  
**Ministry of Culture**

400 University Avenue, 4th Floor  
Toronto, Ontario M7A 2R9  
T 416-314-7120 | F 416-314-7790  
Email: karla.barboza@ontario.ca

2/19/2007

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stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Ministry of Culture  
400 University Avenue, 4<sup>th</sup> Floor  
Toronto ON M7A 2R9

**Attention: Ms. Karla Barboza, Conservation Advisor**

Dear Ms. Barboza:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

Your interest in potential impacts to cultural heritage resources has been noted. The project team has also noted the information that you provided regarding local Heritage contacts in the study area. Local municipal Heritage Committees, and the Puslinch and Guelph Heritage Societies have been contacted to request information about existing built heritage and cultural landscape features in the study area. The Guelph and Wellington Branches of the Architectural Conservancy of Ontario and the Historical Highways Society of Ontario will be added to the project mailing list and contacted to request their input.

A Built Heritage and Cultural Landscape study is currently being carried out in advance of the first Public Information Centre (PIC). Built heritage and cultural landscape existing conditions information and PIC displays will be forwarded to you for your review in advance of the PIC.

The final Built Heritage and Cultural Landscape Report will be provided to you for Ministry of Culture review when it is complete.



**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River,  
Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
**stantec.com**



**Stantec**

April 24, 2007  
File: 1650 00631

Ministry of Culture  
Heritage Policy and Program Development Unit  
400 University Avenue, 4th Floor  
Toronto ON M7A 2R9

**Attention: Ms. Karla Barboza, Heritage Conservation Advisor**

Dear Ms. Karla Barboza:

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)**

This letter is to follow up on the commitment included in our correspondence sent on April 10, 2007.

A preliminary Built Heritage and Cultural Landscape study has been carried out in the study area. The following Built Heritage features have been identified in the vicinity of the study area:

- |                                          |                                                  |
|------------------------------------------|--------------------------------------------------|
| > 366 College Ave. W, Janefield, c. 1854 | > 475 McWilliams ( <i>set to be demolished</i> ) |
| > 204 College Ave. W, c. 1870            | > 264 Crawley Rd., c. 1850                       |
| > 35 Niska Rd., Hanlon Farm, c. 1870     | > 372 Crawley Rd., c. 189                        |
| > 146 Downey Rd.                         |                                                  |

Guelph Limestone Quarry has also been noted as a significant cultural landscape.

Built Heritage features and areas of high archaeological potential that have been identified are being displayed on the Environmental Existing Conditions Plan at a Public Information Centre (PIC), scheduled for May 10, 2007. A notice of the PIC timing and location was sent to you on April 20, 2007. Copies of the Existing Environmental Conditions Plan and Text Panel are attached.

The purpose of the first PIC is to display and seek input on preliminary project alternatives and to display and seek input on the environmental conditions in the study area (i.e. natural, social, economic and cultural). Any additional information received at or following the PIC will be

**Stantec**

April 24, 2007  
Ms. Karla Barboza, Heritage Conservation Advisor  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)**

added to the project files and considered during the evaluation of project alternatives. Potential impacts to any heritage resources from any of the project alternatives being considered will be presented at a subsequent PIC.

Heritage agencies, including the local municipal Heritage Committees, the Puslinch and Guelph Heritage Societies, the Guelph and Wellington Branch of the Architectural Conservancy of Ontario, the Historical Highways Society of Ontario, have been invited to the External Agency Meeting in advance of the PIC.

Please review the attached information and contact the undersigned by **May 4, 2007** if you have any questions or comments in advance of the PIC.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

Attachment: Environmental Existing Conditions Plan  
Environmental Existing Conditions Text Panel

c. M. Johnson, J. Macdonald - Ministry of Culture  
B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Caron, Maya**

---

**From:** Barboza, Karla (MCL) [Karla.Barboza@ontario.ca]  
**Sent:** Wednesday, May 09, 2007 3:47 PM  
**To:** Caron, Maya  
**Cc:** Small, John (MTO)  
**Subject:** RE: Highway 6 (Hanlon Expressway) Improvements; GWP 3002-05-00

Hi Maya,

Thanks for your email and I apologize for my late response.

I understand that the PIC will happen tomorrow. I have reviewed your documents and I am fine with them.

Thanks for keeping me posted on this project.

Regards,  
Karla

**KARLA BARBOZA** | Heritage Advisor  
Ministry of Culture

Programs and Services Branch  
Culture Services Unit  
400 University Avenue, 4th Floor  
Toronto, Ontario M7A 2R9  
T 416-314-7120 | F 416-212-1802  
Email: karla.barboza@ontario.ca

---

**From:** Caron, Maya [mailto:maya.caron@stantec.com]  
**Sent:** April 24, 2007 10:07 AM  
**To:** Barboza, Karla (MCL)  
**Cc:** Johnson, Michael (MCL); Macdonald, John (MCL); Goudeseune, Brian (MTO); Small, John (MTO); Cooke, Gregg; McCann, David  
**Subject:** Highway 6 (Hanlon Expressway) Improvements; GWP 3002-05-00

Ms. Barboza,

I have attached a letter in response to your correspondence on February 19, 2007 requesting information about Built Heritage and Cultural Landscape in advance of the first Public Information Centre for this project.

<<3002-05-00\_let\_mcul\_apr23\_07.pdf>> <<631\_Display[6]\_Environmental.pdf>>  
<<631\_environmental\_features\_pic1.pdf>>

Please review the attached materials and contact the undersigned if you have any questions.

Sincerely,

**Maya Caron, B.Sc., MCIP, RPP**  
Environmental Planner  
Stantec

5/26/2009

1400 Rymal Road East  
Hamilton ON L8W 3N9  
Ph: (905) 381-3218  
Fx: (905) 385-3534  
mcaron@stantec.com  
**stantec.com**

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**Stantec**

## **Transmittal**

**Stantec Consulting Ltd.**  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234  
Fax: (905) 385-3534

To: Ms. Karla Barboza  
Heritage Conservation Advisor  
and Mr. Michael Johnson  
Manager, Cultural Services  
Ministry of Culture  
400 University Avenue  
4th Floor  
Toronto ON M7A 2R9

From: Maya Caron, B.Sc., MCIP, RPP

For Your Information  
 For Your Approval  
 For Your Review  
 As Requested

Date: June 26, 2007  
File: 1650 00631  
Delivery: Courier

**Reference: Highway 6 (Hanlon Expressway) Improvements between Maltby Road and the Speed River (GWP 3002-05-00)**

I am enclosing a copy of the Cultural Heritage Assessment that was carried out as part of the above-mentioned project.

The report identifies several historically significant properties and one cultural landscape in the study area and recommends that impacts to identified cultural features be avoided, where possible. The project team will endeavor to avoid the sites in the selection of a Preferred Plan for this study. Potential impacts to built heritage or cultural landscape features resulting from the Preferred Plan will be identified at a second Public Information Centre, currently scheduled for the fall of 2007.

We are requesting that you provide a response *concurring* with the recommendations in the attached report.

Please do not hesitate to contact me if you have any questions.

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph GWP 3002-05-00

EXTERNAL AGENCY COMMENT SHEET

Please provide your comments on the project. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

POTENTIAL IMPACTS TO CULTURAL HERITAGE RESOURCES.

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

LOCATIONS OF KNOWN OR POTENTIAL ARCHAEOLOGICAL SITES.

The level of involvement you wish to have on this project is:

DETERMINATION OF THE NEED FOR ARCHAEOLOGICAL STUDIES AND REVIEW OF ANY SUBSEQUENT ARCHAEOLOGICAL REPORTS.

Other concerns or comments you have are:

The contact name and mailing address for your organization/agency (please check one):

[x] is correct; or

[ ] should be changed to

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9
Tel. (905) 381-3218, Fax (905) 385-3534
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by: JOHN MACDONALD

Name of Contact:

Organization:

MINISTRY OF CULTURE

Address (including Postal Code):

900 Highbury Ave, London N5Y 1A4

Telephone Number:

519-675-7742

Stantec Consulting Ltd.
1400 Rymal Road East
Hamilton ON L8W 3N9
Tel: (905) 385-3234 Fax: (905) 385-3534
stantec.com



Stantec

April 10, 2007
File: 1650 00631

Ministry of Culture
900 Highbury Avenue
London ON N5Y 1A4

Attention: Mr. John MacDonald

Dear Mr. MacDonald:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

Your interest in potential impacts to cultural heritage resources has been noted. The evaluation criteria that will be used to select a Preferred Plan will include consideration for built heritage resources, archaeological resources, and cultural landscapes.

A Stage 1 and Stage 2 Archaeological Assessment and a Built Heritage and Cultural Landscape Study are being carried out as part of this project. Existing archaeological, built heritage resources and cultural landscapes will be presented to the public on an Environmental Existing Conditions panel displayed at the first Public Information Centre (PIC).

The Stage 1 and Stage 2 Archaeological Assessment Reports and Built Heritage and Cultural Landscape Reports will be forwarded to yourself and Ms. Karla Barboza for review and Ministry of Culture comments when they are available.

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)**  
Response to Comments from Initial Notification

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Transmittal**



**Stantec**

**Stantec Consulting Ltd.**  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234  
Fax: (905) 385-3534

To:	Mr. John MacDonald	From:	Maya Caron, B.Sc., MCIP, RPP
	Heritage Planner/Archaeologist	<input type="checkbox"/>	For Your Information
	Ministry of Culture	<input checked="" type="checkbox"/>	For Your Approval
	900 Highbury Avenue	<input type="checkbox"/>	For Your Review
	London ON N5Y 1A4	<input type="checkbox"/>	As Requested
	and		
	Mr. Michael Johnson		
	Manager, Cultural Services		
	Ministry of Culture		
	400 University Avenue		
	4th Floor		
	Toronto ON M7A 2R9		
Date:	June 26, 2007		
File:	1650 00631		
Delivery:	Courier		

**Reference: Highway 6 (Hanlon Expressway) Improvements between Maltby Road and the Speed River (GWP 3002-05-00)**

I am enclosing a copy of the Stage 1 Archaeological Assessment that was carried out as part of the above-mentioned project.

The report identifies two registered archaeological sites, located on the west side of Highway 6 (the Hanlon Expressway), in the vicinity of Hanlon Creek. The project team will endeavor to avoid the sites in the selection of a Preferred Plan for this study. The report recommends that a Stage 2 Archaeological Assessment be carried out for any new property requirements outside of the existing Ministry of Transportation right-of-way once a Preferred Plan is selected.

We are requesting that you provide a response *concurring* with the recommendations in the attached report.

Please do not hesitate to contact me if you have any questions.

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph  
GWP 3002-05-00

**EXTERNAL AGENCY COMMENT SHEET**

Please provide your comments on the project. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

We are concerned on how the project will effect the cultural and tourism industries in the area of Guelph, as well as, any health promotion activities that may be effected.

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

Presently, there are trails located in the Kortwright area of the study that are used for walking, therefore, promoting better health. A concern exists to ensure that residents still have access to walking trails if the Hanlon expansion impedes on present trails.

The level of involvement you wish to have on this project is:

We wish to receive information concerning updates on the project and be able to provide comments relating to our areas of interest.

Other concerns or comments you have are:

No further comments at this time.

The contact name and mailing address for your organization/agency (please check one):

- is correct; or
- should be changed to

Please change from Paul Samson to Kathy Glaser (see contact information below)

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel. (905) 381-3218, Fax (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by:

Name of Contact: Kathy Glaser, Regional Services Co-ordinator  
Organization: Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion, Sports and Recreation Branch  
Address (including Postal Code): 30 Duke Street West, Kitchener, Ontario N2H 3W5  
Telephone Number: 519-571-6051  
Address: 30 Duke Street West, Kitchener, Ontario N2H 3W5

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



Stantec

April 10, 2007  
File: 1650 00631

Ministries of Citizenship and Immigration,  
Culture, Tourism and Heath Promotion and  
the Sport and Recreation Branch  
30 Duke Street West, Suite 405  
Kitchener ON N2H 3W5

Attention: Ms. Kathy Glaser, Regional Service Coordinator

Dear Ms. Glaser:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

Your interest in cultural and tourism industries, and health promotion activities in Guelph has been noted. The evaluation criteria that will be used to select a Preferred Plan will include consideration for cultural and tourism industries and recreational features in the study area.

The project team has also noted the location of the existing trails in the study area, including trails in the Kortright area. Trails mapping has been obtained from the City of Guelph and the existing trail network will be displayed at the first Public Information Centre.

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

STANTEC CONSULTING LTD.

M Caron  
Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Caron, Maya**

---

**From:** Geoffrey.Keyworth@guelph.ca  
**Sent:** Wednesday, March 14, 2007 2:12 PM  
**To:** Caron, Maya  
**Cc:** Carrie.Musselman@guelph.ca  
**Subject:** Hanlon EA: Comments from City's Environmental Planner  
**Attachments:** Hanlon-HWY6 EA Study - to - CDDS Director.doc

Hi Maya,

Please see attached additional preliminary comments from our Environmental Planner regarding the Hanlon EA. If you have questions, you can contact Carrie Musselman directly for more information and just copy me on the messages.

Regards,

Geoffrey Keyworth, M.E.S.  
Transportation Planner  
Engineering Services  
Community Design and Development Services  
City Hall, 59 Carden Street  
Guelph, Ontario N1H 3A1  
Tel: (519) 837-5604 Ext. 2638  
Fax: (519) 822-6194

---

Shakespeare - Made in Canada

A Community Cultural Festival through May 2007

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**Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:**

Environmental/Natural Information:

- City of Guelph Official Plan
- City of Guelph Zoning By-Law
- Natural Heritage Strategy, Terrestrial Inventory & Identification of Locally Significant natural Areas (Dogan and Associates, 2006)
- South Guelph Secondary Plan Area Scoped Environmental Impact Study (LGL, Gartner Lee, and Ecoplans Ltd., November 1998).
- River Systems Management Study (Weinstein Leeming & Associates, June 1993)
- Hanlon Creek State-of-the-Watershed Study (PEIL, C. Portt and Assoc., Dogan and Assoc., Naylor Engineering Assoc., Professor Peter Chisholm, September 2004)
- Mill Creek Subwatershed Plan (CH2M Gore & Storrie Ltd., Gartner Lee Ltd., RBA Planning Consultants Ltd., Salter Research Services, Schroeter & Assoc. Ltd., and Wayne Caston Consulting Services Ltd., June 1996)

**Other concerns or comments you have are:**

- Portions of the study area are adjacent to areas of archaeological potential
- Portions of the study area are adjacent to Major Open Space Features including The Speed River Valley Corridor and the Hanlon Creek Corridor.
- The study area is located within the Mill Creek Subwatershed, Hanlon Creek Subwatershed and the Speed River Subwatershed.
- The City of Guelph Official Plan Schedule 1 identifies portions of the study area adjacent to Reserve Lands, General Residential, Industrial, Corporate Business Park, Core Greenlands, Non-Core Greenlands and Open Space.
- The City of Guelph Official Plan Schedule 2 identifies portions of the study area adjacent to Aggregate Resource Areas, Other Natural Heritage Features, Regulatory Flood Line, and Provincially Significant Wetlands.
- Greenlands systems within the City of Guelph represent a planning framework which recognizes that natural heritage features (wetlands, wildlife, linkages/corridors, etc) and their associated landscapes need to be considered in a holistic manner in order to provide a comprehensive and integrated approach for conservation and enhancement.
- ***Environmental Impacts and Natural Heritage Features should be evaluated at or above the City of Guelph policies/standards.***

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

City of Guelph  
City Hall, 59 Carden Street  
Guelph ON N1H 3A1

**Attention: Ms. Carrie Musselman, Environmental Planner**

Dear Ms. Musselman:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

The information that you have provided regarding the environment/natural information available from the City has been noted and is appreciated.

We have also noted that the study area is adjacent to a range of natural, social, and cultural features, including areas of archaeological potential, major Open Space features, the Mill Creek, Hanlon Creek and Speed River subwatersheds, Provincially Significant Wetlands, and greenlands systems. Specialists in the areas of noise, socio-economics (including agriculture), fisheries and aquatic resources, terrestrial resources, archaeology and built heritage, waste/contamination and stormwater management will be carrying out background reviews and site specific fieldwork during the course of the study.

The location of significant environmental and cultural features is being taken into consideration during the development of alternatives. In addition, the evaluation criteria that will be used to select a Preferred Plan will include consideration of impacts to the natural, social, and cultural environments.

This project is being carried out as a Group B project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and with the *MTO Environmental Reference for Highway Design* (ERHD) (2002).

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

The ERHD provides the basis for standards for scope of work, evaluation of environmental impacts and proposed mitigation measures for MTO undertakings. Environmental background investigations and fieldwork are being carried out in accordance with the ERHD.

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. G. Keyworth, R. Philips – City of Guelph  
B. Goudeseune, J. Small – MTO Southwestern Region  
G. Cooke, D. McCann – Stantec Consulting Ltd.



Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph GWP 3002-05-00

EXTERNAL AGENCY COMMENT SHEET

Please provide your comments on the project. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

IMPACTS ON HERITAGE RESOURCES / LANDSCAPES IN THE AREA. I ALSO CO-ORDINATE COMMENTS / INPUTS FROM HERITAGE GUELPH ON MUNICIPAL HERITAGE COLLAGE.

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

INFORMATION ON HERITAGE RESOURCES IN CITY OF GUELPH

The level of involvement you wish to have on this project is:

PROVIDE BACKGROUND DATA AS REQUESTED / BE KEPT INFORMED OF MEETINGS + OUTCOMES

Other concerns or comments you have are:

STUDY TEAM NEEDS TO CONTACT PUSLINCH HERITAGE COMMITTEE FOR INVENTORY OUTSIDE CITY LIMITS

The contact name and mailing address for your organization/agency (please check one):

is correct; or should be changed to

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9 Tel. (905) 381-3218, Fax (905) 385-3534 Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by: IAN PANABAKER Name of Contact: HERITAGE / URBAN DESIGN PLANNER Organization: CITY OF GUELPH Address (including Postal Code): Telephone Number:

Stantec Consulting Ltd. 1400 Rymal Road East Hamilton ON L8W 3N9 Tel: (905) 385-3234 Fax: (905) 385-3534 stantec.com



Stantec

April 10, 2007 File: 1650 00631

City of Guelph City Hall, 59 Carden Street Guelph ON N1H 3A1

Attention: Mr. Ian Panabaker, Heritage/Urban Design Planner

Dear Mr. Panabaker:

Reference: Highway 6 (Hanon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00) Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

Your interest in potential impacts to heritage resources and landscapes has been noted. The evaluation criteria that will be used to select a Preferred Plan will include consideration for heritage resources and cultural landscapes. A Built Heritage and Cultural Landscape Study is being carried out as part of this project and existing built heritage resources and cultural landscapes will be presented to the public on an Environmental Existing Conditions panel displayed at the first Public Information Centre (PIC).

Please note that Puslinch Heritage and the Ministry of Culture have also been contacted as part of this study.

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007.

Sincerely,

STANTEC CONSULTING LTD.

Handwritten signature of Maya Caron

Maya Caron, B.Sc., MCIP, RPP Environmental Planner Tel: (905) 381-3218 Fax: (905) 385-3534 maya.caron@stantec.com

c. G. Keyworth, R. Phillips - City of Guelph B. Goudeseune, J. Small - MTO Southwestern Region G. Cooke, D. McCann - Stantec Consulting Ltd.

**Caron, Maya**

**From:** Dave.Belanger@guelph.ca  
**Sent:** Sunday, April 29, 2007 7:32 PM  
**To:** Geoffrey.Keyworth@guelph.ca; Caron, Maya  
**Cc:** Peter.Busatto@guelph.ca  
**Subject:** RE: Highway 6 (Hanlon Expressway) Municipal Meeting # 2

If the study area is from Maltby north to the Speed River, there are a number of groundwater protection areas in your study area. We have the Downey, University, Dean, Edinburgh and Membro wells in this area. We are also planning a new test well at the Hanlon and Stone Road (RFP to go out this week).

Please contact me to discuss.

Dave Belanger  
519-827-5627

---

**From:** Geoffrey Keyworth  
**Sent:** Fri 4/27/2007 2:39 PM  
**To:** 'Caron, Maya'  
**Cc:** Dave Belanger  
**Subject:** RE: Highway 6 (Hanlon Expressway) Municipal Meeting # 2

Hi Maya,

1. That's correct, the Trails layers don't appear to have any implementation information in them and are all lumped together. Sorry about this, I don't have any easy electronic information. The best way to deal with this is as follows:

- a) Start with Map 4 from the Trails Master Plan. The layer files you have are from Map 4 and show all existing and proposed trails.
- b) Refer to Map 2 from the Trails Master Plan. That shows existing trails.
- c) If the trail isn't existing, refer to Maps 8, 9 and 10 to determine whether the trail in question is a short-term, medium-term or long-term trail.

2. Please contact Dave Belanger, Water Supply Program Manager from Waterworks (e-mail cc'd above) regarding GSP areas in the study area. Dave, this work is for the Hanlon (south of Maltby to Speed River) Environmental Assessment and the study area is a few hundred metres on either side of the Hanlon. Maya can provide more information about exactly what they need.

Please cc me on the e-mails for our records. Thank you.

Regards,

Geoffrey Keyworth, M.E.S.  
Transportation Planner  
Engineering Services  
Community Design and Development Services  
City Hall, 59 Carden Street  
Guelph, Ontario N1H 3A1  
Tel: (519) 837-5604 Ext. 2638  
Fax: (519) 822-6194

**Cooke, Gregg**

---

**From:** Cooke, Gregg  
**Sent:** Wednesday, August 22, 2007 1:28 PM  
**To:** 'dave.belanger@guelph.ca'  
**Cc:** Brian Goudeseune; 'Small, John (MTO)'  
**Subject:** RE: Data posted to form 1 of <http://www.hanlonimprovements.ca/Comments.htm>

Mr. Belanger,

This email response is to acknowledge that your email has been received and that your name will be added to the project mailing list.


It is our understanding that you will be attending the progress meeting scheduled for September 12 at 9:30 AM in Council Committee Room B.

We look forward to meeting with you.

Regards,

**Gregg Cooke, P.Eng.**  
Senior Associate, Transportation  
Stantec  
Ph: (905) 381-3227  
Fx: (905) 385-3534  
Cell: (289) 439-9630  
gregg.cooke@stantec.com  
**stantec.com**

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 Please consider the environment before printing this email.

-----Original Message-----

From: postmaster@hanlonimprovements.ca [<mailto:postmaster@hanlonimprovements.ca>]  
Sent: Friday, July 27, 2007 10:34 AM  
To: comments@hanlonimprovements.ca  
Subject: Data posted to form 1 of <http://www.hanlonimprovements.ca/Comments.htm>

\*\*\*\*\*

Name: Dave Belanger, Water Supply Program Manager, Guelph Waterworks  
Address: 29 Waterworks Place  
City: Guelph  
Prov: ON  
Postalcode:  
Email: dave.belanger@guelph.ca  
Date: 27 Jul 2007  
Time: 10:33 AM

Comments:

Please include me in the mailing lists for all notices and information related to this project. Please note that the study area lies within the 5 year time of travel of several of the City's municipal water supply wells, not just the Downey Well. These areas will require protection under the Clean Water Act for contaminants such as chlorides from road salt. The City, as part of the Council-approved Water Supply Master Plan, has identified a new water supply well and associated infrastructure in the area of the intersection of Stone Road and the Hanlon.

Please contact me to ensure the concerns of Guelph Waterworks are factored into the EA process.

### 8.1.2 Expand Existing Groundwater Supply System

- Based on preliminary outputs of the Water Supply Master Plan, the Arkell Class EA, which is currently being reviewed by the MOE, is considered to be a critical project in supplementing the City's water supply capacity and providing additional security of supply. This project has the potential to increase the supply capacity by up to 14% and provide the City with sufficient surplus capacity to perform the short-term investigations proposed in this Master Plan. Therefore, it is important that the City and MOE resolve the outstanding issues and allow the project to proceed. The short-term objective for 2006/2007 would be to complete the Arkell Class EA, satisfy any conditions required by the MOE, initiate the design/construction phases for the proposed undertaking and confirm the sustainable capacity for the bedrock well field.
- Investigate the feasibility of optimizing the Arkell Glen Collector System and if feasible, develop the approvals documentation and design information to reconstruct the collector system.
- Confirm, and if available, increase the capacity of existing municipal wells (i.e. Membro well, Downey well, etc.) as per a Schedule A Class EA to assist in addressing the security/capacity concerns identified by the City.
- Investigate and confirm the treatment requirements for existing municipal wells (i.e., Edinburgh, Clythe, Sacco, Smallfield wells) with existing Permits to Take Water and the potential for returning the wells to service under a Schedule A Class EA. These wells could be used to address the above security issues and increase the City's firm capacity to meet short-term growth requirements in the 2006 to 2010 period. In addition, complete and confirm the Scout Camp Class EA for the implementation of this project. This investigation will need to further evaluate potential impacts on the natural environment (i.e. surface water features) and requirements for treatment through a testing program. This represents 50 L/s (4,320 m<sup>3</sup>/d) of potential additional capacity to be used to address the identified security issues, plus facilitate growth based on projections to 2010.
- Initiate in 2007, the further investigations and the Class EA work necessary to expand existing wells (without permits) (Logan/Fleming, Hauser and McCurdy Road Wells), and for potential new wells in the City as indicated by modeling in the following areas: Gordon/Clair, Hanlon/Stone, Speedvale/Edinburgh. Of these initiatives, the Hanlon/Stone area, based on the Guelph Lime project, is the highest priority. Based on the outputs, implement by 2009, or as needed.

### 8.1.3 Establish New Surface Water Supply - Local

- Initiate discussions with surrounding municipalities (Townships of Puslinch and Guelph/Eramosa and County of Wellington), the Ministry of Environment and the GRCA on general water supply issues. These discussions should involve the future planning of any long-term water supply measures required in or through the County to accommodate growth inside and outside of Guelph, and the confirmation of preliminary outputs and agreements with respect to new well development, local surface water, or Aquifer Storage Recovery provision in the County, and/or a possible Great Lakes water supply.
- Based on the discussions described above, undertake in 2007 a technical study to confirm local surface water options and Aquifer Storage Recovery (ASR), their feasibility and related cost and implementation implications for supplies utilizing Guelph Lake and/or the Eramosa River. Such discussions should be in conjunction with the County of Wellington and Townships of Guelph/Eramosa and Puslinch to confirm, not only the long-term supply viability for the City, but also water servicing needs and the viability to service growth in the County as part of their water supply, wastewater and growth management planning. The intent would be to confirm by 2009, complete



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255 Woodlawn Road W., Suite 210, Guelph, ON N1H 8J1  
519-824-8150 fax 519-824-8089 www.gamsby.com

**FAX TRANSMITTAL**

DATE: February 20, 2007 TO: Maya Caron, B.Sc.  
FROM: R.C. Wheildon, P.Eng. FIRM: Stantec Consulting Ltd.  
FILE NO: 107-006-5 FAX NO.: 1-905-385-3534  
NO. OF PAGES (including this page) 2 Confirmation by Mail: Yes  No

RE: Environmental Assessment Highway #6 (Hanlon Expressway)  
External Agency Comment Sheet

Dear Ms. Caron:

On behalf of the Township of Puslinch, we enclose a copy of the agency comment form as requested.

The Township has requested our firm to be their technical contact on the above Environmental Assessment (EA).

To maintain contact with the Township as well as myself would you please ensure that a copy of future correspondence is provided to both myself and to:

Mrs. Brenda Law, AMCT  
Clerk Treasurer  
Township of Puslinch  
RR 3, 7404 Wellington Road 34  
Guelph, ON N1H 6H9

Regards,

*R.C. Wheildon*  
R.C. Wheildon, P.Eng.

RCW/lk

cc. Brenda Law, Township of Puslinch (519-763-5846)  
F:\CORRESPONDENCE\Wheildon\107-006-5 Fax\_Caron.doc

This message is intended only for the use of the intended individual or entity to which it is addressed and may contain information that is privileged and confidential. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, the reader is hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and return the original message to us at the address noted above at our cost.

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Malby Road to the Speed River, Guelph  
GWP 3002-05-00

**EXTERNAL AGENCY COMMENT SHEET**

Please provide your comments on the project. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

FUTURE ACCESS TO AND IMPACT ON THE TOWNSHIP ROAD SYSTEM (MALBY ROAD, CONCESSION ROAD #4, FORESTAL ROAD, PHELAM DRIVE, LAIRD RD.)

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

AVAILABLE IN COUNTY OFFICIAL PLAN AND VARIOUS SECONDARY SOURCES INCLUDING TOWNSHIP ZONING BY-LAW

The level of involvement you wish to have on this project is:

CIRCULATION OF SUBSEQUENT REPORTS AND PLANS FOR COMMENT

Other concerns or comments you have are:

PROTECTION OF NATURAL AND ENVIRONMENTAL FEATURES

The contact name and mailing address for your organization/agency (please check one):

is correct; or  
 should be changed to:

PLEASE PROVIDE ADDITIONAL COPIES OF ALL CORRESPONDENCE/PLANS/REPORTS TO: GAMSBY AND MANNEROW LIMITED, 255 WOODLAWN RD WEST, GUELPH ON N1H 8J1; ATTN: ROBERT WHEILDON, P.ENG.

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel: (905) 381-3218; Fax: (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by:

Name of Contact: ROBERT C WHEILDON, P.ENG.  
Organization: GAMSBY AND MANNEROW LIMITED  
Address (including Postal Code): SUITE 210 - 255 WOODLAWN RD WEST, GUELPH ONT, N1H 8J1  
Telephone Number: (519) 824-8150, (FAX) (519) 824-8089

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Gamsby and Mannerow Ltd.  
Suite 210  
255 Woodlawn Road W  
Guelph ON N1H 8J1

**Attention: Mr. Robert C. Wheildon, P. Eng.**

Dear Mr. Wheildon:

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

We have noted that you will be providing technical input on behalf of the Township of Puslinch during this project.

The Township's interest in access to, and impact on, the Township road network has been noted. Access to and from the Hanlon Expressway, and changes to traffic patterns on the existing arterial network will be considered during the development and evaluation of alternatives for improvements to the Hanlon Expressway between Maltby Road and the Speed River. We have also noted your interests regarding the protection of natural and environmental features in the study area.

Your attendance at the first Municipal Meeting was appreciated. You will continue to be involved as part of the municipal team throughout this assignment. Our next scheduled meeting is on Wednesday, April 25, 2007 at 10:00 AM at the City of Guelph.

**Stantec**

April 10, 2007  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification**

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Law – Township of Puslinch  
B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.



Gamsby and Mannerow  
ENGINEERS



December 12, 2007  
Our File: 107-006-5

Township of Puslinch  
RR 3, 7404 Wellington Road 34  
Guelph, ON N1H 6H9

Attention: Mrs. Brenda Law, AMCT  
Clerk Treasurer

Re: Highway 6 (Hanlon Expressway)  
Improvements

Dear Mrs. Law:

On behalf of the Township we attended the P.I.C. #2 for the above captioned project on December 5, 2007. The purpose of the P.I.C. was to present and discuss the preferred plan and to obtain comment from the public.

The preferred plan includes the construction of full or partial interchanges at Laird Road, Kortright Road and Stone Road with a grade separation at College Avenue. The preferred plan also includes the closure of access to the Hanlon Expressway at Maltby Road and the Clair and Phelan Road intersection.

We understand, from discussions with the project team members, that closures of the Maltby Road intersection and the Clair/Phelan intersection will not be initiated until alternative access to the Hanlon Expressway is available. Alternative access is to be made available at the proposed mid-block interchange between County Road #34 and Maltby Road and by the Laird Road interchange, respectively.

The Laird Road interchange is part of this Environmental Assessment (EA) Study while the mid-block interchange and fly-over at County Road #34 is part of the Highway 6 Freerton to Guelph EA currently before the Ministry of the Environment (MOE).

We offer the following comments for council's consideration.

1. The planned closure of Maltby Road access to the Hanlon Expressway should not occur until the mid-block interchange, the fly-over at County Road #34, the interconnection of the interchange and the existing local road network, and the improvements required to Concession Road #7 have been constructed.
2. With the proposed development of the industrial lands, extension of Southgate Drive to Maltby Road and improvement to Maltby Road, there may need to be interim operational improvements provided at the Maltby Road/Hanlon intersection to accommodate traffic volume increases and minimize potential impact on the adjoining Township Road network. We understand some interim improvements are planned at the intersection to accommodate the development of the industrial lands.

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3. Currently plans show that when the Maltby Road access to the Hanlon is closed, access to the mid-block interchange and the Hanlon, from the industrial lands (City of Guelph) will be via the section of Concession Road #7 between Maltby Road and the point where the mid-block interchange access intersects with Concession Road #7.

This section of Concession Road #7 is currently a local gravel road that is not designed to accommodate the potential traffic volumes originating from both the Southgate Drive extension and the upgrading Maltby Road to an arterial road. Therefore, we recommend that prior to the closure of Maltby Road to the Hanlon, that the planning, design and construction of an improved Concession Road #7 (or alternate route) be completed to accommodate the proposed traffic from Maltby Road and the adjacent industrial lands to the proposed mid-block interchange.

4. The timing and sequence of implementing the proposed Highway #6 improvements in this EA should consider and address any potential interim traffic impacts on the adjacent road networks (City and Township) due to interim traffic volume increases associated with temporary access closure during interchange construction activities.
5. The proposed access closures at Maltby and Phelan Road may result in increased response times and alteration of snow plowing routes by the fire and roads department, respectively. The Township may wish to obtain comments from the fire and road departments on the potential impact of these closures.
6. The design of the termination of Maltby Road west of the Hanlon should provide an adequate turning circle for Township maintenance equipment. We recommend the Ministry of Transportation review the proposed turning circle design with the Township during the design stage.

We trust the foregoing comments, will assist the Township in their review of the matter.

During our discussions with the project team, at the P.I.C., they requested that we forward our comments to the project consultant. We have therefore taken the liberty of forwarding a copy of this letter to the project team and trust this meets with your approval. If the Township has additional comments that are not covered in this letter we would encourage you to forward them to the project team members noted below.

Yours truly,

GAMSBY AND MANNEROW LIMITED

Per:

R.C. Wheildon, P.Eng.

RCW/sn

cc. Gregg Cooke, P.Eng. Stantec Consulting, 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tim Belliveau, E.I.T. Stantec Consulting, 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Brian A. Goudeseune, CET, Ministry of Transportation, 659 Exeter Road, London, ON N6E 1L3

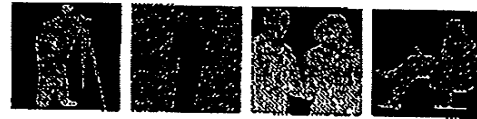
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Gamsby and Mannerow  
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Gamsby and Mannorow  
ENGINEERS



June 25, 2008 RECEIVED  
Our File: ~~Township~~ of Puslinch

JUN 30 2008

Township of Puslinch  
RR 3, 7404 Wellington Road 34  
Guelph, ON N1H 6H9

Attention: Mrs. Brenda Law, AMCT  
Clerk Treasurer

Re: Highway 6 (Hanlon Expressway)  
Improvements  
Class EA Study

Dear Brenda:

On June 18, 2008, I attended the Public Information Centre for the Highway 6 (Hanlon Expressway) Class EA.

The purpose of the Public Information Centre was to show alternative intersection concepts for the north study (Kortright Road, Stone Road and College Avenue, that were developed as part of the workshop conducted between the City, public, agencies and project staff.

The preferred plan which has not changed includes the future closure of Maltby Road at the Hanlon Expressway.

We believe our previous comments of December 12, 2007 remain valid.

Future upgrading of Concession Road #7, to provide a connecting link between Maltby Road (City of Guelph), County Road 34 and the planned mid-block interchange, will need to be addressed as part of the preliminary design stage for the mid-block interchange. The jurisdictional status and function of Concession Road #7 may also need to be reconsidered as part of the mid-block design process.

We trust this brief report will update Council on the progress of the study. Please call if you have any questions.

Yours truly,

GAMSBY AND MANNEROW LIMITED  
Per:

R.C. Wheildon, P.Eng.

RCW/sn

Z:\107-2007\107005\107006-5\Documents\Correspondence\107006-5 Letter\_Township of Puslinch\_2008-06-25.doc

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001  
cc Maya Caron  
416.596.6081

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph  
GWP 3002-05-00

EXTERNAL AGENCY COMMENT SHEET

Please provide your comments on the project. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:  
CREATING + MAINTAINING A SMOOTH TRAFFIC FLOW  
SEE PAGE 2

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:  
N/A

The level of involvement you wish to have on this project is:  
NOTIFICATION OF PUBLIC MEETINGS + EXECUTIVE SUMMARIES OF REPORTS

Other concerns or comments you have are:  
TIMING - THESE INTERCHANGES SHOULD HAVE BEEN RESOLVED 20 YEARS AGO

The contact name and mailing address for your organization/agency (please check one):  
 is correct; or  
 should be changed to

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MGIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel. (905) 381-3218, Fax (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by:

Name of Contact: IAN SMITH, PRESID  
Organization: GUELPH CHAMBER OF COMMERCE  
Address (including Postal Code): 15-40'S SILVERCREEK PKWY, N, GUELPH  
Telephone Number: 519-822-8081 N1H 7K5

We have heard talk of no full interchanges at College + Kortright and without any traffic data to back us up, we are concerned for the following reasons:

Kortright - YMCA on NW corner has 10,000 active members & apparently has 4,000 vehicles using the facility daily. If there is no easy way on + off #6 these vehicles will be using residential streets for access and egress.

Stone Road - is a designated truck route, has Stone Road Mall, 30 hotels & a lot of commercial activity plus a main entrance to U of G

College Ave - has 3 schools & a lot of university traffic using that intersection.

To summarize in our humble opinion interchanges +/or service road access will be necessary at all 3 intersections in order to keep a significant amount of traffic off residential streets.

*J. Smith*  
President + CAO

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



Stantec

April 10, 2007  
File: 1650 00631

Guelph Chamber of Commerce  
15-485 Silvercreek Parkway N  
Guelph ON N1H 7K5

Attention: Mr. Ian Smith, President

Dear Mr. Smith:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

Your interest in improving traffic flow though the study area has been noted and is appreciated. A Traffic Study is being carried out as part of this project. The results from the Traffic Study will be compared with traffic studies from the City of Guelph, County of Wellington and Township of Puslinch and the results will be considered during the development and evaluation of alternatives. The evaluation criteria that will be used to select a Preferred Plan will have high consideration for traffic operations and safety.

The information that you provided regarding the facilities (i.e. YMCA, schools and Guelph University), businesses (including the Stone Road Mall and hotels) in the study area has been noted and is appreciated. Existing land use features are being inventoried for consideration during the development of project alternatives.

We have also noted that you prefer that interchanges and/or service roads be provided at all intersections in the study area. The plan will identify a four-lane divided highway (i.e., two lanes in each direction) that is fully access-controlled. That means that access is only permitted at interchanges. There will be no at-grade intersections on the new highway.



**Stantec**

April 10, 2007  
Page 2 of 2

**Reference:** Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

The project team is currently developing access alternatives from Maltby Road, Clair Road, Kortright Road, Stone Road, and College Avenue to Highway 6. Access alternatives may include the provision of side road connections, grade separations (i.e., flyovers), road closures, or interchanges. The alternatives will be presented at the first Public Information Centre, currently scheduled for May 2007.

You will be contacted again through direct correspondence in advance of the first Public Information Centre. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

**Cooke, Gregg**

**From:** Cooke, Gregg  
**Sent:** Tuesday, September 18, 2007 8:50 AM  
**To:** 'Ian Smith'  
**Cc:** Rajan Philips ; Brian.Goudeseune@ontario.ca; John.Small@ontario.ca  
**Subject:** RE: Hanlon Expressway Improvements

Mr. Smith,

We have received your email dated August 28, 2007. Please note that the attachment contains only one response from

Are there other electronic responses that should have been attached?


Are there any hard copy responses that you could send by fax or mail?

Please advise.

Regards,

**Gregg Cooke, P.Eng.**  
Senior Associate, Transportation  
Stantec  
Ph: (905) 381-3227  
Fx: (905) 385-3534  
Cell: (289) 439-9630  
gregg.cooke@stantec.com  
**stantec.com**

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**From:** Ian Smith [mailto:ian@guelphchamber.com]  
**Sent:** Tuesday, August 28, 2007 4:43 PM  
**To:** Rajan Philips ; Brian.Goudeseune@ontario.ca; John.Small@ontario.ca; Cooke, Gregg  
**Subject:** Hanlon Expressway Improvements

Gentlemen,

Further to our meeting at the YM/YWCA of Guelph on July 26<sup>th</sup>, I am attaching the electronic responses received to date from the Chamber's Transportation Alert which is reproduced below. I have not altered or excluded any of the responses, other than those saying "thanks for letting us know". My take on the responses is that they are over-whelmingly negative & that you collectively can expect some pushback at the next Public Meeting on the Hanlon upgrades to be held in the fall. If you have any questions, please give me a call.

Regards,  
**Ian R. Smith, CA**  
President & CAO

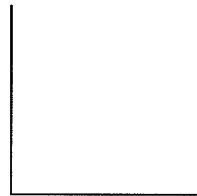
**Guelph Chamber of Commerce**  
Email: [ian@guelphchamber.com](mailto:ian@guelphchamber.com)

9/21/2007

Phone: (519) 822-8081 Ext. 224  
Fax: (519) 822-8451  
[www.guelphchamber.com](http://www.guelphchamber.com)



**From:** Ian R. Smith [mailto:randy@guelphchamber.com]  
**Sent:** Friday, August 03, 2007 8:59 AM  
**To:** Ian Smith  
**Subject:** Guelph Chamber of Commerce



August 3, 2007

Dear Ian,

There are major changes planned for the Hanlon Expressway. Do you know what they are?

**Transportation Alert**

Over the past few months, the Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) for the upgrading of the Hanlon Expressway from just south of Maltby Road to the Speed River/ Wellington Road interchange. It is becoming apparent to the Chamber that a significant number of our members that will be impacted by the results of this EA are not aware of what is being proposed and, if not in agreement, members need to get involved in the discussions with MTO.

Highlights are as follows:

- Maltby Road will be closed in both directions at the Hanlon after a new interchange is completed between Maltby & Wellington Road #34
- Clair Road will be closed in both directions after the new interchange at Laird is completed.
- There will be no interchange at Kortright/Downey.
- There will be a full interchange at Stone Road which may impact businesses on the four corners.
- There will be no interchange at College Avenue.

We need input from members who have a business or live in the area south of Kortright as to the implications to them of the closing of Kortright, Clair and Maltby. We also need input from member organizations and individuals who currently exit the Hanlon at Kortright and College in terms of the implications to them of not being able to do so and the effects they may have on other local arterials and residential streets.

For more information, check out the detailed maps under PIC #1 on the MTO website [www.hanlonimprovements.ca](http://www.hanlonimprovements.ca) or contact Ian Smith at the Chamber at 519-822-8081 or [ian@guelphchamber.com](mailto:ian@guelphchamber.com).

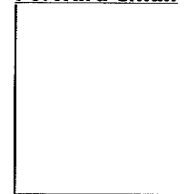
Thank you for being a Guelph Chamber of Commerce member.

Sincerely,

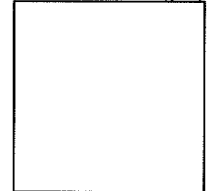
Ian Smith

Guelph Chamber of Commerce

**Forward email**



Email Marketing by



This email was sent to [ian@guelphchamber.com](mailto:ian@guelphchamber.com), by [randy@guelphchamber.com](mailto:randy@guelphchamber.com)  
[Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).  
Guelph Chamber of Commerce | 15-485 Silvercreek Parkway North | Guelph | N1H 7K5 | Canada

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph  
GWP 3002-05-00

**EXTERNAL AGENCY COMMENT SHEET**

Please provide your comments on the project. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

ORDERLY EXPEDIENT MOVEMENT OF TRAFFIC THROUGH THE CITY OF GUELPH, AND WELLINGTON COUNTY.  
REDUCTION OF MOTOR VEHICLE COLLISIONS CAUSED BY CURRENT DESIGN OF THE HANLON

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

NOT APPLICABLE, MVC INFORMATION IS CURRENTLY PROVIDED VIA MTO KEYPOINT SYSTEM.

The level of involvement you wish to have on this project is: INFORMATION SHARING.

AS NEEDED

Other concerns or comments you have are:

IMPLEMENTATION OF THE SUGGESTED UPGRADE IS LONG OVERDUE AND IS URGENTLY NEEDED

The contact name and mailing address for your organization/agency (please check one):

is correct; or  
 should be changed to ONTARIO PROVINCIAL POLICE  
5145 WELLINGTON ROAD 27 ROCKWOOD ONT N0B 2K0

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel. (905) 381-3218, Fax (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by: TRAFFIC SERGEANT RICK WEILER.

Name of Contact: AS ABOVE

Organization: ONTARIO PROVINCIAL POLICE

Address (including Postal Code): 5145 WELLINGTON ROAD 27 ROCKWOOD ONT N0B 2K0

Telephone Number: 519-856-1506

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Ontario Provincial Police  
5145 Wellington Road 27  
Rockwood ON N0B 2K0

Attention: Sgt. Rick Weiler, Traffic

Dear Sgt. Weiler:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

Your interest in expedient traffic operations in the City of Guelph and the County of Wellington, and reducing vehicle collisions on the Hanlon Expressway has been noted. This project includes developing a Preferred Plan for upgrading the Hanlon Expressway to a fully controlled-access freeway by eliminating the existing at-grade intersections and replacing them with interchanges, grade-separations, and road closures. The evaluation criteria that will be used to select a Preferred Plan will have high consideration for traffic operations and safety.

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

*M Caron*

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

## COMMENT SHEET

Your comments will help us to understand what is important to people in the study area.

Please provide your comments on the following questions.  
(Use the back of this sheet if you need more space.)

1. Tell us which evaluation criteria are important to you. Do you have other comments about the evaluation criteria or the evaluation process?

*NO CONCERNS WITH CRITERIA.*

2. Which preliminary alternatives do you prefer and why?

*IMPROVEMENTS TO THE HANLON AT NAIRO.  
STONE + SPEEDWAY ARE MOST IMPORTANT  
IMPROVING CAPACITY ON TURN LANES IS ALSO OF  
SHORT TERM IMPORTANCE*

3. Do you have any other comments or questions?

*I HOPE THE CONSULTING PHASE IS COMPLETED IN A TIMELY  
MANNER AND ACTUAL WORK BEGINS SOON. THESE IMPROVEMENTS  
ARE LONG OVERDUE*

Please leave your completed Comment Sheet in the drop box provided, or submit  
(before June 7, 2007) to:

Maya Caron, Environmental Planner  
Stantec Consulting Ltd.  
1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel: (905) 381-3218, Fax: (905) 385-3534  
Email: maya.caron@stantec.com

Response Required  
 Response Not Required

Name and Address (optional) - PLEASE PRINT

Name: *RIK WELER O.P.P. WELLINGTON COUNTY*  
Address: *5145 27 COUNTY ROAD, HOLLYWOOD ONT*  
(include Postal Code) *N0S 2K0*

Telephone Number: *519-856-1506*

Confidentiality of personal information is assured.

[www.hanlonimprovements.ca](http://www.hanlonimprovements.ca)

## Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph GWP 3002-05-00

### EXTERNAL AGENCY COMMENT SHEET

Please provide your comments on the project. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

*Traffic flow while in design + construction*

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

The level of involvement you wish to have on this project is:

*Be advised of construction  
dates + re-routes of traffic flow well in advance*

Other concerns or comments you have are:

The contact name and mailing address for your organization/agency (please check one):

is correct; or  
 should be changed to

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel. (905) 381-3218, Fax (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by: *ALAN ARNEILL*

Name of Contact:

Organization:

Address (including Postal Code):

Telephone Number:

**ROYAL CITY AMBULANCE SERVICE LTD.**

#134-355 ELMIRA ROAD NORTH

GUELPH, ONTARIO N1K 1S5

*519-824-1510*

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Royal City Ambulance Service Ltd.  
#134-355 Elmira Road N  
Guelph ON N1K 1S5

Attention: Mr. Alan Arneill

Dear Mr. Arneill:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study and we appreciate your input.

Your comments regarding traffic flow during design and construction have been noted. Details of traffic management during construction will be identified during the detail design stage. You will be consulted during the detail design stage to confirm access and traffic staging during construction.

You will be contacted again through direct correspondence in advance of the first Public Information Centre, currently scheduled for the spring of 2007. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

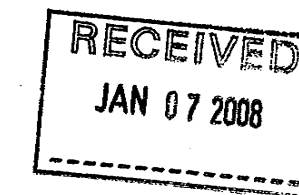


Wellington Catholic  
District School Board  
*We Have Faith in Education*

Office of the Director

75 Woolwich Street  
P.O. Box 1298  
Guelph ON N1H 6N6

Tel. 519/821-4600  
Fax 519/824-3088



Mr. Gregg Cooke, P. Eng.  
Consultant Project Manager  
Stantec Consulting Ltd.  
14000 Rymal Road East  
Hamilton, Ontario L8W 3N9

Dear Mr. Cooke:

**RE: Proposed Enhancements to Hanlon Expressway**

The Wellington Catholic District School Board is a publicly funded school system serving about 9000 students in the City of Guelph & the County of Wellington. Our primary concern is the safety and welfare of our students and over 850 faculty & staff. We are therefore appreciative of commenting on the proposed enhancements to the Hanlon Expressway.

First, as both a Director of Education a former Chair of the Guelph Planning Advisory Committee and a member of the Guelph Economic Advisory Committee, it is clear that this particular route needs some dramatic improvement to meet the current and future demands of vehicular traffic in this area of the City of Guelph. These improvements will undoubtedly contribute to the economic development of the city. In some ways they also will improve the bus transportation system for our students.

There are some specific areas of concern for our school district at this time. They are summarized for consideration.

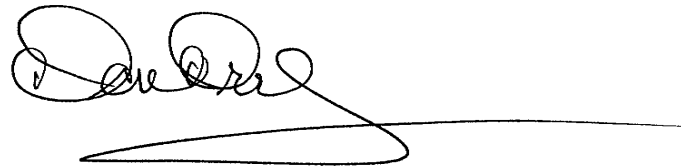
- We have some concern over the potential growth of noise and air pollution that will accrue due to higher traffic volumes and proximity of the connection to the Hanlon at Stone Road. One of our schools, Mary Phelan Catholic School, will be impacted by this. Any efforts to abate this encroachment of air/noise pollution would be a very strong recommendation by our School District. In that same regard we believe that a buffer zone to (significant berms or tree planting) would be a consideration. Finally, will the elevation of the road be visible from the campus of the school?

... 2.

*Guelph Quality Award Winner*

- A portion of the land adjacent to the school and used by the school as play area, is owned by and local resident. It has, by mutual consent, been used by the school since 1974. At this time, it is our understanding that this property will be expropriated for the upgrade. This School District requests that we be able to continue to use this land for its current use or to purchase a portion of the land that we currently use for the school site.
- A number of students at the school reside in the Woodland Glen area. They walk to school on Stone Road from this neighbourhood. It is essential that appropriate pedestrian crosswalks be installed to allow for safe passage for these students from Woodland Glen to cross Stone Road. We expect that this installation will be concurrent with the upgrade completion. Furthermore, if Stone Road to the west of the Hanlon is being widened to a four lane arterial road the resulting safety hazard zone for young children will compel our District to provide busing to the school from areas within our walking policy. Safety in this case will be the paramount issue.

Thank you for the opportunity to comment.



Don Drone  
Director of Education & CEO  
dk  
January 3, 2008

- c Dan Duszczyszyn, Superintendent of Corporate Affairs  
Fr. Dennis Noon, Board Chair



**Stantec**

**Stantec Consulting Ltd.**  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

June 2, 2008  
File: 1650 00631

Wellington Catholic District School Board  
75 Woolwich Street  
P.O. Box 1298  
Guelph ON N1H 6N6

**Attention: Mr. Don Drone, Director of Education and CEO**

Dear Mr. Drone:

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 2**

Thank you for your recent comments regarding the above noted project. Stakeholder participation continues to be an important component of the study.

Your comments regarding the need for the improvements, noise and air quality impacts, safety, pedestrian access and additional traffic on local roads have been noted. The project team has also noted the information that you provided regarding Mary Phelan School and the use of the adjacent land parcel.

Many of the comments received following Public Information Centre (PIC) 2 requested information about similar issues, including local access, noise, municipal roads, and pedestrian/cyclist access. Responses to these comments have been consolidated and are attached as 'PIC 2 – Frequently Asked Questions'.

Since holding PIC 2, a Community Workshop has been held to identify and evaluate possible enhancements and/or alternative solutions for improvements to the Hanlon Expressway between Kortright Road and College Avenue (i.e. the North Study Area). Results of the workshop, including new design alternatives, will be made available for public review at a PIC on June 18, 2008. Additional information regarding the time and date of the PIC is attached.

Once again, thank you for your comments regarding this project. Please plan to attend the upcoming PIC to review the new project alternatives.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 598-7162  
Fax: (416) 596-6680  
Maya.Caron@stantec.com

- c. D. Duszczyszyn, Fr. Dennis Noon – Wellington Catholic District School Board  
R. Bakalarczyk, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

Commencement of Planning, Preliminary Design, and Environmental Assessment, for Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph  
GWP 3002-05-00

**EXTERNAL AGENCY COMMENT SHEET**

Please provide your comments on the project. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Your interests or concerns regarding the study area or undertaking are:

Environmental - remnant wood lots at Maltby road and west side of Hanlon north of Clair. Impact on Hanlon creek. Run off throughout

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information:

species identification, <sup>minimizing</sup> ~~mitigating~~ disturbance of breeding birds.

The level of involvement you wish to have on this project is:

ATTEND PICS. MAKE COMMENTS AND/OR SUGGESTIONS ON ALTERNATIVES

Other concerns or comments you have are:

MAP SO FAR PROVIDED VERY DIFFICULT TO MAKE JUDGEMENTS FROM.

The contact name and mailing address for your organization/agency (please check one):

- is correct; or  
 should be changed to

CRAIG POTTER will be contact member for this project.

Comments may be sent in by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Environmental Planner  
Stantec Consulting Ltd., 1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel. (905) 381-3218, Fax (905) 385-3534  
Email: maya.caron@stantec.com

Please submit your comments before March 16, 2007

Comments submitted by: CRAIG POTTER

Name of Contact:

Organization: GUELPH FIELD NATURALISTS

Address (including Postal Code): P.O. Box 1401, GUELPH N1H 6N8

Telephone Number: CRAIG'S home # 519-836-7906

Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234 Fax: (905) 385-3534  
stantec.com



**Stantec**

April 10, 2007  
File: 1650 00631

Guelph Field Naturalists  
PO Box 1401  
Guelph ON N1H 6N8

Attention: Mr. Craig Potter

Dear Mr. Potter:

Reference: Highway 6 (Hanlon Expressway) Improvements from South of Maltby Road to the Speed River, Guelph (GWP 3002-05-00)  
Response to Comments from Initial Notification

Thank you for your comments regarding the above noted project. Stakeholders are an important component of the study.

The project team has noted that there are natural heritage features within the study area, including woodlots at Maltby Road, and west of the Hanlon Expressway, north of Clair Road.

In response to your interest in environmental features in the study area, field investigations will be carried out to confirm fisheries, aquatic, and terrestrial resources this spring. Stantec's fisheries and terrestrial biologists will contact you at that time to request any information that you are able to provide. Existing environmental conditions will be presented at the first Public Information Centre, currently scheduled for May 2007.

You will be contacted again through direct correspondence in advance of the first Public Information Centre. In the meantime, if you have any questions or concerns about the project, please contact the undersigned.

Sincerely,

**STANTEC CONSULTING LTD.**

Maya Caron, B.Sc., MCIP, RPP  
Environmental Planner  
Tel: (905) 381-3218  
Fax: (905) 385-3534  
maya.caron@stantec.com

c. B. Goudeseune, J. Small - MTO Southwestern Region  
G. Cooke, D. McCann - Stantec Consulting Ltd.

June 7, 2007

To: Stantec Consulting  
1400 Rymal Road East  
Hamilton ON L8W 3N9

From: Kortright Hills Community Association Inc.

RE: Hanlon (Highway 6) Improvements – Maltby to the Speed River

Thank you for the opportunity to comment on the proposed Hanlon Interchange improvement options.

We have the following comments and concerns:

#### 1. Public Process:

We would like to request that Stantec and the MTO hold a more formal public meeting and presentation of the options with a question and answer period before the preliminary design alternatives are evaluated and selected options are brought back in the fall of 2007. It is well known that PIC's are not the most effective forms of public consultation, especially on complex projects which have the potential to negatively impact the residents of entire neighbourhoods and streets.

We have received comments that the files on the web page that contained the picture boards from the 1<sup>st</sup> PIC were difficult to find on the page and difficult to download due to their large size without high speed internet access. Also, since no reference was made on your web page as to where to locate the hard copies of the materials shown at the PIC, we can only assume that the hard copies of the materials were not in our local libraries. Therefore, anyone without internet access or computer skills may have had difficulty accessing information.

#### 2. The EA process

We question whether a "Class B" EA process has the proper scope and depth to adequately review and address all the potential negative impacts of the different proposed interchange options.

#### 3. Evaluation Criteria:

We note that important evaluation criteria on not on the list for evaluation:

- Health and safety of existing residents are not on this list. Why not?
- Criteria selection appears to indicate that the number one criteria is movement of traffic on the Hanlon from The Speed River to Maltby. There must be some

weight given as to how each option will impact the walkability, transit connections and needs of cyclists of areas east and west of the Hanlon.

- One evaluation criteria should identify how each option will isolate or connect the neighbourhoods on the west side of the Hanlon to the rest of the City of Guelph.
- Need to identify the impact(s) of changes in traffic volumes of different options through established residential areas.
- Identify if options will require the need for traffic calming if traffic volumes increase on adjacent municipal roads
- No indication of how evaluation criteria will be ranked. This is very important in any EA process. How will criteria be ranked and by whom? How will the order of importance and impacts be weighted for each criteria? For example, will accommodation of future traffic demands rank higher than protecting the natural environment, health and safety of existing residents, noise and air quality?
- No criteria that includes need for transit or car pool parking areas.
- No criteria for pedestrian and cyclists safety at interchanges.
- How much aggregate will be required for each option (how much more farmland will be mined for gravel for new roads?).
- Noise and air quality impacts on adjacent residential areas of each option should be studied and used to rank each of the options before final selection.
- How will each interchange option impact truck traffic on adjacent residential streets? The data on your web page did not indicate current volumes of trucks at each existing interchange. Will the city's permissive truck policy have to change as result of different interchange options?
- How will each interchange option impact EMS services?

#### 4. Interchange Options

KHCA has received many phone calls and emails from residents who are opposed to the College Ave Extension. They believe that the College Avenue Extension will bring more traffic and speeders into our neighbourhood. They believe that it is problematic to increase traffic volume on Ptarmigan.

Also, the majority of residents seem to want access to the Hanlon from Downey/Kortright Road.

Despite KHCA requests and delegations to Guelph City Council, there has never been a comprehensive traffic management plan developed for Kortright Hills. Therefore, it is difficult to predict how each different interchange option will impact traffic and our quality of life.

For our neighbourhood specifically, we would like to know how each interchange option will impact traffic volumes in Kortright Hills.



We cannot support any option that would allow heavy truck traffic on Niska, Downey or Ptarmigan - the main collector and arterial roads in Kortright Hills. There is a truck ban on Downey.

It is our understanding the city intends to rebuild Niska Rd all the way to Highway 24 and to replace the current wooden Bailey bridge crossing the Speed River. It is uncertain at this time how much traffic will increase on Niska if this widening and bridge replacement occurs. Your traffic study for each option should address the potential changes related to any upgrade on Niska and its connection to Highway 24 and the Hanlon Expressway.

It is our belief that past planning and road construction has been piecemeal and that the improvements to the Hanlon cannot be looked at in isolation.

On Monday, May 22, 2007 Guelph City Council once again voted to remove the College Ave. Extension as a road option. This reaffirmed the Council decision to remove the College Ave. Extension from the Transportation Plan Update of 2005. In 1997, when City Council also voted to remove the College Avenue extension from the city's Official Plan, the Ministry of Municipal Affairs and the Ministry of Transportation refused to allow Guelph to remove the College Ave. Extension from the Official Plan until such time as a decision is made about the interchange at Downey and the Hanlon. As far as we are aware the College Avenue Extension still remains in the Official Plan. The MTO is now at that decision point. It is our understanding from speaking to the MTO representative at the PIC that of the 3 options for the Downey/Hanlon Interchange only Option B would support the removal of the College Avenue Extension as a future road option. Option B allows for southbound access onto the Hanlon at Kortright and Downey. Municipal Road "D" would be a new service road that would connect Kortright to Stone Rd. along the hydro line road on the east side of the Hanlon. Option B (Parclo 2) and the new road "D" would allow residents of Kortright Hills access onto the Hanlon without the need for the College Avenue Extension.

We cannot support any interchange option that requires the construction of the College Ave Extension for the following reasons:

- It has the potential to bring more traffic and speeders into Kortright Hills.
- More traffic means more noise, and more exhaust pollutants and these will negatively impact our quality of life, health and safety.
- Our school is on Ptarmigan and we cannot support any road option that will potentially increase traffic in front of the school.
- The College Ave Extension is designed to connect to the new Stone Rd. extension which crosses the Speed River to connect to Elmira Road to form part of an "inner ring road system" that connects to Highway 7. This will create a new north south roadway network that will bring more traffic into ours and other residential neighbourhoods.

- The estimated 1994 cost of the College Ave and Stone Rd. extensions was \$7.5 million. These figures are 13 years-old and would probably be over \$20 million or more in today's dollars.
- The College Ave Extension cuts through an ecologically sensitive and provincially significant wetland and wooded area and involves a new crossing of the Hanlon Creek right beside the Kortright Waterfowl Park. The new road would cross public land owned by the Grand River Conservation Authority. The ecological damage to the wetland and wooded areas would be immense and irreparable. Anyone who walks the trails in this area can tell you how beautiful and special this area is to both people and wildlife. The wetland forms a vital link to the larger Speed River Wetland which is a major deer wintering area.
- Cutting of the mature trees will reduce our air quality.
- It makes no sense to build an expensive road through an area where no one lives!
- Since this is a municipal road and not part of the Hanlon upgrades, the cost to build and maintain the road will be borne by the City of Guelph and us as taxpayers not the MTO.
- Roads require large amounts of gravel. How much fill will the College Avenue extension require?
- Road salt and other contaminants from vehicles will pollute the Hanlon Creek and damage the remaining trees and wetland.
- Large potential for road kill of deer and injury and death of humans from vehicular collisions with deer, as there is a major deer corridor through this area.
- Existing poor sight lines and road grades at Niska and Ptarmigan intersection are already causing traffic accidents.
- Any increase in traffic on Niska will only create more problems and delay at the Niska/Downey intersection. In 2005 the Niska/Downey intersection ranked 4<sup>th</sup> in priority out of 30 unsignalized intersections being monitored by the city on the basis of vehicle volume and collision hazard. Downey and Woodland Glen was #7 on the priority list, and Laird and Downey was #21 (this despite a number of fatal vehicular collisions in the last 5 years at this particular intersection).

Any and all of the interchanges options as presented will negatively impact residents and businesses in adjacent neighborhoods and streets not just Kortright Hills.

Option "B" Parclo 2 along with the service road option Road "D" appears to allow access onto to the Hanlon from Downey/Kortright. Residents supported this option if it removes the need for the College Ave extension and allows northbound access to the Hanlon via the service road to Stone Rd. and southbound access at Downey and the Hanlon. Option "C" Parclo 3 could also have the same service road "D" allowing access onto the Hanlon at Kortright /Downey .

We believe no access at Kortright/Downey and the Hanlon is an unacceptable option. It seems obvious that this option, if selected, has the potential to increase traffic volumes and negatively impact residents along other streets such as Edinburgh and Scottsdale (and to a great extent Downey Rd on the west side of the Hanlon).

We reserve the right to submit additional comments if new information becomes available.

Please keep us informed of any updates to the EA process and meetings via email at



Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
Tel: (905) 385-3234  
Fax: (905) 385-3534

**Stantec**

June 29, 2007  
File: 1650 00631

Kortright Hills Community Association

**Attention: Ms. Laura Murr, President**

Dear Ms. Murr:

**Reference: Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River (GWP 3002-05-00) Response to Comments from Public Information Centre (PIC) 1**

Thank you for your recent comments regarding the above noted project. Public participation is an important component of the study.

The following are responses to the points outlined in your June 7, 2007 letter (in order):

1. Public Process

As noted in our June 11, 2007 email, your request for a community presentation has been noted. As mentioned in the email, if there are residents who were not able to attend the PIC and who are having difficulty viewing the plans on the website, requests for hard copies should be sent to the project team. Members of the project team are available to answer questions by mail, fax, e-mail, or telephone and contact information is available on the project website. We acknowledge that a meeting is currently being arranged with representatives from the Kortright Hills Community Association Executive, the City of Guelph, MTO and Stantec.

2. The Environmental Assessment Process

The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications.

3. Evaluation Criteria

Your interest in including health and safety, pedestrian/cyclist access, adjacent land use, emergency vehicle access, aggregate requirements as evaluation criteria have been noted. In response to your interest, the evaluation criteria that will be used to select a Preferred Plan will include consideration for impacts to the social, natural, and cultural environments. The goal of the

**Stantec**

June 29, 2007  
Page 2 of 3

**Reference:** Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River  
(GWP 3002-05-00) Response to Comments from Public Information Centre (PIC) 1

evaluation process is to select an improvement plan for Highway 6 (Hanlon Expressway) that provides safe operations; accommodates local access to the surrounding area; is cost-effective; and minimizes the impacts to the natural, social, and cultural environments.

Factor-Specific Environmental Investigations are being carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater.

Evaluation criteria that address key issues related to the decision-making process of selecting a suitable Improvement Plan were identified and displayed at the recent Public Information Centre together with a description of what represents the best plan for each criterion. Comments received following Public Information Centre 1 are being considered in the development and weighting of final evaluation criteria.

A comparative analysis of the alternatives will be undertaken for each evaluation criterion. The alternatives will be given a score based on how well each alternative is judged to satisfy the evaluation criteria. The individual scores will be multiplied by the criterion weight (relative importance) to produce a weighted score for each evaluation criterion and each alternative. The sum of the weighted scores provides a total score for each alternative—Overall Composite Technical Score—which is used to rank the alternatives.

**4. Interchange Alternatives**

Your preference for direct access to the Hanlon Expressway at Kortright Road/Downey Road has also been noted.

The project team has considered the potential for an interchange at Kortright Road. Interchanges are not being recommended at all of the existing roads since the intersections are too closely spaced to accommodate interchanges without overlapping interchange ramps, therefore compromising highway safety. A full interchange is not being considered at Kortright Road for the following reasons:

- Kortright Road and Downey Road are residential collectors (as opposed to 'arterial') in the City of Guelph Road network
- There would be significant property requirements
- The entrance/exit ramps to the north would overlap with the ramps at a possible Stone Road interchange, without sufficient space for weaving areas between the interchanges

An interchange at Stone Road is preferred since it is a major east-west arterial road in the City of Guelph Road network and has the potential for an increased role in the urban and regional transportation system.

**Stantec**

June 29, 2007  
Page 2 of 3

**Reference:** Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River  
(GWP 3002-05-00) Response to Comments from Public Information Centre (PIC) 1

Your comments regarding potential municipal road network connections, including the potential College Avenue connection have been noted. Although potential municipal road network connections were displayed at the recent Public Information Centre, they are not part of the Environmental Assessment for this study. Instead, they were illustrated schematically to show how municipal roads may access the Hanlon Expressway in the future. The City would be required to undertake further study and initiate a Municipal Class Environmental Assessment Study for possible municipal road network connections. These studies have not yet been initiated.

MTO and Stantec have been working with representatives from the City of Guelph and will continue to keep the City involved as the study progresses. Please contact Rajan Philips, City of Guelph Transportation Planning Engineer for additional information about future municipal road network connections.

The next step in this process is to evaluate the alternatives that were displayed at the Public Information Centre (PIC) and to select a preferred alternative, which will be presented to the public at the next PIC.

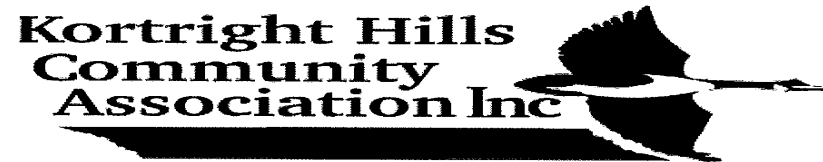
Once again, thank you for your comments on this project. Your name will be added to the project mailing list and you will be contacted again in advance of Public Information Centre 2, currently scheduled for the fall of 2007.

Sincerely,

**STANTEC CONSULTING LTD.**

  
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c. R. Philips – City of Guelph  
B. Goudeseune, J. Small - Ministry of Transportation  
G. Cooke - Stantec Consulting Ltd.



January 31, 2008

**RE: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00**

Below is the 1<sup>st</sup> set of comments sent June 7, 2007 to Stantec and the MTO by KHCA Inc. after PIC #1. We do not believe that our comments, questions and concerns have been addressed by the MTO, Stantec or City of Guelph Staff to date.

Here are the KHCA Inc. unresolved issues, comments and further questions that relate to our comments submitted after the 1<sup>st</sup> PIC. They are as follows:

**Legend:** Items outlined in yellow are unresolved

Items outlined in aqua are our comments on issues, questions, and items needing further information or clarification

**KHCA Inc. Original letter:**

June 7, 2007

To: Stantec Consulting  
1400 Rymal Road East  
Hamilton ON L8W 3N9

From: Kortright Hills Community Association Inc.

RE: Hanlon (Highway 6) Improvements – Maltby to the Speed River

Thank you for the opportunity to comment on the proposed Hanlon Interchange improvement options.

We have the following comments and concerns:

1. Public Process:

We would like to request that Stantec and the MTO hold a more formal public meeting and presentation of the options with a question and answer period before the preliminary design alternatives are evaluated and selected options are brought back in the fall of 2007. It is well known that PIC's are not the most effective forms of public consultation, especially on complex projects which have the potential to negatively impact the residents of entire neighbourhoods and streets.

We have concerns that PIC #2 was inadequate related to the number of people, size of the room, access to the boards during peak times and accessibility of the consultants to answer questions. Our suggestion of a more effective public meeting with a presentation followed by questions and time to review the posted information and speak to consultants was discounted by the MTO. As a result, we believe that PIC # 2 was inadequate to address public concerns and questions.

We have received comments that the files on the web page that contained the picture boards from the 1<sup>st</sup> PIC were difficult to find on the page and difficult to download due to their large size without high speed internet access. Also, since no reference was made on your web page as to where to locate the hard copies of the materials shown at the PIC, we can only assume that the hard copies of the materials were not in our local libraries. Therefore, anyone without internet access or computer skills may have had difficulty accessing information.

Our comment on this point is - Will hard copies of all of the EA project files from the web, PIC # 1 and #2 should be made available at the Guelph Library and its Branches for public access?

2. The EA process

We question whether a "Class B" EA process has the proper scope and depth to adequately review and address all the potential negative impacts of the different proposed interchange options.

We believe that the proposed Hanlon Improvements may have significant environmental impacts that have not been adequately addressed by this EA process to date, and we still believe that a "Class B" EA process is inappropriate.

3. Evaluation Criteria:

We note that important evaluation criteria are not on the list for evaluation:

- Health and safety of existing residents are not on this list as criteria - Why not?

- The impacts of noise and air quality were not ranked as criteria - Why not?
- Criteria selection appears to indicate that the number one criterion is movement of traffic on the Hanlon from The Speed River to Maltby. There must be weight given as to how each option will impact the walkability, transit connections and needs of cyclists of areas east and west of the Hanlon.
- One evaluation criterion should identify how each option will isolate or connect the neighbourhoods on the west side of the Hanlon to the rest of the City of Guelph. This major impact did not appear as weighted evaluation criteria at the 2<sup>nd</sup> PIC and no evaluation or report was brought forward by the MTO.
- Need to identify the impact(s) of changes in traffic volumes of different options through established residential areas. No data on this was seen at the 2<sup>nd</sup> PIC - please supply.
- Identify if options will require the need for traffic calming if traffic volumes increase on adjacent municipal roads. This information should be required and must be a joint MTO/City of Guelph undertaking related to the potential negative impacts on neighbourhoods.
- No indication of how evaluation criteria will be ranked. This is very important in any EA process. How will criteria be ranked and by whom? How will the order of importance and impacts be weighted for each criterion? For example, will accommodation of future traffic demands rank higher than protecting the natural environment, health and safety of existing residents, noise and air quality? There is no information posted on the web page as to how the evaluation criteria were selected or what process was used to rank them. We would like this information please, ASAP.
- No criteria that includes need for transit or car pool parking areas.
- No criteria for pedestrian and cyclists safety at interchanges.
- How much aggregate will be required for each option (how much more farmland will be mined for gravel for new roads?). No answer yet to this question. Surely the MTO is able to calculate the amounts of asphalt, cement, concrete and gravel that will be required for their preferred options? Or at least an estimate. (Presumably this is factored into the cost for these Improvements?) This is an issue of sustainability, since there is already 1200 + acres of licensed

aggregate pits about 1 km from the border of Kortright Hills. Hanlon Improvement options that reduce the need for aggregates and require the use of recycled materials would be preferred.

- Noise and air quality impacts on adjacent residential areas of each option should be studied and used to rank each of the options before final selection. This was not adequately addressed by the information at the 2<sup>nd</sup> PIC and in our opinion needs further clarification.
- How will each interchange option impact truck traffic on adjacent residential streets? The data on your web page did not indicate current volumes of trucks at each existing interchange. Will the city's permissive truck policy have to change as result of different interchange options? This is both a city and an MTO shared responsibility since the Hanlon improvements impact city roads.
- How will each interchange option impact EMS services?

#### 4. Interchange Options

KHCA has received many phone calls and emails from residents who are opposed to the College Ave Extension. They believe that the College Avenue Extension will bring more traffic and speeders into our neighbourhood. They believe that it is problematic to increase traffic volume on Ptarmigan.

Also, the majority of residents seem to want access to the Hanlon from Downey/Kortright Road. This could be accomplished by means other than what is being proposed.

Despite KHCA requests and delegations to Guelph City Council, there has never been a comprehensive traffic management plan developed for Kortright Hills. Therefore, it is difficult to predict how each different interchange option will impact traffic and the quality of life within Kortright Hills.

For our neighbourhood specifically, we would like to know how each interchange option will impact traffic volumes in Kortright Hills.

We cannot support any option that would allow heavy truck traffic on Niska, Downey or Ptarmigan - the main collector (and arterial) roads in Kortright Hills. There is a truck ban on Downey. No information has been shared, of which we are aware, concerning future truck versus automobile traffic data. Without this information how can we evaluate or send out for peer review

- It has the potential to bring more traffic and speeders into Kortright Hills.
- More traffic means more noise, and more exhaust pollutants and these will negatively impact our quality of life, health and safety.
- Our school is on Ptarmigan and we cannot support any road option that will potentially increase traffic in front of the school.
- The College Ave Extension is designed to connect to the new Stone Rd. extension which crosses the Speed River to connect to Elmira Road to form part of an "inner ring road system" that connects to Highway 7. This will create a new north-south roadway network that will bring more traffic into ours and other residential neighbourhoods.
- The estimated 1994 cost of the College Ave and Stone Rd. extensions was \$7.5 million. These figures are 13 years-old and would probably be over \$20 million or more in today's dollars.
- The College Ave Extension cuts through an ecologically sensitive and provincially significant wetland and wooded area and involves a new crossing of the Hanlon Creek right beside the Kortright Waterfowl Park. The new road would cross public land owned by the Grand River Conservation Authority. The ecological damage to the wetland and wooded areas would be immense and irreparable. Anyone who walks the trails in this area can tell you how beautiful and special this area is to both people and wildlife. The wetland forms a vital link to the larger Speed River Wetland which is a major deer wintering area.
- Cutting of the mature trees will reduce our air quality.
- It makes no sense to build an expensive road through an area where no one lives!
- Since this is a municipal road and not part of the Hanlon upgrades, the cost to build and maintain the road will be borne by the City of Guelph and us as taxpayers, not the MTO.
- Roads require large amounts of gravel. How much fill will the College Avenue extension require?
- Road salt and other contaminants from vehicles will pollute the Hanlon Creek and damage the remaining trees and wetland.
- Large potential for road kill of deer and injury and death of humans from vehicular collisions with deer, as there is a major deer corridor through this area.
- Existing poor sight lines and road grades at Niska and Ptarmigan intersection are already causing traffic accidents.

your reports, since references and data appear to be missing - please provide this information ASAP.

It is our understanding the city intends to rebuild Niska Rd all the way to Highway 24 and to replace the current wooden Bailey bridge crossing the Speed River. It is uncertain at this time how much traffic will increase on Niska if this widening and bridge replacement occurs. Your traffic study for each option should address the potential changes related to any upgrade on Niska and its connection to Highway 24 and the Hanlon Expressway. The Commencement of the EA on the Niska Rd. Bridge has just been announced. Both EA's should be linked and consider the impacts of each on the design of any future upgrade of the Hanlon/Downey improvement. It is our understanding that one of the goals of traffic management is to provide a comprehensive understanding of both regional and local traffic flows and how they relate and impact each other. We have already been experiencing the negative impacts of piecemeal planning in our neighbourhood.

It is our belief that past planning and road construction has been piecemeal and that the improvements to the Hanlon cannot be looked at in isolation. (See above comments)

On Monday, May 22, 2007 Guelph City Council once again voted to remove the College Ave. Extension as a road option. This reaffirmed the Council decision to remove the College Ave. Extension from the Transportation Plan Update of 2005. In 1997, when City Council also voted to remove the College Avenue extension from the city's Official Plan, the Ministry of Municipal Affairs and the Ministry of Transportation refused to allow Guelph to remove the College Ave. Extension from the Official Plan until such time as a decision is made about the interchange at Downey and the Hanlon. As far as we are aware the College Avenue Extension still remains in the Official Plan. The MTO is now at that decision point. It is our understanding from speaking to the MTO representative at the PIC that of the 3 options for the Downey/Hanlon Interchange only Option B would support the removal of the College Avenue Extension as a future road option. Option B allows for southbound access onto the Hanlon at Kortright and Downey. Municipal Road "D" would be a new service road that would connect Kortright to Stone Rd. along the hydro line road on the east side of the Hanlon. Option B (Parclo 2) and the new road "D" would allow residents of Kortright Hills access onto the Hanlon without the need for the College Avenue Extension. Not addressed by the Hanlon EA and further study needs to be conducted.

We cannot support any interchange option that requires the construction of the College Ave Extension for the following reasons:

- Any increase in traffic on Niska will only create more problems and delay at the Niska/Downey intersection. In 2005 the Niska/Downey intersection ranked 4<sup>th</sup> in priority out of 30 unsignalized intersections being monitored by the city on the basis of vehicle volume and collision hazard. Downey and Woodland Glen was #7 on the priority list, and Laird and Downey was #21 (this despite a number of fatal vehicular collisions in the last 5 years at this particular intersection).

Any MTO recommendation or selection of a Hanlon Improvement that supports or requires the College Ave. Extension is NOT supported by KHCA.

Any and all of the interchanges options as presented will negatively impact residents and businesses in adjacent neighborhoods and streets, not just Kortright Hills. All impacts have not been addressed; see our latest comments re: evaluation criteria selection and additions that need to be made.

Option "B" Parclo 2 along with the service road option Road "D" appears to allow access to the Hanlon from Downey/Kortright. Residents supported this option if it removes the need for the College Ave Extension and allows northbound access to the Hanlon via the service road to Stone Rd., and southbound access at Downey and the Hanlon. Option "C" Parclo 3 could also have the same service road "D" allowing access onto the Hanlon at Kortright /Downey. At the time that we considered these options we were not aware of the increased potential flood risks from lowering the roadway, the Downey Well wellhead protection issues, and the impacts to the wetland.

Concerns about flood risk, wellhead protection issues and wetland impacts need to be addressed and answered; however, we believe no access at Kortright/Downey and the Hanlon is an unacceptable option. It seems obvious that this option (no access), if selected, has the potential to increase traffic volumes and negatively impact residents along other streets such as Edinburgh and Scottsdale (and to a great extent Downey Rd on the west side of the Hanlon). Hence, the immediate need to develop and implement a satisfactory and enforceable Traffic Management Plan to address this issue.

Thank you for the opportunity to submit our concerns, comments and suggestions.

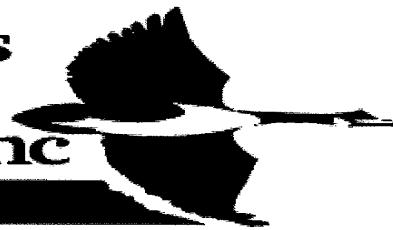
We reserve the right to submit additional comments if new information becomes available.

Please keep us informed of any updates to the EA process and meetings via email at

Yours sincerely,

Laura Murr  
President,  
Kortright Hills Community Association Inc.

# Kortright Hills Community Association Inc



January 31, 2008

**RE: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00**

**Kortright Hills Community Association Inc.'s Response to MTO, Stantec and the City of Guelph - Re:the preferred Options and 2<sup>nd</sup> PIC information**

Since PIC #1 for the Hanlon Expressway EA Project, KHCA Inc. has met with the City, the MTO and Stantec Consulting. Members of the Board of Directors of KHCA Inc. and residents of Kortright Hills attended the second PIC in December, 2007.

KHCA believes that many of our issues, questions and concerns remain unaddressed. We have attached a copy of our June 7, 2007 letter to the consulting team with our comments, items which have not been addressed and those needing additional clarification or information are indicated in that document.

KHCA Inc. supports the initiative to improve traffic flow on the Hanlon; it is long overdue.

We will be forwarding by Canada Post our January 14, 2008 powerpoint presentations and speeches to Guelph City Council and staff, the MTO and Stantec Consulting, as well as signed hard copies of this letter.

We cannot speak on behalf of all the residents of Kortright Hills, but have support for the following:

- KHCA does not support the College Ave Extension.
- Residents of Kortright Hills need access onto the Hanlon and support the service road concept between Kortright Rd. and Stone Rd. for access.

We request further clarification as to how the evaluation criteria were weighted. For example, traffic flow, construction and economics, etc. garnered 13 points

Currently there is only one legal place to cross Downey on foot - that is at Ptarmigan Drive. Residents on the East side of Downey have to walk back almost ½ km to lights at Ptarmigan because no sidewalk exists from Old Downey Rd to the Hanlon. Who was responsible for this oversight? There is an urgent requirement for sidewalk on the southeast side of Downey Road to connect pedestrian and cyclists safely to the east side of the Hanlon. To date we have received no commitment for a sidewalk from either the City or MTO. Who is responsible for its construction and what is the ETA?

It would appear that portions of the proposed SB ramp are located within flood lines – how will road embankment impact future flooding? Has the GRCA approved this option?

The Downey Rd. elevation is to be lowered by about 6 meters to approximately 617 meters - the current Regional floodline is at approximately 316.42 m. Will the underpass flood? If so, how much?

Downey near Woodland Glen was under water during Hurricane Hazel. The GRCA predicts flood levels will be 50% higher than they were for Hurricane Hazel so flooding in this area will also be potentially 50% more. Has this been taken into account in the MTO designs? See the collapse of Finch Ave over the creek in the August 2005 storm at <http://jane-finch.com:80/pictures/flood2005.htm> Could this happen in Guelph?

How will EMS times change at the proposed "intersection"? Will the response times be better or worse?

What are the evacuation plans for emergency access to Kortright Hills? We would like to know what the changes in response times will be. Will they be better or worse?

The entire eastern Hanlon Watershed from across Gordon Street all the way to the Hanlon drains through this narrow area between Phase 4 and the current Downey Rd. What happens if the underpass floods? How will this impact our access and safe evacuation? We have sent a series of questions to Guelph City Council, staff and the GRCA with respect to floodlines and have not yet received a response from the GRCA.

### Add to the weighted evaluation criteria under the Natural Environment

- Source water protection.
- Wellhead Protection of the Downey Well and any proposed new wells near Stone Rd.
- Risk assessment and containment plans for catastrophic spills and fugitive road contaminants (salt, heavy metals, VOC's etc.).



versus the natural environment and people (social and cultural, health etc.) which garnered 11 points. **Please explain why traffic flow, economics and construction, etc. appear to outweigh the evaluation criteria for people and the environment?**

Given that the MTO cannot give us a definite answer on when the proposed interchange improvements will occur, the current EA process must address and suggest interim improvements to the Hanlon. Frankly, after 30 years, we are tired of waiting for the lights to be synchronized and turning lanes to be added to intersections where none now exist. Guelph should not have to wait ten years or more while the MTO and the Province decide how they will allocate our transportation dollars before upgrades to the Hanlon can occur.

We need to deal with the existing problems with land use and planning oversights by adapting the Hanlon EA Process to consider short term measures to improve the quality of life, safety, the environment and the health of existing residents now. City Council and the MTO should make a commitment to mitigate and improve existing unacceptable noise levels, environmental and traffic issues before approving any changes on the Hanlon that will potentially make the situation worse. **The need to address and examine the existing problems with noise, traffic flow, and air should form part of this EA and has been omitted to date.**

We can attempt to protect our health and decrease future demands on our medical system by requiring the MTO and the province to measure existing air quality along the Hanlon during typical peak daily traffic conditions and on Smog Alert Days. Do it now before any changes are approved. At least then we will have an idea what we can expect when traffic predictably increases at least two-fold on the Hanlon. There are already standard AQI protocols and standards used by the Ministry of the Environment.

#### **Traffic and safety impacts to be considered in any MTO Option**

Safe walkability within the Kortright Hills neighborhood is already compromised by regional traffic from Cambridge and KW (approx. 9,000 + vehicles per day presently). **We would like a traffic study to prove that this situation will not be made worse by any selected MTO options.**

Kortright Hills needs a Comprehensive Traffic Management Plan before any Hanlon options are selected - **When will one be completed?**

Downey Road is classified as a Major Collector by the MTO because there are 86 driveways along Downey. The city of Guelph Official Plan classifies Downey as an arterial road. Please clarify why there is a difference in the road rating, given the large number of driveways accessing such a short (<1 km) arterial?

- Flood risk and accurate mapping of the one zone flood areas.
- Restoration and protection of link between Upper and Lower Hanlon Creek Watershed in the area of Downey Rd. and the Hanlon.
- Protection of fish habitat.
- Air, noise and light pollution (should also be added to both social, economic and cultural criteria as noise and air quality impact health, thus raising health care costs).
- Measurement of Existing PM10 and PM2.5 levels and other pollution from exhaust and road dust in order to assess the existing health risks for residents already living along the Hanlon. See MOE AQI standards at: <http://www.airqualityontario.com/press/faq.cfm#best>
- Please use this data to perform a risk assessment in order to weight the criteria for any improvements of the Hanlon.
- Please conduct a risk assessment of actual current noise levels and "modeled future noise levels".
- An individual EA should be conducted on any proposed construction or roads near the Hanlon Creek PSW and stream. Then use the results to weight the evaluation of any proposed improvements in the area of Downey/Kortright and the Hanlon.

#### **The Hanlon Wetland Link, the Hanlon Creek and the Downey Rd. Well Protection**

- We are concerned about the negative impacts of encroachment by the proposed new Downey Rd./Hanlon southbound ramp, since it appears to be in an area identified by GRCA as "a very sensitive and fragile area".
- The GRCA has expressed a long standing concern about the loss of any of this very narrow core area, since there is so little wetland left from the Hanlon Expressway down to the Speed River. Your EA process does not appear to address the protection of this important core area linkage area. Please provide us with any GRCA comments to date on the impacts to the Hanlon PSW and Creek.
- Any new negative impacts could result in the potential loss of connectivity between upper and lower Hanlon Watershed. In the 1970's the original Hanlon Creek Watershed Study was initiated because of citizen outrage over the location of the Hanlon Expressway and the disruption of the continuity of the Hanlon Creek PSW and damage to the cold water Hanlon Creek. Please review your past MTO studies of this area in order to delineate the changes that have already occurred and what future impacts will be. For instance, what are the past and existing fish and benthic populations in the area of the Hanlon Crossing of the Creek? We would like to have access to the original Hanlon Expressway reports and subsequent reports or information. In order to save trees please digitalize

them and post them so that they may be downloaded for public information and review.

- In order to protect the Hanlon PSW linkage, the area should be enhanced rather than damaged and fragmented by a new road. No enhancement or restoration plans were in your preferred option. Please comment on why?
- Potential for short term and cumulative impact on fish habitat (brown trout downstream) - see other points.
- The Downey Well is approximately 200 m from the proposed ramp. How susceptible is it to cumulative fugitive polluted runoff from the preferred option? Please provide us with any comments received to date from the GRCA and the City of Guelph with respect to the Downey Rd. Well.
- The well is down slope of the proposed ramp - in saturated soil conditions runoff will flow to the PSW and stream. Please comment on what protective measures will be in place for any preferred option.
- Wet roads create hazardous driving conditions which increases the potential for accidents on the ramp during storm events. How do your contingency and mitigation plans intend to deal with this?
- There is the potential for the rapid travel time of catastrophic spills in flooded conditions in this area. What are the mitigation plans to prevent or mitigate this potential problem?
- We are concerned about road salt, and cumulative impacts of vehicular contaminants (VOC's heavy metals etc.). No mention is made on the impacts of these pollutants on the PSW or the stream. On the east and west side of the Hanlon the drainage swales from the Hanlon outlet directly into the Hanlon Creek. Has this water been measured after storm events to identify hazardous pollutants that may be entering the creek? What pollution controls currently exist for these outlets?
- This EA has not evaluated the potential loss of 15% or more of the city water supply (Downey Well). What is the estimated cost to replace this water supply if it (the Downey Well) is contaminated?

#### **Noise, Light and Air Quality Impacts**

- Kortright Hills is already impacted by noise from existing Hanlon Traffic – especially residents in Phase 4 (Milson, Teal, Hazelwood, Mollison etc.).

- Who is responsible to pay if existing noise walls behind Milson are inadequate and need to be altered as a result of increased noise from the Hanlon? Are existing noise levels above 55 DBH? Has the MTO reviewed the Kortright Hills Phase 4 Noise Impact Study that was conducted for the Plan of Subdivision? How much have the noise levels changed on the Hanlon since this report?
- The EA does not appear to consider how the proposed SB ramp may impact the residents of Hazelwood and Mollison Ct. Please provide a schematic diagram and conceptual 3D picture/drawing of what the ramp will look like including height to scale in relation to the homes on Mollison and Hazelwood and Downey. Were noise levels from the proposed ramp estimated for these residential areas? What is the distance of the proposed ramps from the closest residences?
- Many families have located in Kortright Hills; therefore, we have concerns re: vehicular pollution impacts of PM10 and PM2.5, Ozone, NO<sub>2</sub>, SO<sub>2</sub> and other vehicular pollutants on residents and children with pre-existing health conditions. What are future health implications based on existing levels of exposure to airborne pollutants?
- Heart and Stroke Foundation was in the news this week with information on air quality impacts from pollution - see this link <http://news.therecord.com/article/302191>  
Please comment with respect to the Hanlon Improvements.
- Please review the following document at: <http://www.toronto.ca/legdocs/mmis/2007/hl/bgrd/backgroundfile-8046.pdf> and provide comments with respect to implications contained therein for this EA process.
- On the CD of information to be mailed we have included the following document - B.C. Ministry of Environment; Environmental Best Management Practices for Urban and Rural Land Development in British Columbia: Air Quality BMPs and Supporting Information.  
Please comment on what Air Quality BMP's you have considered in this EA process?

#### **Need for more Information**

- Not enough information to comment with respect to noise, air pollution, traffic impacts.
- We have sent requests for information to the project team; when will we receive this information or answers?

- **Please provide full cost accounting** of each option, including externality (environmental costs). See new information on the cost per km of traffic at: [http://www.statewideplanning.org/resources/63\\_NCHRP8-36-61.pdf](http://www.statewideplanning.org/resources/63_NCHRP8-36-61.pdf) Please apply this information in your cost estimates for the Hanlon Improvements.
- KHCA is still waiting for comments on the floodlines from the GRCA and will submit further comments when this information has been received.
- City council has not yet received the City Staff report and recommendations re: the MTO preferred options. Therefore, we reserve the right to submit further comments.
- KHCA Inc. supports and would like to be involved and included on any provincial, regional or municipal committees that form with respect to the Hanlon Improvements.

We look forward a reply from the project team and from the City of Guelph.

Yours sincerely,

Laura Murr  
President, KHCA Inc.

Dr. Dorothy Griggs  
Secretary, KHCA Inc.



**Stantec**

Stantec Consulting Ltd.  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

June 2, 2008  
File: 1650 00631

Kortright Hills Community Association Inc.

**Attention: Ms. Laura Murr, President and Dr. Dorothy Griggs, Secretary**

Dear Ms. Murr and Dr. Griggs:

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments**

Thank you for your comments regarding the above noted project and recent participation in the Community Workshop. Public participation continues to be an important component of the study. This letter is in response to your email correspondence of December 19, 2007 and January 19, 2008, and letters dated June 7, 2007 and January 31, 2008.

Please note that in response to your letter of June 2, 2007, the project team met with the Kortright Hills Community Association Inc. (KHCA) on July 26, 2007. A copy of the meeting notes from this meeting is attached for your files.

As you are aware, a Community Workshop has been held to identify and evaluate possible enhancements and/or alternative solutions for improvements to the Hanlon Expressway between Kortright Road and College Avenue (i.e. the North Study Area). Results of the workshop, including new design alternatives, will be made available for public review at a Public Information Centre (PIC) on June 18, 2008. Additional information regarding the time and date of the PIC is attached.

Many of the comments received following PIC 2 requested information about similar issues, including local access, noise, air quality, municipal roads, and pedestrian/cyclist access. Responses to these comments have been consolidated and are attached as 'PIC 2 – Frequently Asked Questions (FAQ)'.

Your comments regarding environmental and social impacts have been noted. Most of these concerns were addressed at the kick-off meeting for the Community Workshop and in the Community Workshop Briefing Package. I have attached a copy of the kick-off meeting presentation and responses to the questions and answers that followed for your files. Please also refer to your Briefing Package for additional information regarding the need and justification for the proposed improvements, information on the history of planning and development in the study area, regional and provincial transportation context, and design standards for provincial highways.

Additional responses to your concerns and comments that are not covered by the information in the Briefing Package, or workshop questions and answers handout are included by category below:

Public Process

Your request for formal community presentations has been noted. The Ministry of Transportation uses the Open House format since it provides an opportunity to discuss issues one-on-one with representatives from the project team. Residents who are not able to attend PICs can view the displays on the project website

## Stantec

June 2, 2008  
Page 2 of 3

Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments

(www.hanlonimprovements.ca). Members of the project team are available to answer questions by mail, fax, e-mail, or telephone and contact information is available on the project website. Generally copies of the PIC materials are provided to members of the public who indicate that they are not able to view the displays on the project website. Copies of the final Transportation Environmental Study Report (TESR) will be made available for public review at local libraries and City Hall.

### EA Process

The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications. Projects that follow the Class EA are required to consider impacts of changes to access to and from provincial highways.

The original concept for the freeway design for this section of Highway 6 was originally documented in a 1969 *Functional Planning Report*, which pre-dates the implementation of the Ontario *Environmental Assessment Act*. The *Functional Planning Report* is not available electronically. An Environmental Assessment was carried out for the section of the highway north of the Speed River and is documented in an *Environmental Study Report/Preliminary Design Report* (1994). This document is provided on the attached CD.

### Evaluation Criteria

As you are aware, the community workshop groups explored alternative rankings for the evaluation criteria and the evaluation criteria themselves. This workshop's evaluation criterion ranking will be available at the upcoming PIC for public review. Although Health and Safety are not explicitly included in the evaluation criteria, their measurable components (i.e. traffic operations, noise, out-of-way travel) are.

The evaluation process undertaken is typical of the evaluation carried out on other highway projects in Ontario, and is structured to make sure that a range of criterion relevant to the study area is considered. This is partially accomplished by the development of a pair-wise comparison table, which is a tool that is used to assign and rank the importance of criteria in relation to the other criteria.

The goal of the evaluation process was to select a cost-effective Improvement Plan that provides safe operations and convenient local access to the surrounding area while minimizing the impacts to the natural, social and cultural environments. This is achieved by applying each of the evaluation criterions to each of the alternatives.

The evaluation criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative. Although it is important to explicitly consider suitability of an alternative in terms of each criterion, it is useful to establish an overall composite technical score (performance) for each alternative. This is accomplished by determining appropriate weighting (relative importance) among the criteria.

A comparative analysis of the alternatives is undertaken for each evaluation criterion. The alternatives are then given a score based on how well each alternative was judged to satisfy the evaluation criteria. The individual scores are multiplied by the criterion weight (relative importance) to produce a weighted score for each evaluation criterion and each alternative. The sum of the weighted scores provides a total score for each alternative—Overall Composite Technical Score—which is used to rank the alternatives.

## Stantec

June 2, 2008  
Page 3 of 3

Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments

Your request that the project team consider minimizing the use of aggregates and requiring use of recycled materials where possible has been noted.

### Groundwater/Hanlon Creek Watershed

Your concerns regarding changes to drainage patterns and potential contamination in the study area have been noted. The project team includes specialists in the areas of stormwater management and drainage.

The location of the Grand River Conservation Authority's flood plain was considered during the development and evaluation of project alternatives.

As identified in the Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operations and Maintenance – Surface Water and Groundwater Sections, impacts to the quality of surface water and the existing water balance will be mitigated to the extent that is technically, physically, and economically practical.

With regards to the Downey Groundwater Well, the project team is working with the City of Guelph to make sure that the Preferred Plan selected avoids or minimizes impacts to existing City of Guelph water wells and water monitoring stations. In addition, a groundwater specialist will carry out a review of the final Preferred Plan in the vicinity of Kortright Road/Downey Road to confirm any potential impacts and to recommend mitigation measures, if required.

Your concern regarding the potential for increased collisions at the proposed southbound Downey Road ramp due to the presence of surface water has been noted. The management of highway drainage and surface water runoff is part of this assignment. The need for stormwater management features will be identified when a Preferred Plan has been confirmed.

Once again, thank you for your comments regarding this project. Please plan to attend the upcoming PIC to review the new project alternatives.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 598-7162  
Fax: (416) 596-6680  
Maya.Caron@stantec.com

c. R. Bakalarczyk, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

## COMMENT SHEET

Your comments will help us to understand what is important to people in the study area.

Please provide your comments on the following questions.  
(Use the back of this sheet if you need more space.)

1. Tell us which evaluation criteria are important to you. Do you have other comments about the evaluation criteria or the evaluation process?

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2. Which preliminary alternatives do you prefer and why?

SEE ATTACHMENTS A and B

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3. Do you have any other comments or questions? SEE NEXT PAGE →

Please leave your completed Comment Sheet in the drop box provided, or submit (before June 7, 2007) to:

29th June 2008  
Maya Caron, Environmental Planner  
Stantec Consulting Ltd.  
1400 Rymal Road East, Hamilton, ON L8W 3N9  
Tel: (905) 381-3218, Fax: (905) 385-3534  
Email: maya.caron@stantec.com

Response Required  
 Response Not Required

Name and Address (optional) - PLEASE PRINT

Name: PAUL G. MULLER Chair of West Hanlon  
Address: Neighbourhood Group  
(include Postal Code)

Telephone Number:

Confidentiality of personal information is assured.

[www.hanlonimprovements.ca](http://www.hanlonimprovements.ca)

## WEST HANLON NEIGHBOURHOOD GROUP

November 7, 2007

Mr. Brian A. Goudeseune,  
Senior Project Manager,  
Planning and Design Section Southwestern Region,  
Ontario Ministry of Transportation,  
659 Exeter Road, London, Ontario  
N6E 1L3

Re: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
Hanlon Crossings: Stone Road, College Road and Kortright/Downey Road

Dear Mr. Goudeseune:

Thank you for attending our West Hanlon Neighbourhood Working Committee at the October 29th meeting at the offices of the Guelph City's Engineering Services. The Working Committee represents the interests of 102 (and ever growing) residents living west of the Hanlon. This correspondence outlines a summary of issues discussed during our last meeting along with further clarification on the Committee's key areas of concern.

The Committee also wishes to advise you that we will accept your offer to meet again after the December 5<sup>th</sup> Public Information Centre (PIC#2) to review any outstanding items. You have indicated by email, Oct 30<sup>th</sup>, that the public process will close on this project around mid January 2008. You also stated that the preferred alternative will not be shared with the public until PIC#2. The committee's concerns raised during our last meeting may or may not be new information to you, however, it was clear from our discussion the preferred alternative was set prior to our meeting. Given the short time frame after Dec. 5<sup>th</sup> and the upcoming holiday season we request that we schedule our follow up meeting for one of the 3 evenings of Dec 11, 12 or 13<sup>th</sup>.

Our key areas of concerns fall into six categories as follows:

### 1.0 TRAFFIC VOLUME IMPACTS TO WEST RESIDENTIAL AREA

The three alternatives presented at PIC#1 indicated a reduction in expressway access at College Road and Downey Road. Based on the existing proposals, any reduction in Hanlon access will increase traffic volumes through the existing residential area. Local traffic stem from residential households, commercial designations (YMCA/YWCA) and may grow from future infilling as part of the City's mandate to accommodate an additional 80,000 residents over the next 25 years.

Our review of overall vehicle traffic numbers are based on the existing MTO traffic survey presented at the PIC#1. Our own computed traffic flow of the westerly combined traffic of College, Stone and Kortright roads (Appendix I, Tables A, B, C, and D) has been reviewed by Geoffrey Keyworth at the City of Guelph. The combined morning peak hour (8:00 - 9:00) traffic flow is about 1,800 vehicles and for the evening peak hour (17:00 - 18:00) about 2,600 vehicles (Table D). The large existing traffic numbers appear to support the findings of the Guelph-Wellington Transportation Study July 2005 final report that recommended a full interchange at Downey/Kortright given that crossing experiences the greatest traffic volumes.

In addition, the impact of indirect or reduced access to the YMCA would have serious consequences to our neighbourhood and to many residents in this part of Guelph. The YMCA offers community building, fitness and health outreach activities at no cost to the city, but it cannot be self-sustaining without fee paying client access (approximately 8,000 members). Clients of the YMCA would be channeled into residential streets with a resulting increase in traffic volumes.

## WEST HANLON NEIGHBOURHOOD GROUP

There is a strong potential for additional traffic emerging from the future end use of a portion of the Dolime property that may be converted to residential housing. Based on a feasible initial number of 1,000 residences, a potential traffic increase of about 60%, totaling about 2,900 vehicles in the morning peak time and about 4,000 in the evening peak time, is a reasonable estimate. This potential residential growth coupled with reduction of access and egress to and from the Hanlon would create greater intensity of residential traffic volumes.

### 1.1 COMMITTEE POSITION:

In view of the extensive peak traffic volume at Downey Road, four times the peak traffic at Stone Road, and much of the traffic accessing the Hanlon any reduction in direct expressway access will funnel that traffic into existing residential neighbourhoods. The existing traffic survey appears to support that a major intersection with direct north bound and south bound access be established at Kortright/Downey Road.

### 2.0 HIGHWAY DESIGN SPEED

You indicated at our meeting on October 29<sup>th</sup> that MTO will not consider a reduced design standard of 120 kph and a 100 kph posted speed for the future Hanlon Freeway. A 400 series highway design standard approach may have had a precedent when the Hanlon Expressway was designed in the 1970's at a time when automobile travel was the preferred means for residential transportation across Guelph. This approach does not consider the values of residents and their desire for connections to existing neighbourhoods outside of the expressway right of way.

In 2007, residential values have changed and, as outlined under "Places to Grow" as well as the City of Guelph's Official Plan, alternative means of transportation should be considered with conventional freeway design. As a comparison, we understand that the Highway 401 speed limit in the Toronto Area is 100/120 kph although the size of the 401 right of way and the size of communities that border both sides of that freeway do not compare with the relationships on the west side of the Hanlon. The north portion of the study area traverses close to a 100% RESIDENTIAL community.

By not considering a posted speed limit of 80 kph as the design standard, a wider range of options can not be explored. The 8 kilometer travel distance from Stone Road to the 401 would only increase by slightly over 1 minute with the speed reduction from 100 to 80 kph.

We emphasize that the residences in Hanlon Road - College Road and Flanders Road were constructed in the 1950's, well before the construction of the Hanlon Parkway in the 1970's. Our rights as property owners and taxpayers to a healthy quality of life must be respected.

### 2.2 COMMITTEE POSITION AND ACTION:

There has yet to be any indication of pedestrian/cycling design alternatives in the current options presented to this community. We look forward to reviewing revised alternatives at the PIC #2 that will include these criteria. This concern was also raised at the first PIC#1. As discussed, a clearer level of detail illustrating traffic direction arrows, locations of stop signs/traffic lights as well as graphic sections that illustrate the relationship of pedestrians to traffic are necessary for the general public to understand the preferred alternative.

The committee would also appreciate an information panel that itemizes how our existing rights to a healthy quality of life in our well established 100% residential neighbourhood be respected and supported by MTO preferred alternative.

## WEST HANLON NEIGHBOURHOOD GROUP

### 3.0 STONE ROAD 2 PARCLO B INTERCHANGE

Although the preferred alternative will be presented at the next meeting we provide comments on the original three options. The Stone Road Parclo B interchange alternative requires numerous home expropriations at the end of Wagoners Trail and Old Colony Court and leaving an approximately 30-35 feet high ramp viaduct overpowering the backyards of the remaining homes at the east end of Wagoners Trail. This alternative would also result in the expropriation and demolition of an active community worship space in Priory Park Baptist Church. This plan also does not respond to the residents' concerns about accommodating recreational cycling and pedestrian connections to the East Hanlon neighbourhoods.

#### 3.1 COMMITTEE POSITION:

The 2 Parclo B Interchange Plan does not respond to our residential concerns and should not be considered.

### 4.0 STONE ROAD 2 PARCLO A INTERCHANGE

The Stone Road 2 Parclo A interchange alternative appears to require home expropriations on the Hanlon Road and sites two ramps in close proximity of the Stone Lodge Retirement Residence. The diesel fumes and excessive noise from tractor trailers would be detrimental to the quality of life for the elderly residents. The noise and fumes from two ramps could also be very harmful for the children of the Mary Phelan School during outside play in their adjoining school yard. The needs of our children and our elderly are important to us. This plan also does not address the residents' wishes to accommodate recreational cycling and pedestrian connection to the East Hanlon neighbourhoods.

#### 4.1 COMMITTEE POSITION:

The Stone Road 2 Parclo A Interchange Plan does not respond to our residential concerns and should not be considered.

### 5.0 STONE ROAD DIAMOND CONFIGURATION

The Stone Road diamond configuration most closely represents the committee's preference for an alternative. In this option the North West service road is farther away from the Mary Phelan School and there is one less ramp near the playground to impact the children with noise and pollution. This alternative most closely represents the values of the West Hanlon Neighbourhood Group as it minimizes uncontrolled traffic flow and potential conflicts with pedestrians and cyclists crossing on and off ramps allowing pedestrians and cyclists to travel to the Stone Road retail area safely.

#### 5.1 COMMITTEE POSITION:

Stone Road diamond configuration is our preferred alternative of those presented at this time.

### 6.0 QUALITY OF LIFE

Our neighbourhood children and adults are currently enjoying access by foot and bicycle to elementary and high schools, the University of Guelph, the library, parks, The Priory Park Baptist Church, the YMCA/YWCA sports and fitness centre, the Y daycare facility, grocery stores as well as to the Stone Road retail and commercial area. These activities occur at each of the three crossing locations.

WEST HANLON NEIGHBOURHOOD GROUP

6.1 COMMITTEE POSITION AND ACTION:

Please provide details of how you will maintain or improve these valued pedestrian and cycling connections along Stone Road, College Avenue and Downey/Korthright. We would also require clarification if these are existing community activities and represent our neighbourhood lifestyle, why is the burden to pay for the infrastructure to maintain these activities fall on the municipality. As mentioned above the community was established prior to construction of the Hanlon expressway.

The Working Committee looks forward to meeting with you after the December 5<sup>th</sup> PIC #2, to discuss questions or concerns generated from the up coming presentation to be held at the Holiday Inn. In closing, we thank you for your receiving the concerns raised by the West Hanlon Neighbourhood Group. Members of the committee will attend the next PIC and are hopeful that these issues will be addressed at the PIC #2 presentation. Please notify the undersigned when announcements of the next PIC are posted so that we may also share that information with our neighbours.

Respectfully submitted,

Paul G. Muller, Chair  
West Hanlon Neighbourhood Working Committee

Steve Barnhart, Co-Chair  
West Hanlon Neighbourhood Working Committee

Cc:

Gregg Cooke, P.Eng.

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Ward 5 City of Guelph Councillors Lise Burcher & Leanne Piper  
Ward 6 City of Guelph Councillors Christine Billings and Karl Wettstein  
City Hall, 59 Carden Street, Guelph, N1H 3A1

Liz Sandels MPP  
Suite 102, 173 Woolwich St,  
Guelph, ON, N1H 3V4  
lsandels.mpp.co@liberal.ola.org

Questions:

① Why did neither MTD nor Stantec acknowledge nor reply to our Nov-7, 2007 letter?

② Why does MTD insist on reducing the three intersections to 1/2 which are physically unable to handle the morning and evening peak traffic?

③ Why does MTD insist on a parcel which severely impacts the quality of life of the North Wagoners Trail residents when the diamond configuration is much simpler and costs a fraction of the parcel configuration.

I anticipate a <sup>written</sup> reply!

Paul G. Muller

Appendix B

AFFECTS  
WARD 5 and 6

## WEST HANLON NEIGHBOURHOOD GROUP

**Report to:** Chair and Members of the  
Community Development  
and Environmental  
Services Committee  
City of Guelph

**Submitted by:** Steve Barnhart Co-chair  
WHNG  
519 823 2362

**Date:** Dec 18, 2007

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)**

### EXECUTIVE SUMMARY:

The purpose of this report is to request the City of Guelph immediately begin discussions with the Ministry of Transportation (MTO) to modify the current environmental assessment (EA) study GWP 3002-05-00 process. A clearly demonstrated solution has yet to be presented that addresses future impacts to existing transportation access to and from the West Hanlon community to the upgraded Hanlon Freeway. Due to the short time frame left for public consultation the West Hanlon Neighbourhood Group recommends that the 3 intersections Kortright/Downey, Stone Road and College Avenue be excluded from the current MTO EA process and that the EA be completed for the intersections of Maltby, Clair and Laird Road. The West Hanlon Neighbourhood Group (WHNG) supports upgrading the Hanlon Expressway to remove the at-grade intersections and improve traffic safety and does not wish to delay the development of the Hanlon Creek Business Park or related upgrades at the Laird Road intersection. WHNG identifies several inconsistencies with former and existing planning policies that suggest the current EA approach is incomplete and falls short in addressing West Hanlon Residential community values.

Previous neighbourhood consultation arranged by WHNG identified a lack of community awareness of the EA. The short time frame between the December 5<sup>th</sup> public information centre and the pending January 2008 deadline for public comment is limiting the ability for the City of Guelph to engage its citizens in an inclusive community planning process. In response to MTO request for comment the WHNG requests that the scope of the current EA process be expanded beyond the immediate boundary of the Hanlon Expressway corridor and the current design program be reconsidered to include the analysis of all active and passive transportation impacts related to upgrading the Hanlon Expressway. The WHNG maintains that sound transportation planning should also include sound community planning and must not be completed in isolation from municipal community planning principles. The WHNG provides an alternative concept to the MTO preferred alternative #2 as a starting point for discussion and encourages municipal and provincial politicians to amend the current Hanlon EA process.

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 2 of 11**

### BACKGROUND:

The 1969 functional study of the Hanlon Expressway was authorized by Guelph City Council and the Minister of Highways on October 2<sup>nd</sup>, 1967. The study resulted from the Guelph Area Transportation Study of the day that was completed in 1967. The final preferred plan considered the location and design of all important intersections, with the goal of starting the project in 1971 and completing the entire expressway by 1975. The City of Guelph Transportation Plan developed with guidance from the Ministry of Transportation and Communications, Ontario (1972-74) identified several goals that were to be compatible with and in support of the City's desired land use patterns. The spacing of arterial roads that intersect the Hanlon were established to form the foundation for future community planning and were not designed in isolation from the Province's long term vision. The long-range plan prepared in 1974 (Appendix A) indicated the locations of Kortright/Downey, Stone Road and College Avenue with the Freeway portion starting north of Kortright, access at Kortright remained as an intersection and Stone Road to be developed as an interchange.

The 1975 City document "Southview Planning District 8" laid out the road transportation system for the West Hanlon Community that was developed on the assumption the Hanlon Expressway would be the major north/south arterial route for the west area of the City. The arterial and collector system in this District would orient east to the Hanlon Expressway. The emphasis on an east orientation was to achieve the objective of overcoming the Southview District's physical separation from the rest of the city. The key designated routes in that 1975 concept were:

- The Hanlon Expressway as a major urban arterial linking Guelph to Highway 401 and providing primary access to the City for the residents of Southview District
- Stone Road as a major arterial providing access onto the Hanlon
- Downey Road as an arterial providing access to the Hanlon and replacing the suburban function of Kortright and Downey Roads.

The concept for the Southview Planning District 8 (1975) assumed an essentially residential area with a large amount of open space. The west Hanlon community was to be self-sufficient in terms of residential amenities and recreational and educational facilities, and would be dependent on the Central Business District and other areas of the City for employment and services. The 1975 policy statements for the planning district 8 included a high level of transportation accessibility and convenient neighbourhood shopping. The transportation policy statement (pg 20) identifies:

2. That the necessity for pedestrian access across the Hanlon Expressway shall be recognized.
3. That Stone Road shall replace the crossing provided by (existing) Kortright Road, and that the pedestrian access across Stone Road shall be resolved before its extension to Highway 24 and that the necessity for pedestrian access across Stone Road be recognized.



**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 3 of 11**

The City's 2005 Guelph-Wellington Transportation Study (GWTS) that included consultations with the Ministry of Transportation staff identified the need to conduct a separate Environmental Assessment to re-align and widen the Laird Road intersection at the Hanlon as part of the development of the Hanlon Creek Business Park. The other intersections, Kortright/Downey, Stone Road and College were noted as requiring upgrading as interchanges or grade separations by 2013. The GWTS recommendation (Section 6) is for the undertaking of a comprehensive EA that will address all the required improvements south of the Speed River. This will include:

- the consideration of a full interchange at Kortright Road/Downey Road,
- a full interchange at Stone Road,
- and a partial interchange at College Avenue

The City of Guelph's current plan to establish the West Hanlon Creek Business park in 2008 has advanced the timeline for the upgrades to the Laird Road intersection. The MTO has chosen to include the other three intersections Kortright Road/Downey Road, Stone Road and College Avenue within the same EA process.

**ANALYSIS OF MTO ALTERNATIVES:**

MTO provided seven alternatives for consideration at the December 5<sup>th</sup> PIC and provided an evaluation of each alternative based on criterion and indicators (scores) for rational behind selecting the preferred alternative. Correspondence sent by WHNG to MTO after the May 10<sup>th</sup> public information centre requested that pedestrian and cycling connections be included in the evaluation criteria (Appendix B). This information was not identified on the revised criteria presented at the second PIC on December 5<sup>th</sup>, 2007. In addition, no scores were identified for each of the individual indicators and total scores were weighted based on values established by the design team without consultation with the public.

The preferred option presented by MTO (Alternative 2) on December 5 introduces a new alternative that does not support the recommendations of the GWTS planning study or address the community values raised by the WHNG through the EA process. The preferred MTO option provides only southbound access from Kortright/Downey Road. The MTO option does not include any access at College Avenue. To advance the existing MTO preferred concept without a thorough understanding of community planning impacts will cause future long-term negative impacts to the west Hanlon community. Pedestrian access across the Hanlon Expressway at Stone Road has yet to be resolved. By removing access at two of the three intersections within the West Hanlon residential area, transportation connections are removed that were originally supported under the Southview Planning District 8 document. The 1975 plan identified the Hanlon Expressway would perform a major north/south arterial route for the west area of the city. Further the MTO preferred alternative does not address the impact on local roads by routing additional traffic through neighbourhoods to Stone Road for access to the Hanlon. Traffic impacts to local roads remain an outstanding issue with

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 4 of 11**

the MTO design consultants as conveyed at the WHNG committee meeting held December 13<sup>th</sup>, 2007.

The Stone Road Partial cloverleaf alternative presented by MTO as the preferred option requires numerous home expropriations on Hanlon Road and sites four ramps in close proximity of the Stone Lodge Retirement Residence. The Stone Road grade separation will create an approximately 10 to 12 metre high ramp that will visually overpower the backyards of the remaining homes at the east end of Wagoners Trail. The preliminary noise study recommendations for this alternative include either a 3, 4 or 5 metre noise barrier to be located along backyard property boundaries. This alternative would also result in the expropriation of a portion of an active community worship space in Priory Park Baptist Church. Visual impacts have yet to be conveyed to the public as part of the EA process and should be included within the EA to allow lay persons a familiar reference for understanding of landscape issues and provide a reference for professionals in designing mitigative measures. An example of a visual analysis and simulation is provided in Appendix C and D.

A second alternative concept provided by the West Hanlon Neighbourhood Group (WHNG) illustrates the ability to provide access at each of the three cross-roads of Kortright/Downey, Stone Road and College Avenue. The WHNG design concept incorporates information provided by MTO at the first public information centre (Appendix E). The concept includes a diamond structure at Stone Road and a service road east of the Hanlon between Kortright and Stone. Both approaches were since screened out by MTO as being problematic due to the close proximity of three interchanges and traffic volumes on Stone Road that would lead to stacking on the north bound Stone Road off ramp. The WHNG option addresses the first issue of spacing of interchanges by reducing the 120 km design speed criteria and relying on an enforced speed limit that minimizes environmental and human impacts. This portion of the study area traverses close to a 100 % RESIDENTIAL community. By not considering a posted speed limit of 80 kph as the design standard, a wider range of options cannot be explored. The eight kilometre travel distance from Stone Road to highway 401 would only increase by slightly over 1 minute with the speed reduction from 100 to 80 kph. The inclusion of a service road east of the Hanlon in lieu of a Stone Road off ramp provides access to the Stone Road intensification area at Kortright and removes the possibility of increased traffic stacking onto the freeway due to the length of traffic signals on Stone Road.

To advance the WHNG concept further, a full detail design investigation will be required that also includes evaluating a reduction in the 100 kph posted speed limit on the future Hanlon Freeway as presented by MTO. To expedite the EA without delaying the Laird Road interchange, the City of Guelph would be required to negotiate with the Ministry of Transportation (MTO) to have the Kortright, Stone Road and College Avenue intersections withdrawn from the current Environmental Assessment (EA) study GWP 3002-05-00. These three (3) intersections would then be designed under a separate EA process with the City as a full partner and should include a full analysis of community planning issues within the residential area east and west of the Hanlon Expressway. As part of the negotiation the current EA GWP 3002-05-00 would include the review of Maltby Road and the interchange at Laird Road and proceed as originally scheduled.

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 5 of 11**

The WHNG identified to MTO at a November 2007 meeting that active transportation is an important community value that should be maintained. Neighbourhood children and adults are currently enjoying access by foot and bicycle to: elementary and high schools; the University of Guelph; the library; parks; The Priory Park Baptist Church; the YMCA/YWCA sports and fitness centre; the Y daycare facility; grocery stores as well as the Stone Road retail and commercial area. These activities occur at each of the three crossing locations and is supported in Guelph's official plan schedule 9C showing proposed on-road cycling for College, Stone and Kortright. Long, uncontrolled vehicle access ramps to the Hanlon at Stone Road do not provide pedestrian or cycling friendly access to shopping within the Stone Road intensification area. The MTO preferred option does not encourage pedestrian access along Stone Road and conform to community planning guidelines for a 5-10 minute walk to shopping.

If the City is successful in negotiating a continued EA process beyond the public comment cut off period of mid January 2008, the Community Development and Environmental Services Committee should direct staff to prepare computer visual simulations of the 3 interchange alternatives of Kortright, Stone Road and College Avenue for display at the next public information session.

**POLICIES AFFECTING PROPOSAL:**

Both the General Policy 8.2.1 in the City's official plan and Province of Ontario's 2006 Growth Plan state a priority for: community intensification & reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian friendly urban environments.

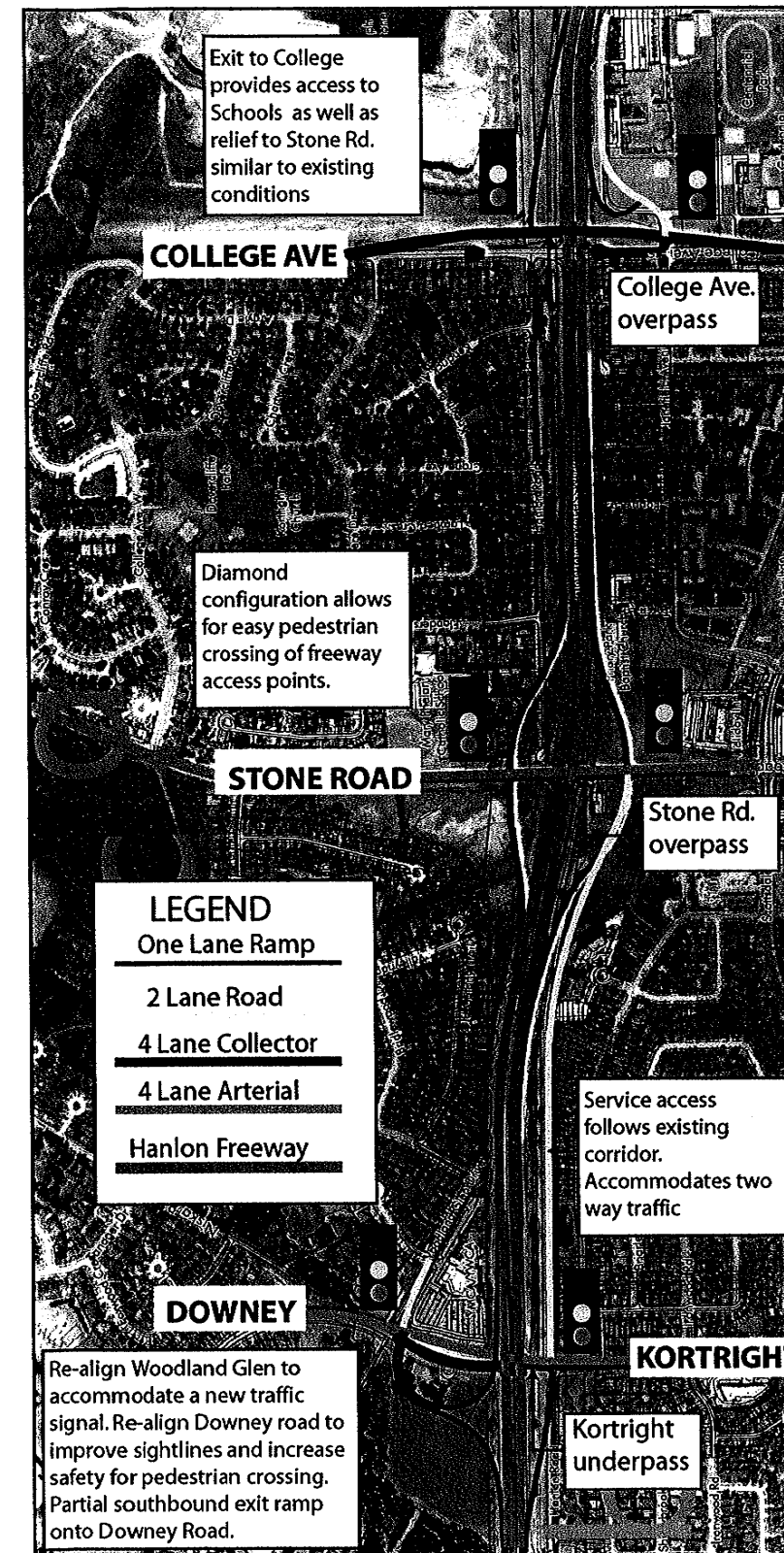
Province of Ontario's 2006 Growth Plan  
Council Guelph Wellington 2005 Transportation Study  
City of Guelph Official Plan 2001.

**COMMUNITY CONSULTATION:**

The community consultation organized by the WHNG includes seven meetings during the fall of 2007 along with feedback available through email and web site:

- September 9<sup>th</sup> Bishop Court Residents Meeting
- October 17<sup>th</sup> Town Hall Format Neighbourhood Meeting - Kortright Presbyterian Church
- October 29<sup>th</sup> WHNG Committee Meeting with MTO (Brian Goudeseune), City of Guelph staff, and Laura Muir of the KHCA
- November 5<sup>th</sup> WHNG Committee Meeting with Ian Smith (Chamber of Commerce) and Geoffrey Keyworth
- November 19<sup>th</sup> Bruce Bailey, Mike Chapman, the KHCA, and City of Guelph staff KHCA driven meeting
- December 3<sup>rd</sup> 48 Bishop Court WHNG committee meeting

**WEST HANLON NEIGHBOURHOOD GROUP  
Community Values Reference Graphic for MTO Hanlon EA PIC #2  
Wednesday Dec. 5th 4:00 pm - 8:00 pm Holiday Inn**



**We encourage everyone to attend the PIC #2 and fill in your comment sheets provided by MTO. Your committee will be discussing these issues.**

**ISSUES**

**How are pedestrians accommodated for east west travel across the Hanlon?**

**How is no net increase in traffic accounted for through residential streets?**

**How does a 1969 design for a 400 series highway still apply for Guelph's strategic planning of today to minimize reliance on the automobile.**

**SOLUTION**

**Why isn't maintaining existing access to the Hanlon as well as pedestrian cross-connections considered as part of the final option?**

**Comments From Your Steering Committee**

- |                |                   |
|----------------|-------------------|
| Paul Muller    | Aaron Chalifoux   |
| Steve Barnhart | Mike Chapman      |
| Stacey Skinner | Bruce Bailey      |
| John Szymanski | Jennifer Bistolas |

*Deborah Szymanski - Potts*

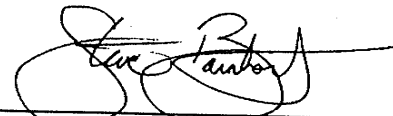
This illustration does not reflect a professional design concept, rather it is intended to graphically illustrate the west Hanlon neighbourhood community values that the committee has conveyed to MTO at a previous meeting held October 29, 2007.

**SUBJECT: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
(Ward 5 and 6 with City Wide Implications)- Page 6 of 11**

- December 13<sup>th</sup> WHNC committee, MTO (Brian Goudeseune John Small), Stantec (Gregg Cooke, Tim Belliveau) Guelph staff, Guelph Ward 5 and 6 councillors, Y representatives

**RECOMMENDATION TO COMMUNITY DEVELOPMENT AND ENVIRONMENTAL SERVICES COMMITTEE:**

- (a) That the City of Guelph negotiate with the Ministry of Transportation (MTO) to have the Kortright, Stone Road and College Avenue intersections withdrawn from the current Environmental Assessment (EA) study GWP 3002-05-00 and have these three (3) intersections designed under a separate EA process with the City as a full partner,
- (b) That the City negotiate with the Ministry to proceed under the current EA GWP 3002-05-00 to finalize the interchange at Laird Road as originally scheduled,
- (c) That the Community Development and Environmental Services Committee direct City Staff to jointly design with the Ministry of Transportation (MTO) a range of interchange alternatives for Kortright, Stone Road and College Avenue that maintain all existing access points to the Hanlon Expressway at each of the three road crossings,
- (d) That staff report back to the City with the required reduction in the posted speed limit for the Hanlon Freeway for safe operation of all exit and entrance points for each of the 3 intersections through the residential area,
- (e) That the Community Development and Environmental Services Committee direct staff to prepare computer visual simulations of the 3 interchange alternatives for display at the next public information session for the 3 intersections of Kortright, Stone Road and College Avenue.

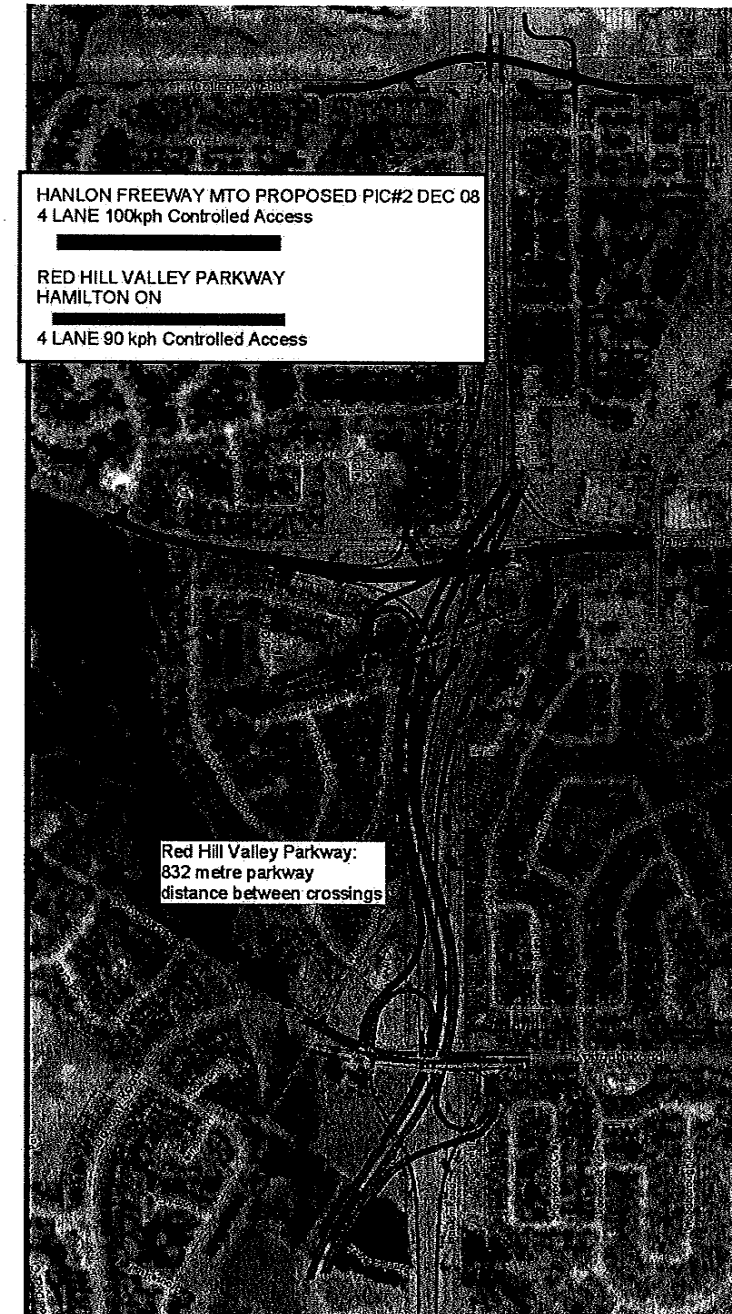


Steve Barnhart MLA, OALA  
Co-Chair  
West Hanlon Neighbourhood Group

**WEST HANLON NEIGHBOURHOOD GROUP**

reliance on automobile travel is essential. The current proposed plan for the Hanlon negates that statement as it forces residents West of the Hanlon into their cars to access the commercial area along Stone Road. Please refer to the power point presentation, enclosed, presented to the Guelph City Council meeting of January 14<sup>th</sup> 2008.

**DEC 2008 MTO CONCEPT PLAN  
RED HILL VALLEY PARKWAY HAMILTON LAYOUT REFERENCE**



WEST HANLON NEIGHBOURHOOD GROUP

January 16, 2008

Mr. Brian A. Goudeseune,  
Senior Project Manager,  
Planning and Design Section Southwestern Region,  
Ontario Ministry of Transportation,  
659 Exeter Road, London, Ontario  
N6E 1L3

**Re: Highway 6 (Hanlon Expressway) EA Project GWP 3002-05-00  
Hanlon Crossings: Stone Road, College Road and Kortright/Downey Road**

Dear Mr. Goudeseune:

Please find enclosed our Committee's response to the preferred option presented at the Dec. 5<sup>th</sup> PIC.

We have formalized our issues with the City of Guelph and will refer to the Dec 18, 2007 report to the Community and Environmental Services Committee for background. Also included are copies of the presentations given at the January 14<sup>th</sup> City of Guelph Council meeting. Our key areas of concern continue to remain the same as outlined to our letter sent to you dated Nov 7, 2007.

In addition we wish to summarize our argument by stating the Stone Road Interchange does not adhere to sound community planning and does not follow the recommendations of the City of Guelph's 1975 Southview District 8 Planning document. We continue to support our position that there are too many unresolved issues to allow the EA for the northern portion to continue as scheduled. Our committee is not commenting on the southern portion, however, concerns raised by Puslinch resident's appear to be valid and should be addressed publicly.

While we remain supportive of changes to the Hanlon that remove traffic lights, we are highly concerned that the proposals for the freeway are incongruous with the design of neighbourhoods along the Hanlon, and will severely negatively impact those neighbourhoods as well as the rest of the city of Guelph.

Our primary concerns include design speed, pedestrian access across Stone Road, unsafe design of pedestrian routes across College Ave. and Kortright Rd./Downey Rd., and traffic impacts to neighbourhoods along the Hanlon.

We believe that reducing the design speed for the points of access and egress to and from the Hanlon is a key strategy to minimizing the impact of the changes to the Hanlon to citizens of Guelph while maintaining its benefit to traffic routes throughout the province. Please refer to the graphic on the following page of the Red Hill Valley Parkway in Hamilton, where a decreased speed limit of 90km/h significantly reduced the design footprint and provides full access at two closely spaced interchanges overall alleviating negative impact of the highway to traffic circulation for the residents of the area.

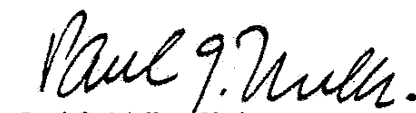
Furthermore, we remain highly concerned that pedestrian and cycling access across Stone Road is not adequately addressed in the preferred plan. Secure and safe access across Stone Road is paramount to the residents West of the Hanlon. According to your Ministry's statements, reducing

WEST HANLON NEIGHBOURHOOD GROUP

We are concerned as well with the unsafe CPTED (Crime Prevention through Environmental Design) design of Kortright and College pedestrian routes due to the creation of a tunnel effect, not visible by motorists. MTO should include a police evaluation of the concept.

Finally, traffic impacts remain unresolved. Implementing only one full interchange will force traffic West of the Hanlon to use Woodland Glen Drive, a residential road that is adjacent to conservation lands. The amount of traffic expected on Woodland Glen Drive will present a serious safety threat to children and wildlife in the neighbourhood and surrounding Conservation lands.

Respectfully submitted,



Paul G. Muller, Chair  
West Hanlon Neighbourhood Group Committee



Steve Barnhart, Co-Chair  
West Hanlon Neighbourhood Group Committee

Cc:

Gregg Cooke, P.Eng.  
Senior Associate, Transportation  
Stantec Consulting Ltd.  
1400 Rymal Road East  
Hamilton ON L8W 3N9  
[gregg.cooke@stantec.com](mailto:gregg.cooke@stantec.com)

Rajan Philips, P.Eng.  
Transportation, Planning and Development  
Engineering Manager  
Community Design and Development Services  
City of Guelph  
[rajan.philips@guelph.ca](mailto:rajan.philips@guelph.ca)



**Stantec**

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100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
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Fax: (416) 596-6680

June 2, 2008  
File: 1650 00631

West Hanlon Neighbourhood Group  
c/o Mr. Paul Muller  
48 Bishop Court  
Guelph ON N1G 2R9

**Attention: Mr. Paul Muller, Chair and Mr. Steve Barnhardt, Co-Chair**

Dear Sirs:

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 2**

Thank you for your comments regarding the above noted project and recent participation in the Community Workshop. Public participation continues to be an important component of the study. This letter is in response to your correspondence of November 7, 2007, December 18, 2007 (Attachments A and B to your Public Information Centre 2 Comment Sheet), and January 16, 2008.

As you are aware, the Community Workshop was held to identify and evaluate possible enhancements and/or alternative solutions for improvements to the Hanlon Expressway between Kortright Road and College Avenue (i.e. the North Study Area). Results of the workshop, including new design alternatives, will be made available for public review at a PIC on June 18, 2008. Additional information regarding the time and date of the PIC is attached.

Many of the comments received following PIC 2 requested information about similar issues, including local access, noise, municipal roads, and pedestrian/cyclist access. Responses to these comments have been consolidated and are attached as 'PIC 2 - Frequently Asked Questions (FAQ)'.

Your concerns regarding traffic on residential roads, the scale of the proposed interchanges, quality of life of residents, design speed, pedestrian and cyclist access and preference for diamond interchanges have been noted. Most of these concerns were addressed at the kick-off meeting for the Community Workshop and in the Community Workshop Briefing Package. I have attached a copy of the kick-off meeting presentation and responses to the questions and answers that followed for your files. Please also refer to your Briefing Packages for additional information regarding the need and justification for the proposed improvements, information on the history of planning and development in the study area, regional and provincial transportation context, and design standards for provincial highways.

**Stantec**

June 2, 2008  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 2**

Once again, thank you for your comments regarding this project. Please plan to attend the upcoming PIC to review the new project alternatives.

Sincerely,

**STANTEC CONSULTING LTD.**

  
Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 598-7162  
Fax: (416) 596-6680  
Maya.Caron@stantec.com

c. R. Bakalarczyk, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

Highway 6 (Hanlon Expressway) Improvements  
from south of Maltby Road to the Speed River (GWP 3002-05-00)  
Public Information Centre 4, October 23, 2008

## COMMENT SHEET

We are interested in your comments and feedback on the Preferred Plan. Input received from this Public Information Centre will be reviewed and considered in the development of the Preferred Plan. (Use the back of this sheet if you need more space.)

1. Do you support the Preferred Plan?

Yes  No

Why? MTO and Stantec listened to our suggestions and made the best of difficult decisions. The workshop, representing the various residential groups, helped a great deal to flesh out the various requirements.

THANK YOU!

2. Do you have any additional comments or questions?

We still have questions as to the proposed ~~speed~~ posted speed limits of 100 km/h and actual limits of 120 km/h for tractor trailers gunning at 120 km/h. The question may be solved if the Ont. Truckers Association (?) institutes a speed limit for trucks of 105 km/h with governors installed.

Please leave your completed Comment Sheet in the drop box provided, or submit (before November 28, 2008) to:

Maya Caron, Environmental Planner  
Stantec Consulting Limited  
100 - 401 Wellington Street West  
Toronto, ON M5V 1E7  
Tel: (416) 598-7162, Fax: (416) 596-7892  
Email: comments@hanlonimprovements.ca

Response Requested

Response Not Required

OPTIONAL - PLEASE PRINT

Name: Paul G. Muller (Chair of West Hanlon Residents Group)

Address: \_\_\_\_\_  
(Include Postal Code) \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

www.hanlonimprovements.ca



Stantec

Stantec Consulting Ltd.  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

April 3, 2009  
File: 1650 00631

Mr. Paul G. Muller  
West Hanlon Neighbourhood Group

Dear Mr. Muller:

Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 4

Thank you for your comments regarding the above noted project. Public participation continues to be an important component of the study and we appreciate your input.

The purpose of this letter is to follow up on the comments that you submitted following the fourth Public Information Centre (PIC). Since PIC 4, the project team has been working with affected property owners and the City of Guelph to attempt to resolve some of the concerns identified at the PIC.

Your support for the Preferred Plan and request that the proposed posted speed limit be reconsidered has been noted.

With regards to the future posted speed limit, the Hanlon Expressway is an important part of the provincial highway network and will function as a provincial transportation link between Highway 401 and the new Highway 7 from Guelph to Kitchener. A 100 km/h posted speed is appropriate for this type of facility and the existing highway alignment has been designed to meet this standard. The Ministry has agreed that it will review the posted speed for this facility during the detail design phase of the project.

Please note that new legislation implemented on January 1, 2009 requires the mandatory activation of speed limiters to cap the speeds of most large trucks at 105 km/hr.

A staff report recommending the preferred plan has been presented to the City of Guelph's Community Development and Environmental Services Committee. The Committee has accepted the report, which will be forwarded to City Council later this month for consideration, with some additional information that was requested by Committee members. After endorsement by the City, a final Transportation Environmental Study Report (TESR) will be submitted for a 30-day public review period. The Transportation Environmental Study Report will document the study process and the final Recommended Plan.

**Stantec**

April 3, 2009  
Page 2 of 2

**Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 4**

Once again, thank you for your comments regarding this project. You will be contacted again in advance of the *Transportation Environmental Study Report* public review period, which is currently scheduled for the spring of 2009.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, MCIP, RPP  
Environmental Planner  
Tel: (416) 598-7162  
Fax: (416) 596-6680  
Maya.Caron@stantec.com

c. R. Bakalarczyk, J. Small - MTO Western Region  
G. Cooke - Stantec Consulting Ltd.

**Bruder, Matthew**

---

**From:** Caron, Maya  
**Sent:** Thursday, July 31, 2008 3:27 PM  
**To:** Norah and Richard Chaloner  
**Cc:** rajan.philips@guelph.ca; mayor; karl.wettstein@guelph.ca; christine.billings@guelph.ca; mike.salisbury@guelph.ca; gloria.kovach@guelph.ca; june.hofland@guelph.ca; maggie.laidlaw@guelph.ca; kathleen.farrelly@guelph.ca; ian.findlay@guelph.ca; Bob.Bell@guelph.ca <Bob.Bell@guelph.ca>; Vicki Beard; ian.findlay@guelph.ca; kathleen.farrelly@guelph.ca; Leanne.Piper@guelph.ca; lise burcher; Cooke, Gregg; Small, John (MTO); Bakalarczyk, Robert (MTO)


**Subject:** RE: Highway 6 Improvements -response to PIC#3

Ms. Chaloner,

Thank you for your email. This email response is to acknowledge that your email has been received and has been forwarded to the project team for consideration. A member of the project team will respond to you shortly.

**Maya Caron, B. Sc., MCIP, RPP**  
Environmental Planner  
Stantec  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Ph: (416) 598-7162  
Fx: (416) 596-6680  
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Maya.Caron@stantec.com  
**stantec.com**

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 Please consider the environment before printing this email.

---

**From:** Norah and Richard Chaloner  
**Sent:** Thursday, July 31, 2008 3:01 PM  
**To:** rajan.philips@guelph.ca; mayor; karl.wettstein@guelph.ca; christine.billings@guelph.ca; mike.salisbury@guelph.ca; gloria.kovach@guelph.ca; june.hofland@guelph.ca; maggie.laidlaw@guelph.ca; kathleen.farrelly@guelph.ca; ian.findlay@guelph.ca; Bob.Bell@guelph.ca <Bob.Bell@guelph.ca>; Vicki Beard; ian.findlay@guelph.ca; kathleen.farrelly@guelph.ca; Leanne.Piper@guelph.ca; lise burcher; Caron, Maya  
**Subject:** Highway 6 Improvements -response to PIC#3

Dear Stantec, MTO Engineers, Mayor Farbridge, Rajan Philips and Guelph Councillors.

The recent stakeholder workshops regarding the changes to the Hanlon Expressway were an admirable way to study various solutions for meeting our specific transportation demands. However, I find myself reviewing the results of the final presentation, with considerable frustration and disappointment.

The options presented still do not address the environmental impact on the wetland corridor here and downstream in our watershed. There will be significant degradation from the increased roadway run-off of toxic pollutants as well as the degradation of air quality from increasing traffic. Vehicle exhaust, especially truck diesel, is a huge problem and particulates send many people for medical care. These will certainly increase under more and bigger systems of roads. (Canada has a Clean Air Act that relates air quality to greenhouse gas emissions and pollutants.)

8/6/2008

A rail option should have been seriously addressed. The rail system of transport for much of the solution...north/south as well as east/west, already exists. We have rail-lines now, linking Guelph-Campbellville-Hamilton and our east/west corridor. This is a totally under-used and under-appreciated option.

More attention was paid to the fast movement of more traffic than to the environmental costs of varied options. Climate change is facing us in many directions, yet the final PIC#3 reports have not used other government departments and environmental expertise in finding appropriate solutions for our long term benefit. For example, with a fraction of the money needed for the interchanges and the Hanlon road expansion, we could be linking up rapid transit rail that would serve our future needs as well as support better air quality and water protection.

The planning for the future shape of our city must take into account the 'heat island effect' that is accumulating with increasing pavement and concrete solutions. We compound this problem by removing thousands of trees with our high impact development. I sincerely hope that you will find a solution for these intersections and the expressway through low impact development, in order to reflect Guelph's Strategic Plan. This must include the rail option for future transportation needs through Guelph.

Sincerely yours,

Norah Chaloner (for Wellington Water Watchers and Council of Canadians)



Stantec

Stantec Consulting Ltd.  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

October 15, 2008  
File: 1650 00631

Ms. Norah and Mr. Richard Chaloner (Wellington Water Watchers/ Council of Canadians)

Dear Mr. and Ms. Chaloner:

Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 3

Thank you for your comments regarding the above noted project. Public participation continues to be an important component of the study and we appreciate your input.

Your comments regarding the role and function of the Hanlon Expressway and potential impacts to residents adjacent to the proposed improvements have been noted. As you are aware, noise and air quality studies are being carried out as part of this project.

An air quality assessment was carried out to determine air quality levels adjacent to the highway based on the proposed change from a highway with signalized intersections to a free-flow freeway. Predicted air contaminant concentrations were compared to provincial and federal criteria established by regulatory authorities such as the MOE. These authorities typically base their criteria on the potential for human health effects. Predicted results of the air quality assessment were all within provincial and federal guidelines.

The Province of Ontario has set a provincial target to reduce greenhouse gases from 60 megatons to 54 megatons in 2014. For 2020, the greenhouse gases are targeted to be reduced by another 10 megatons to 44 megatons. In order to achieve these targets, the Province is moving forward with a number of initiatives. For example, the Province is in the process of adopting new legislation that will limit truck speeds to 105 km/hr. This legislation is being implemented to increase safety and reduce greenhouse gas emissions. At this time there are no plans to reduce speed limits for motor vehicles.

Other initiatives include continued increased emphasis on integrated approaches to land use planning and transportation planning. This will allow individuals multiple transportation choices such as motor vehicles, transit, walking and cycling to meet their transportation needs. Further improvements to public transportation and the mandate to increase ethanol use in motor vehicles are also part of the overall strategy. In conjunction with these Provincial initiatives, the Federal Government has introduced federal fuel efficiency standards for motor vehicles, set to apply beginning with 2011 model year vehicles, as well as a low carbon fuel standard.

In addition, in response to local interest, the City of Guelph is considering initiating a comprehensive air quality monitoring program; which could include the installation of air quality monitors to better assess the existing air quality in the City. Please contact the City of Guelph for additional information about this initiative.

With regards to the potential for future railway or light rail transportation corridors in the City of Guelph, the project team is aware of the City's recent decision to pursue potential alternatives for rail transportation in the City. The Ministry supports public transit and will continue to work with cities and municipalities to implement



Stantec

October 15, 2008

Page 2 of 2

Reference: Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)  
Response to Comments from Public Information Centre (PIC) 3

new public transit initiatives. Improving the quality of transit services is critical to Ontario's economic, social and environmental well being, since it reduces pollution, commuting times, and gridlock. The current Ontario government has made it a priority to make sure that Ontarians living in urban communities have access to seamless, safe, reliable and affordable public transit and transportation alternatives, and continues to make investments that will increase service and access and ultimately make transit a more desirable transportation alternative. However, transit alone will not address the travel demand on Highway 6 into the future.

In response to pedestrian and cyclist travel, pedestrians will be accommodated on raised sidewalks at Korright Road and College Avenue, and on at-grade sidewalks at the Laird Road and Stone Road interchanges. In addition, bicycle lanes are provided at all of the grade separated crossings. Details of bike lanes, including widths, will be developed by the City of Guelph and confirmed in the final *Transportation Environmental Study Report (TESR)*. The Ministry of Transportation is committed to sustainable transportation and active-transportation alternatives, which includes trails and pathways. The Ministry has successfully worked with municipalities to incorporate bicycle/trail/pedestrian access into other Ministry of Transportation projects. An attempt is being made to accommodate/connect all of the City of Guelph's existing and proposed trails affected by the Preferred Plan.

The role of the Hanlon Expressway in the provincial highway network is to link Highway 7 in the north to Highway 401 and Highway 6 to the south. The new Highway 7 alignment recently received Environmental Assessment approval from the Ministry of the Environment and will be proceeding to detail design and construction. The EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.

Impacts to the Hanlon Creek and associated Provincially Significant Wetlands (PSW) are being considered as part of this assignment. In accordance with provincial policy, impacts to PSWs will be avoided, where possible. A stormwater management plan will be developed during detail design.

The project team is currently evaluating the project alternatives presented at PIC 3 and will be presenting the Preferred Plan at a PIC on October 23, 2008. Additional information regarding the time and date of the PIC is attached.

Once again, thank you for your comments regarding this project. Please plan to attend the upcoming PIC to review the Preferred Plan.

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, MCIP, RPP  
Environmental Planner  
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Maya.Caron@stantec.com

c. R. Bakalarczyk, J. Small - MTO Southwestern Region  
G. Cooke - Stantec Consulting Ltd.

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 1 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Evaluation Criteria	
<ul style="list-style-type: none"> <li>Evaluation should consider City of Guelph needs and the municipal road network</li> </ul>	<ul style="list-style-type: none"> <li>Evaluation process will include consideration for the City’s policies, Official Plan, and previous Transportation Studies.</li> </ul>
<ul style="list-style-type: none"> <li>Evaluation should consider:</li> <li>Environmental impacts</li> <li>Traffic operations and access</li> <li>Safety</li> <li>Displacement of trails</li> <li>Social Impacts</li> <li>Pedestrian and cyclist access</li> <li>Cost</li> <li>Constructability</li> <li>Noise</li> <li>Maintaining southbound access to the Hanlon Expressway</li> <li>Access in all directions</li> <li>Impacts to existing residences and farms</li> <li>Health of residents</li> <li>Community isolation</li> <li>Air quality</li> <li>Traffic impacts on Old Brock Road</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted and will be considered during the development of evaluation criteria and weighting</li> <li>The goal of the evaluation process is to select an improvement plan for Highway 6 (Hanlon Expressway) that provides safe operations; accommodates local access to the surrounding area; is cost-effective; and minimizes the impacts to the natural, social, and cultural environments.</li> </ul>
<ul style="list-style-type: none"> <li>Convenience of through traffic should not be put ahead of needs of residents</li> </ul>	
<ul style="list-style-type: none"> <li>How will evaluation criteria be ranked?</li> </ul>	<ul style="list-style-type: none"> <li>Evaluation criteria that address key issues related to the decision-making process of selecting a suitable Improvement Plan were identified and displayed at the recent Public Information Centre together with a description of what represents the best plan for each criterion. Comments received following Public Information Centre 1 are being considered in the development and weighting of final evaluation criteria.</li> <li>A comparative analysis of the alternatives will be undertaken for each evaluation criterion. The alternatives will be given a score based on how well each alternative is judged to satisfy the evaluation criteria. The individual scores will be multiplied by the criterion weight (relative importance) to produce a weighted score for each evaluation criterion and each alternative. The sum of the weighted scores provides a total score for each alternative—Overall Composite Technical Score—which is used to rank the alternatives.</li> </ul>
Environmental	
<ul style="list-style-type: none"> <li>What environmental investigations are being undertaken?</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation process includes many detailed engineering and environmental investigations. A noise study, archaeological and cultural heritage assessment, land use study, terrestrial and aquatic studies, and various engineering investigations are being carried out as part of this project. Results of the evaluation and of the environmental and engineering investigations will be presented at the second Public Information Centre.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about groundwater and stormwater management</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
Community/Recreation	
<ul style="list-style-type: none"> <li>Community connectivity, including pedestrian and cyclist access, from the west to the east is important</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Social impacts should have a high priority</li> </ul>	
Central Section Alternatives	
<ul style="list-style-type: none"> <li>Concerned about plans to close Maltby Road – this could be better if the Southgate extension and County Road 34 interchange are both constructed</li> </ul>	<ul style="list-style-type: none"> <li>The Environmental Assessment (EA) Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval. The Highway 6 intersection at Maltby Road will not be closed until the Wellington Road 34 intersection is replaced with a new interchange, currently proposed to the north of the existing intersection in the Freelon to Guelph EA study. Provided contact for information regarding the Highway 6 Freelon to Guelph study.</li> </ul>
<ul style="list-style-type: none"> <li>Do not think the Clair Road flyover is required</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 1 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Alternative 1 (Parclo A)	
<ul style="list-style-type: none"> <li>Prefer Alternative 1 since it is better for higher speed traffic exiting from the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Will be good for truck traffic</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
Alternative 3 (Diamond)	
<ul style="list-style-type: none"> <li>Does not provide free-flow movement.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted</li> </ul>
North Section Alternatives	
<ul style="list-style-type: none"> <li>The options consume too much property – would prefer roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>The ‘flyovers’ restrict access to the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>The Stone Road interchange and future road extension provide good access from the west side of Guelph</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about proposed re-alignment of College Avenue to accommodate the new underpass – some residents will be forced to travel out of their way, and emergency access may be impacted</li> </ul>	<ul style="list-style-type: none"> <li>Over the next few months the project team will be evaluating and refining the project alternatives and selecting a Preferred Plan. This work will include developing final details of the College Avenue cul-de-sac, a College Avenue underpass (‘flyover’), and for future access from the section of College Avenue between its intersection with the Hanlon Expressway and Devere Drive.</li> </ul>
<ul style="list-style-type: none"> <li>Kortright Road is a major intersection and should have northbound and southbound access to the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Potential for an interchange at Kortright Road was considered. Interchanges are not being recommended at all of the existing intersections since the intersections are too closely spaced to accommodate an interchange without overlapping interchange ramps, therefore compromising highway safety. A full interchange has not been carried forward at Kortright Road for the following reasons:                             <ul style="list-style-type: none"> <li>Kortright Road and Downey Road are residential collectors (as opposed to ‘arterial’) in the City of Guelph Road network</li> <li>There would be significant property requirements</li> <li>The entrance/exit ramps to the north would overlap with the ramps at a possible Stone Road interchange, without sufficient space for weaving areas between the interchanges</li> <li>An interchange at Stone Road is preferred since it is a major east-west arterial road in the City of Guelph road network and has the potential for an increased role in the urban and regional transportation system.</li> </ul> </li> </ul>
Alternative 1 (Parclo A)	
<ul style="list-style-type: none"> <li>Prefer Alternative 1 since it is better for higher speed traffic exiting from the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Alternative 1 can handle more traffic</li> </ul>	
Alternative 2 (Parclo B)	
<ul style="list-style-type: none"> <li>Prefer the Parclo B</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>This option impacts my residential property.</li> </ul>	<ul style="list-style-type: none"> <li>Concerns noted – evaluation will include consideration of residential property impacts.</li> </ul>
Alternative 3 (Diamond)	
<ul style="list-style-type: none"> <li>Provides best pedestrian connection</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Has the least impact on properties</li> </ul>	
<ul style="list-style-type: none"> <li>Has the least cost and least disruption</li> </ul>	
<ul style="list-style-type: none"> <li>Stone Road is very busy, too many left turns will cause congestion if the diamond configuration is selected</li> </ul>	
Potential Municipal Road Network Connection Alternatives	
<ul style="list-style-type: none"> <li>Concerned that proposed road would require crossing the Speed River and Hanlon Creek Provincially Significant Wetlands</li> </ul>	<ul style="list-style-type: none"> <li>Although potential municipal road network connections were displayed at the recent Public Information Centre, they are not part of the Environmental Assessment for this study.</li> </ul>
<ul style="list-style-type: none"> <li>Do not want traffic to the YMCA to be directed through the community</li> </ul>	<ul style="list-style-type: none"> <li>Potential municipal road network connections were illustrated schematically to show how municipal roads may access the Hanlon Expressway in the future. The City would be required to undertake further study and initiate a Municipal Class Environmental Assessment Study for possible municipal road network connections. The studies have not yet been initiated.</li> </ul>
<ul style="list-style-type: none"> <li>Support a Parclo B interchange at Stone Road with a service road from Kortright Road</li> </ul>	<ul style="list-style-type: none"> <li>MTO and Stantec have been working with representatives from the City of Guelph and will continue to keep the City involved as the study progresses.</li> </ul>
<ul style="list-style-type: none"> <li>Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>Provided contact information for City of Guelph Transportation Planning Engineer for additional information about future municipal road network connections.</li> </ul>
<ul style="list-style-type: none"> <li>Do not want to see Stone Road extension</li> </ul>	
<ul style="list-style-type: none"> <li>This interchange is not required since there is already too much traffic for a road with so many schools</li> </ul>	

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 1 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Support the Stone Road extension to improve connectivity to the northwest</li> </ul>	
<ul style="list-style-type: none"> <li>Kortright Road</li> </ul>	
<ul style="list-style-type: none"> <li>The project should include an interchange at Kortright Road</li> </ul>	
<ul style="list-style-type: none"> <li>Strongly support the southbound ramps at Kortright Road</li> </ul>	
<ul style="list-style-type: none"> <li>College Avenue</li> </ul>	
<ul style="list-style-type: none"> <li>The College Avenue extension would impact the existing residential character of Ptarmigan Drive and lead to increased noise, traffic, and reduced safety and property values</li> <li>Ptarmigan Drive currently ends at a cul-de-sac that should not have been included if the future plans were always to extend Ptarmigan Drive to College Avenue</li> </ul>	
<ul style="list-style-type: none"> <li>Extension has significant impacts to the Hanlon Creek corridor/wetland</li> </ul>	
<ul style="list-style-type: none"> <li>Believe that the extension can be constructed with consideration for the natural environment</li> </ul>	
<ul style="list-style-type: none"> <li>Changes at the north end of Ptarmigan Drive should be prevented – it is an important area for a wide range of species</li> </ul>	
<ul style="list-style-type: none"> <li>The south ramp to College Avenue should not be removed</li> <li>Require direct access from College Avenue to the Hanlon</li> </ul>	
Southgate Drive	
<ul style="list-style-type: none"> <li>Do not support the extension of Southgate since it will increase traffic in a residential area on Maltby Road and impact the natural setting</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
General Comments	
<ul style="list-style-type: none"> <li>Project team should consider roundabouts or ‘traffic circles’</li> <li>Interchanges are too expensive</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry of Transportation is actively considering possible locations for a modern roundabout and has recommended the implementation of a roundabout as a pilot project at an intersection on Highway 33 west of Kingston. A Roundabout Innovation Team has been established to share expertise, research, experience and best practices with other jurisdictions to further the implementation of roundabouts on provincial highways. In terms of implementing roundabouts on the Hanlon Expressway, there is concern that high traffic volumes and anticipated traveling speeds cannot be accommodated by a roundabout.</li> </ul>
<ul style="list-style-type: none"> <li>MTO should consider the whole provincial highway network – there are several large adjacent studies</li> <li>Needs to be considered as a 50-100 year vision for major transportation corridors</li> <li>Where does this fit into the Greenbelt Plan, the City’s Official Plan, or the Places to Grow legislation?</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry of Transportation periodically carries out large scale transportation planning activities for the Province of Ontario. The current Southern Ontario Highways Program (2006) anticipates the province’s future growth and provides a strategy for improving Ontario’s highways to support growth and economic activities, improve traffic flow, and enhance safety in Southern Ontario. The purpose of this study is to upgrade the expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. This study is considered a medium-term study.</li> <li>Long-term improvements adjacent to the study area, including the potential for a new GTA West Corridor are also being considered by the Ministry. In 1994 the Ministry of Transportation completed an Environmental Study Report for the upgrading of Highway 6 between the Speed River and Woodlawn Avenue. The report included upgrading the north section of the Hanlon Expressway to a fully-controlled access freeway. When improvements to the north section of the Hanlon are initiated, the 1994 Environmental Study Report would be subject to an update that would include a public consultation component.</li> </ul>
<ul style="list-style-type: none"> <li>Interchange locations make sense</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<ul style="list-style-type: none"> <li>Traffic counts at Clair Road should be checked</li> </ul>	<ul style="list-style-type: none"> <li>Based on Ministry of Transportation traffic counts collected in July 2006 in the AM and PM peak hours there are approximately 10 vehicles per hour (vph) traveling west on Clair Road, through to Phelan Road, and approximately 110 vph traveling west on Clair Road and turning southbound to the Hanlon Expressway.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 1 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Project should not rely on municipal projects</li> <li>The bridge on Niska Road is a heritage bridge and may be impacted if there is additional traffic</li> <li>There should be separate structures for pedestrians/cyclists</li> <li>Traffic volumes are not high enough to support interchanges</li> <li>Wellington interchange is too extreme in size and design – don't make the same mistake</li> <li>The Niska Road Bailey bridge should be closed to make Kortright Hills a residential area and eliminate traffic from Highway 124 to the Hanlon</li> <li>Should build tunnels under the Hanlon Expressway rather than bridges</li> <li>Commercial traffic should be directed to Laird Road and Highway 24</li> <li>Increased volume and speed will lead to increased noise and air pollution</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted – no response required.</li> </ul>
<ul style="list-style-type: none"> <li>Please provide information about the new Highway 7</li> </ul>	<ul style="list-style-type: none"> <li>Provided appropriate MTO contact.</li> </ul>
<ul style="list-style-type: none"> <li>Capacity improvements are required – improvements are long overdue</li> </ul>	<ul style="list-style-type: none"> <li>No response required.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned that improvements will lead to a traffic increase that will create a bottleneck</li> </ul>	<ul style="list-style-type: none"> <li>A Traffic Study is being carried out as part of this project. The results from the Traffic Study will be compared with traffic studies from the City of Guelph, County of Wellington and Township of Puslinch and the results will be considered during the evaluation of alternatives. The evaluation criteria that will be used to select a Preferred Plan will include consideration for traffic operations and safety.</li> </ul>
<ul style="list-style-type: none"> <li>The project team should be working closely with the City of Guelph</li> </ul>	<ul style="list-style-type: none"> <li>The project team has met with staff from the City of Guelph. City staff will continue to be involved and to provide input as the study progresses.</li> </ul>
<ul style="list-style-type: none"> <li>Please add to mailing list</li> </ul>	<ul style="list-style-type: none"> <li>All respondents added to mailing list.</li> </ul>
<ul style="list-style-type: none"> <li>Require additional time for comments</li> </ul>	<ul style="list-style-type: none"> <li>The comments deadline is a guideline so that the majority of comments can be considered before the project moves forward to the evaluation stages. Displays presented at the PIC are available on the project website in the Consultation – PIC 1 Section.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned that this process is happening at the same time as the City is developing a Growth Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Evaluation process will include consideration for the City's policies, Official Plan, and other relevant studies.</li> </ul>
<ul style="list-style-type: none"> <li>Request an additional, more formal public meeting</li> </ul>	<ul style="list-style-type: none"> <li>Residents who were not able to attend the PIC and who are having difficulty viewing the plans on the website are requested to contact the project team for hard copies. Members of the project team are available to answer questions by mail, fax, e-mail, or telephone and contact information is available on the project website.</li> <li>Project team arranging meeting with representatives from the Kortright Hills Community Association Executive, the City of Guelph, MTO and Stantec.</li> </ul>
<ul style="list-style-type: none"> <li>Do not think the 'Group B' EA process is appropriate</li> </ul>	<ul style="list-style-type: none"> <li>The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications.</li> </ul>
<ul style="list-style-type: none"> <li>When will this be constructed?</li> </ul>	<ul style="list-style-type: none"> <li>With regards to construction timing, it is anticipated that the preliminary design, environmental assessment, and study documentation for the Recommended Plan will be complete in the winter of 2007/2008. Detail design, property acquisition and contract preparation for the interchange can begin at the completion of the Planning and Preliminary Design Study when this project receives Environmental Assessment approval. Scheduling of the next steps can occur once the project has environmental clearance.</li> </ul>
Need/Justification	
<ul style="list-style-type: none"> <li>Do not think there is a need for grade-separating the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>As well as being a major arterial in the City of Guelph, the Hanlon Expressway is a provincial facility that provides a vital link within the provincial highway network and is intended to serve as a higher order highway, providing long-distance and regional connections.</li> <li>The Hanlon Expressway has been studied extensively over a number of years. The Ministry of Transportation has conducted several planning studies on the Hanlon Expressway and the connecting provincial highway network. In 1969, the Ministry completed a Functional Planning Study of the Hanlon Expressway, from Clair Road, Northerly to Woodlawn Road. This study identified that the Expressway would serve as a major north-south link connecting Highway 401 to Highway 7. The Hanlon Expressway was constructed in 1972 to relieve traffic on Guelph's arterial road system, with the ultimate long-term goal of converting the Expressway to a fully-controlled access facility.</li> <li>In 2004 a Traffic Operations Study was carried out for the Hanlon Expressway to assess existing and future traffic operations of the existing at-grade intersections. The Traffic Operations Study identified a need for upgrading the at-grade intersections to grade-separations (i.e. flyovers) or interchanges. A four-lane, access controlled highway will improve traffic safety and operations on this section of the Hanlon Expressway.</li> </ul>
<ul style="list-style-type: none"> <li>The Hanlon Expressway should be downgraded to a Municipal Road</li> </ul>	
<ul style="list-style-type: none"> <li>Interchanges will alienate local business and divert local traffic to alternate road – the Hanlon Expressway should either service the City or by-pass it</li> </ul>	
<ul style="list-style-type: none"> <li>The need for municipal road network connections must be considered</li> </ul>	

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 1 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Traffic and Access	
<ul style="list-style-type: none"> <li>Concerned about access to the YMCA and future volume of users</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry of Transportation has indicated that when the YMCA-YWCA was initially constructed, the YMCA was advised (in January 2000) that the ultimate plans were to upgrade the Hanlon Expressway to an access-controlled freeway with a future underpass at Kortright Road.</li> </ul>
<ul style="list-style-type: none"> <li>More traffic data needs to be collected before you can evaluate these options</li> </ul>	<ul style="list-style-type: none"> <li>The project team has considered access within the municipal road network during the selection of interchange locations and acknowledges that additional municipal road network connections may improve operations on the municipal road network.</li> </ul>
Pedestrian/Cyclist Access	
<ul style="list-style-type: none"> <li>The Hanlon Expressway is currently a barrier for pedestrians and cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Existing pedestrian and cyclist routes/crossings will be maintained and/or reinstated, wherever possible.</li> </ul>
Environmental	
<ul style="list-style-type: none"> <li>Existing Environmental Conditions should include the Mill Creek watershed and impacts to the groundwater recharge area</li> <li>The Paris Moraine is also a sensitive resource</li> </ul>	<ul style="list-style-type: none"> <li>The project team is in the process of confirming the existing conditions in the study area in advance of the evaluation of project alternatives. This work includes secondary source reviews and field work and is being carried out by environmental specialists in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater. The Mill Creek Watershed Study is being provided to the appropriate specialists for consideration during the evaluation of alternatives.</li> </ul>
Interim Improvements	
<ul style="list-style-type: none"> <li>Advanced green from College Avenue, northbound to the Hanlon Expressway is required</li> </ul>	<ul style="list-style-type: none"> <li>Comments forwarded to the Ministry of Transportation for consideration. Intersection improvements are currently being considered by MTO and are planned for 2008 to 2010.</li> </ul>
<ul style="list-style-type: none"> <li>Request intersection improvements at the Hanlon Expressway and Stone Road intersection</li> </ul>	
<ul style="list-style-type: none"> <li>Request designated left-turn lane on Stone Road for southbound traffic</li> </ul>	
<ul style="list-style-type: none"> <li>Traffic signals should be upgraded at Stone Road</li> </ul>	
<ul style="list-style-type: none"> <li>Interim improves are required at the intersection of Stone Road and Kortright Road</li> </ul>	
<ul style="list-style-type: none"> <li>Synchronized traffic signals could solve the whole problem</li> </ul>	
Proposed Alternate Alignments / Routes / Improvements	
<ul style="list-style-type: none"> <li>Would prefer a ring road around the city that should connect Highway 6, Highway 7</li> </ul>	<ul style="list-style-type: none"> <li>The purpose of this study is to upgrade the expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. As well as being a major arterial in the City of Guelph, the Hanlon Expressway is a provincial facility that provides a vital link within the provincial highway network and is intended to serve as a higher order highway, providing long-distance and regional connections.</li> <li>The project limits for this study are Highway 6 (Hanlon Expressway) between Maltby Road and the Speed River. Improvements to the Hanlon Expressway north of the study area would be carried out as a separate assignment. Your comments regarding potential improvements north of the study area have been forwarded to the Ministry of Transportation for consideration.</li> </ul>
<ul style="list-style-type: none"> <li>Recommend improvements to the north section of the Hanlon Expressway</li> </ul>	
<ul style="list-style-type: none"> <li>There should be a connection to Highway 24</li> </ul>	
<ul style="list-style-type: none"> <li>The plan does not provide a comprehensive plan for the entire (north and south) Hanlon Expressway – how does this fit into the Provincial Highway network?</li> </ul>	
<ul style="list-style-type: none"> <li>Highway 6 should be relocated to a new corridor outside of the City of Guelph</li> </ul>	
<ul style="list-style-type: none"> <li>Return Highway 7 to its original alignment</li> </ul>	

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
General Comments on Evaluation Criteria Weighting		
	<ul style="list-style-type: none"> <li>• Access and traffic operations are weighted too high</li> <li>• Children and/or senior’s safety should be the highest criteria</li> <li>• Increased flow of traffic to schools and non-arterial roads is a major factor along with increased noise pollution</li> <li>• Environmental weighting is too low</li> <li>• Impact on property and residents should be given more consideration</li> <li>• More consideration should be provided to ease and affordability of construction</li> <li>• Social and natural environmental weighting should be higher</li> <li>• Access should consider local traffic instead of only commercial traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Your preference for changes to the evaluation criteria has been noted. The evaluation criterion and weighting were developed based on input from the public, professional judgment based on experience on similar highway projects, provincial guidelines, and existing conditions in the study area. The purpose of the study is to improve traffic operations on the Hanlon Expressway, while minimizing impacts to the natural, social, and cultural environments.</li> <li>• The project team is currently initiating a Community Workshop. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluation criteria has been weighted to identify a plan for MTO, not residents and the City</li> </ul>	
	<ul style="list-style-type: none"> <li>• More consideration should have been given to diamond interchanges – do not think that a detailed evaluation of traffic flow was carried out to support dismissing the diamond interchanges</li> </ul>	<ul style="list-style-type: none"> <li>• Your preference for diamond interchanges has been noted. Diamond interchanges typically have less traffic capacity because of the signalized ramp terminal intersections and the requirement for left-turns to access the highway. A Parclo A interchange provides free-flow movements, resulting in increased overall capacity.</li> <li>• In response to concerns from the public and the City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for alternative interchange configurations that continue to meet the required geometric design standards. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>• Do not support the evaluation process – the ranking of evaluation criteria was subjective</li> <li>• Require an explanation of evaluation process</li> </ul>	<ul style="list-style-type: none"> <li>• The evaluation process undertaken is typical of the evaluation carried out on other highway projects in Ontario, and is structured to make sure that a range of criterion relevant to the study area is considered. This is partially accomplished by the development of a pair-wise comparison table, which is a tool that is used to assign and rank the importance of criteria in relation to the other criteria.</li> <li>• The goal of the evaluation process was to select a cost-effective Improvement Plan that provides safe operations and convenient local access to the surrounding area while minimizing the impacts to the natural, social and cultural environments. This is achieved by applying each of the evaluation criterions to each of the alternatives.</li> <li>• The evaluation criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative. Although it is important to explicitly consider suitability of an alternative in terms of each criterion, it is useful to establish an overall composite technical score (performance) for each alternative. This is accomplished by determining appropriate weighting (relative importance) among the criteria.</li> <li>• A comparative analysis of the alternatives was undertaken for each evaluation criterion. The alternatives were given a score based on how well each alternative was judged to satisfy the evaluation criteria. The individual scores were multiplied by the criterion weight (relative importance) to produce a weighted score for each evaluation criterion and each alternative. The sum of the weighted scores provided a total score for each alternative—Overall Composite Technical Score—which was used to rank the alternatives.</li> </ul>
	<ul style="list-style-type: none"> <li>• Support evaluation process and results</li> </ul>	<ul style="list-style-type: none"> <li>• Your support for the evaluation process has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerned that although access is ranked 5, the Preferred Plan leads to the isolation of the Kortright Hills area</li> </ul>	<ul style="list-style-type: none"> <li>• The project team has noted your concerns regarding the potential isolation of the Kortright Hills community. The evaluation of alternatives included consideration for connecting municipal roads across the Hanlon Expressway and for providing pedestrian and cyclist linkages. In response to community concerns that the road and pedestrian/cyclist linkages in the Preferred Plan are not adequate for the community, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluation criteria weighting provides a good balance between neighbourhood and social weighting compared to environment and traffic issues</li> </ul>	<ul style="list-style-type: none"> <li>• Your support for the weighting of the evaluation criteria has been noted.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Light pollution should be included as a criterion</li> <li>Light standards should be designed to direct light downward</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding future illumination along the Hanlon Expressway and at interchanges has been noted. The selection of light standard types will be determined during the detail design phase of the study.</li> </ul>
	<ul style="list-style-type: none"> <li>Reducing the speed limit (and therefore safety) should have been considered during the evaluation</li> </ul>	<ul style="list-style-type: none"> <li>Your request to reduce the speed limit on the Hanlon Expressway has been noted. The current posted speed on the Hanlon Expressway within the study area is 90 km/hr. The purpose of this study is to develop a Preliminary Design Plan to upgrade the Hanlon Expressway from south of Maltby Road to the Speed River, to a freeway with access restricted to interchange locations only. The appropriate design speed for this type of facility is 120 km/h, which is consistent with similar freeway facilities throughout the Province.</li> </ul>
	<ul style="list-style-type: none"> <li>Project seems to be focused on moving traffic north and south but does not adequately consider the need to provide access in the City of Guelph</li> </ul>	<ul style="list-style-type: none"> <li>Your comment that the evaluation criteria are based on traffic operations on the Hanlon Expressway and not on the municipal road network connectivity has been noted. The purpose of the study is to identify a plan that will improve traffic operations and safety on Highway 6 within the project limits, while maintaining connectivity within the municipal road network. We acknowledge that this may involve some out-of-way travel for residents; however, it is not expected that the connectivity of the municipal road network will be significantly changed. In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Access criteria should apply to all forms of transport, not only cars</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern regarding the components that were considered as part of the 'Access' evaluation criterion, the criterion included consideration for access for vehicles. Pedestrian and cyclist access was included in the Social Environment Criterion, which contributed to the weighting of 4 for this criterion. The rationale for the weighting of the evaluation criteria, as well as a description of the factors considered for each criterion was identified on the Evaluation Criteria Weighting display at the Public Information Centre. The display is currently available for review on the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>) in the Consultation – PIC 2 Section.</li> </ul>
	<ul style="list-style-type: none"> <li>Noise and air quality are health concerns and should be ranked higher</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding the need for a greater weighting for noise impacts in the evaluation criteria has been noted. The Noise Study carried out as part of this assignment indicates that provision for noise attenuation (i.e. noise walls or berms) is warranted on both the east and west sides of the Hanlon Expressway between Kortright Road and College Avenue. Since the required mitigation is primarily based on predicted future traffic volumes on the Hanlon Expressway and does not change as a result of project alternatives, the noise factor is potentially impacted to the same degree or in the same way for all alternatives. Impacts to this factor are being mitigated in accordance with the MTO Noise Policy as displayed on the Noise Impacts panel at the recent Public Information Centre.</li> <li>In response to public concern regarding Air Quality, the project team is carrying out an air quality assessment as part of this assignment. The assessment will consider air quality levels adjacent to the highway based on the proposed change from a highway with signalized intersections to a free-flow freeway and will be based on the future (2021) predicted traffic volumes. Results of the assessment will be made available on the project website and at the next Public Information Centre, currently scheduled for June 2008.</li> </ul>
Comments on Evaluation Criteria (General), Alternatives or Process – North Section		
	<ul style="list-style-type: none"> <li>Evaluation considered changes to the character of backyards on Cole Road but not to those on Wagoners Road – why or why not?</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that impacts to the character of the backyards of residents on Wagoners Road were not explicitly considered during the evaluation of alternatives has been noted.</li> <li>In response to concerns from the public and the City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. This could include alternatives that minimize impacts to adjacent properties in the vicinity of the Stone Road interchange. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>An underpass at the Hanlon Expressway and College Avenue would preserve property values and should be considered</li> </ul>	<ul style="list-style-type: none"> <li>With regards to your preference for an underpass at the Hanlon Expressway and College Avenue, the Preferred Plan that was presented at the recent Public Information Centre (PIC) included an underpass at the Hanlon Expressway and College Avenue (i.e. College Avenue will pass under the Hanlon Expressway). The design at this location was primarily based on the general topography at this area.</li> </ul>
	<ul style="list-style-type: none"> <li>Please explain why the alternative with the Service Road connection has a lower score in the Traffic Operations category than the alternative with no service road connection</li> </ul>	<ul style="list-style-type: none"> <li>In response to your inquiry regarding the scoring of the Service Road in the traffic operations category, the evaluation of the traffic operations factor included an assessment of projected traffic operations at intersections at the future interchange ramp terminals as well as at adjacent municipal road intersections (such as the Kortright Road / proposed Service Road intersection). The alternative that included the Service Road scored lower in the evaluation because the projected traffic volumes at the intersection of Kortright Road / Highway 6 Ramp / Service Road had increased conflicts when compared to alternatives that did not include the Service Road.</li> </ul>
	<ul style="list-style-type: none"> <li>Is it possible to provide direct southbound access to the Hanlon Expressway at College Avenue?</li> </ul>	<ul style="list-style-type: none"> <li>In response to your request for the provision of direct southbound access from College Avenue to the Hanlon Expressway, the southbound ramps cannot be accommodated at this location since the intersections are too closely spaced to accommodate interchanges without overlapping interchange ramps, which compromises highway safety.</li> </ul>



**Public Comments Received and Responses Provided**

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PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Stone Road is not appropriate for use by commercial traffic</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding commercial traffic on Stone Road, the road is maintained by the City of Guelph. The City has designated Stone Road as an arterial road that is included in the Permissive Truck Route system that encourages the use of arterial roadways for the movement of trucks to reduce conflicts in residential areas. Comments regarding the designation of City roads and the Permissive Truck Route system should be directed to the City of Guelph since they are responsible for these matters.</li> </ul>
Comments on Evaluation Criteria (General), Alternatives or Process – Central Section		
	<ul style="list-style-type: none"> <li>Please maintain the connection from Downey Road to Laird Road</li> </ul>	<ul style="list-style-type: none"> <li>Your request that the connection between Downey Road and Laird Road be maintained has been noted. No changes to the existing connection between Downey Road and Laird Road are proposed. This is a municipal matter that would be dealt with by the City of Guelph.</li> </ul>
	<ul style="list-style-type: none"> <li>Project should focus on the Laird Road interchange and only include an overpass at Stone Road to connect residents to services</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for an overpass only at Stone Road has been noted. The Hanlon Expressway functions as both a vital link in the provincial highway network and an arterial road in the City of Guelph. Including overpasses only at the arterial roads would not adequately accommodate travel between Guelph's arterial roads and the provincial highway system.</li> </ul>
Traffic Operations		
	<ul style="list-style-type: none"> <li>Concerns about the capacity of the existing Stone Road and Scottsdale Drive intersection – the future capacity of this intersection requires more consideration and Scottsdale Drive may have to be upgraded to accommodate the additional traffic</li> <li>Concerned about future turn from Scottsdale Road to head northerly on the Hanlon from Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern regarding the capacity of the Stone Road/Scottsdale Drive intersection, the intersection is maintained and operated by the City of Guelph. However, the evaluation criteria include consideration for operations at municipal intersections.</li> <li>The City of Guelph has identified Scottsdale Road as a 4-lane Collector Road, which is appropriate for use as a connection between two municipal arterial roads.</li> </ul>
	<ul style="list-style-type: none"> <li>Concern regarding access to and from industrial lands due to the closure of Maltby Road</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding the closure of Maltby Road has been noted. The closure of Maltby Road at the Hanlon Expressway will not occur until the future Highway 6 and Wellington Road 34 mid-block interchange is constructed. This future interchange will provide access from Maltby Road to Highway 6 without significant out-of-way travel.</li> <li>Although residents and businesses on Maltby Road are generally aware of the future closure, the Ministry has recently met with the Township of Puslinch, City of Guelph, and local emergency service providers to further assess the potential impact of the closure of Maltby Road. Access to industrial lands in the vicinity of Maltby Road, including the South Guelph Industrial Lands will be from the proposed Laird Road interchange and the future Wellington Road 34 mid-block interchange.</li> </ul>
	<ul style="list-style-type: none"> <li>Project does not meet the needs of truck traffic since the section to the north will still have traffic signals</li> <li>Highway 6 should be updated all at once, not in sections</li> <li>Interested in plans for future interchange at Speedvale Avenue and the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in the upgrading of the section of the Hanlon Expressway north of the Wellington Street interchange has been noted. The Ministry of Transportation is initiating a planning and preliminary design study for Highway 6 north of Wellington Street. Your name will be forwarded to the Ministry of Transportation so that you can be contacted when that study is initiated.</li> <li>MTO completed an Environmental Study Report and Preliminary Design Report for the upgrading of the Hanlon Expressway from 0.9 km south of the Speed River to 0.3 km south of Woodlawn Avenue in 1994. The report included recommendations for upgrading the north section of the Hanlon Expressway to a freeway with interchanges, which subsequently led to the construction of the Wellington Street interchange in 2000.</li> <li>Construction of the interchanges north of Wellington Street is not currently scheduled. However, interim intersection improvements including traffic signals and the addition of turning lanes (if necessary) at all intersections through the corridor are planned for 2009-2011.</li> </ul>
	<ul style="list-style-type: none"> <li>Preferred Plan will force additional traffic on the single lane bridge at Niska Road</li> <li>Concerned about creating impacts at Niska Road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding additional traffic on Niska Road, the evaluation criteria that was used to select a Preferred Plan includes consideration for traffic operations on municipal roads and at intersections in the Traffic Operations criterion.</li> <li>Your concern about potential impacts to the single-lane bridge at Niska Road over Hanlon Creek has been noted and forwarded to the City of Guelph since the structure is a municipal structure.</li> </ul>
	<ul style="list-style-type: none"> <li>The preferred plan prevents southbound Hanlon Expressway traffic from turning right at College Avenue and at Kortright Road</li> <li>Request a southbound exit turning right at Kortright, which can be provided by shifting the Kortright underpass to the south where there is vacant land</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for maintaining access from the Hanlon Expressway to Kortright Road/Downey Road and College Avenue has been noted. The purpose of this study is to identify a plan that will improve traffic operations and safety on Highway 6 within the project limits, while maintaining connectivity in the municipal road network. We acknowledge that this may involve some out-of-way travel for residents.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Plan should include a left-turn lane at Woodlawn Glen Drive from Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>Your request for the inclusion of a left-turn lane from Downey Road to Woodlawn Glen Drive has been noted.</li> <li>Your request has been forwarded to the City of Guelph for consideration as this is a municipal intersection. Locations of future turning lanes required as a result of the Preferred Plan will be identified and documented in the final Transportation Environmental Study Report, which will be made available for a 30-day public review period at the conclusion of the study.</li> </ul>

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Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Preferred Plan will encourage high speeds</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that the Preferred Plan will encourage high traffic speeds has been noted.</li> <li>The Hanlon Expressway was designed as a controlled access freeway. However, it was constructed as a staged freeway with at-grade intersections and a reduced posted speed limit. The interchanges will be designed to achieve the design requirements for a controlled access freeway. The Hanlon Expressway will function as a provincial transportation link between Highway 401 and the new Highway 7 from Guelph to Kitchener. A 100 km/h posted speed is appropriate for this type of facility and the existing highway alignment has been designed to meet this standard.</li> <li>Speed on the Hanlon Expressway will continue to be monitored and enforced by the Ontario Provincial Police.</li> <li>Insert Community Workshop.</li> </ul>
<ul style="list-style-type: none"> <li>The traffic volumes show more vehicles turning north at Kortright Road – why does the Preferred Plan only include southbound ramps? The Preferred Plan does not support the findings of the Traffic Study.</li> </ul>	<ul style="list-style-type: none"> <li>The potential for an interchange at Kortright Road was considered. Interchanges are not being recommended at all of the existing intersections since the intersections are too closely spaced to accommodate an interchange without overlapping interchange ramps, which compromises highway safety.</li> <li>A full interchange was not provided at Kortright Road for the following reasons: <ul style="list-style-type: none"> <li>Kortright Road and Downey Road are residential collectors (as opposed to ‘arterial’) in the City of Guelph Road network</li> <li>There would be significant property requirements</li> <li>The entrance/exit ramps to the north would overlap with the ramps at a possible Stone Road interchange, without sufficient space for weaving areas between the interchanges</li> </ul> </li> <li>An interchange at Stone Road is preferred since it is a major east-west arterial road in the City of Guelph Road network and has the potential for an increased role in the urban and regional transportation system</li> <li>A six-lane structure was included in the Preferred Plan to accommodate the City of Guelph’s projected future traffic volumes for the extension of Stone Road. However, the City has indicated that it may consider alternatives that do not include a Stone Road extension.</li> </ul>
<ul style="list-style-type: none"> <li>Evaluation should include indicator of future changes in traffic flow</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern that the evaluation did not consider future changes to traffic volumes, the evaluation that was carried out to select the Preferred Plan included consideration for future traffic volumes and operations in the study area, using predicted 2021 traffic volumes, which were provided by the City.</li> <li>The City of Guelph and MTO are carrying out a vehicle Origin-Destination travel survey to confirm the volume of external traffic that is currently accessing the Hanlon Expressway via Downey Road and Woodlawn Glen Drive Drive. Results of the study will be compared to previously predicted volumes and considered during the development of alternatives at the Community Workshop.</li> <li>In addition, the City of Guelph routinely carries out traffic studies on municipal roads in the City to determine if there are alternative methods (i.e. traffic calming or signing) that may be appropriate to divert some of the vehicular traffic on these roads. If you have additional questions regarding the City’s methods for minimizing traffic on municipal roads, please contact the City of Guelph Transportation Planning Engineer, for additional information about future municipal road network connections.</li> </ul>
<ul style="list-style-type: none"> <li>Traffic volumes have not been adequately addressed in the evaluation criteria</li> </ul>	
<ul style="list-style-type: none"> <li>Synchronizing the traffic signals would resolve the current issues with traffic flow</li> </ul>	<ul style="list-style-type: none"> <li>Your comment that traffic operations on the Hanlon Expressway could be resolved by synchronizing the existing traffic signals has been noted. The Ministry is proposing to synchronize the traffic signals on the Hanlon Expressway as part of a strategy to provide interim improvements for traffic operations on the highway. However, this measure is not a long-term solution, given the existing and projected traffic volumes on Highway 6 and the crossing roads; the only viable long-term solution is to remove the at-grade intersections. The purpose of this study is to identify a plan to upgrade the highway to a freeway with access restricted to interchange locations only. The removal of the existing at-grade intersection and traffic signals will significantly improve safety and operations on the Hanlon Expressway.</li> </ul>
<ul style="list-style-type: none"> <li>Did the project consider traffic flows relating to parents driving children to schools on College Avenue and then accessing the Hanlon Expressway?</li> </ul>	<ul style="list-style-type: none"> <li>With regards to consideration for access from local schools on College Avenue to the Hanlon Expressway, the project team acknowledges that there is a desire for direct access from College Avenue to the Hanlon Expressway. Interchanges are not being recommended at all of the existing intersections since the intersections are too closely spaced to accommodate an interchange without overlapping interchange ramps, which compromises highway safety.</li> <li>Northbound ramps at College Avenue would overlap with the southbound ramps at the existing Wellington Street interchange.</li> <li>A Road Safety Assessment has been carried out to investigate a potential partial interchange at College Avenue.</li> <li>The results of the Road Safety Assessment indicate that predicted accidents could increase by 20-25% if the College Avenue ramps are provided, which is not desirable.</li> </ul>

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PIC 2 Comments Received and Responses Provided		
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	<ul style="list-style-type: none"> <li>A traffic study should be carried out on Woodlawn Glen Drive – this would show that there is already a lot of non-residential traffic on this road</li> <li>Traffic calming should be implemented on Woodlawn Glen Drive</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding additional traffic on Woodlawn Glen Drive Drive, it is expected that there will be some changes to the local traffic patterns in the area when access to the Hanlon Expressway is provided at interchange locations only.</li> <li>The City of Guelph and MTO are carrying out a vehicle Origin-Destination travel survey to confirm the volume of external traffic that is currently accessing the Hanlon Expressway via Downey Road and Woodlawn Glen Drive Drive. Results of the study will be used to identify possible mitigation strategies to reduce traffic on Woodlawn Glen Drive.</li> <li>In addition, the City of Guelph routinely carries out traffic studies on municipal roads in the City to determine if there are alternative methods (i.e. traffic calming or signing) that may be appropriate to divert some of the vehicular traffic on these roads. This type of study has been initiated for Woodlawn Glen Drive. If you have additional questions regarding the City’s methods for minimizing traffic on municipal roads, or the current study on Woodlawn Glen Drive, please contact City of Guelph Transportation Planning Engineer, for additional information about future municipal road network connections.</li> </ul>
	<ul style="list-style-type: none"> <li>Turning onto Scottsdale Drive is an existing issue due to proximity to traffic lights at Stone Road and Scottsdale Drive and nearby businesses</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted your concern regarding the potential for increased traffic on Scottsdale Drive.</li> <li>The potential for traffic signals at adjacent municipal intersections will be considered once a Preferred Plan has been confirmed.</li> </ul>
	<ul style="list-style-type: none"> <li>Since there will be increased traffic on Scottsdale Drive, traffic signals should be included at the Cole Road/Scottsdale Drive intersection</li> <li>Concerned about increased traffic on Scottsdale Drive</li> </ul>	
Access – Vehicular		
	<ul style="list-style-type: none"> <li>There is no access to the YMCA from the Hanlon Expressway – they will not be able to remain at this location</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding future access to the YMCA has been noted. Although direct access from the Hanlon Expressway is not provided from the north, access will be provided though the municipal road network. The Ministry of Transportation has indicated that when the YMCA-YWCA was initially constructed, they were advised that direct access would not be provided to Highway 6 at Kortright Road following the upgrading of the highway, and that only a grade-separation would be provided. This information was provided to the YMCA at the time of construction (1996) and at the time of the building addition (2000).</li> <li>The project team has met with representatives from the YMCA. Access to the facility will be maintained.</li> </ul>
	<ul style="list-style-type: none"> <li>The project should include crossings connecting non-arterial roads across the highway</li> </ul>	<ul style="list-style-type: none"> <li>Your request that the Preferred Plan include connections of all existing roads across Highway 6 has been noted. The Preferred Plan presented at PIC 2 included providing east-west connections at Laird Road, Kortright Road/Downey Road, Stone Road and at College Avenue. Connections have not been included at Maltby Road and Clair Road because they are not required and because interchanges can not be accommodated at all of the intersections due to their close proximity to one another. We acknowledge that this may involve some out-of-way travel.</li> </ul>
Access – Pedestrian and Bicycle		
	<ul style="list-style-type: none"> <li>The project does not accommodate pedestrians and cyclists</li> <li>Should consider limiting vehicle access to minimize greenhouse gas emissions</li> <li>MTO should be discouraging use of cars/trucks to combat global warming</li> <li>Parclo interchange configuration does not accommodate pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding pedestrian and bicycle access, and potentially reducing vehicle accessibility has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Why plan bicycle paths for a future date?</li> <li>They should be constructed with the rest of the highway</li> </ul>	<ul style="list-style-type: none"> <li>With regards to the provision of bicycle lanes, bike lanes can be accommodated at all of the grade separations. The pedestrian and bicycle routes identified in the City of Guelph Trails Master Plan can be accommodated in the Preferred Plan and crossing structures have been designed to a width that can accommodate bike lanes.</li> <li>The City of Guelph will be responsible for the provision of bike lanes on municipal roads.</li> </ul>
	<ul style="list-style-type: none"> <li>There is no reasonable pedestrian access across Stone Road and/or the Hanlon Expressway</li> <li>How will pedestrians cross six lanes of traffic at Stone Road/Woodlawn Glen Drive?</li> </ul>	<ul style="list-style-type: none"> <li>Your comment regarding the need for improved pedestrian access at Stone Road has been noted. In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that considers the pedestrian and cyclist access desired by City of Guelph residents while improving traffic operations and safety on the Hanlon Expressway. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Pedestrians, cyclists and vehicles should not share the same infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in providing separate infrastructure for pedestrians/cyclists and vehicles has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about future pedestrian access across Downey Road (from north to south)</li> </ul>	

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<ul style="list-style-type: none"> <li>Concerned about loss of access to the dog park (John Gamble Park)</li> <li>Vehicles accessing the park will be re-routed through the Shadybrook neighbourhood, increasing traffic and street parking</li> </ul>	<ul style="list-style-type: none"> <li>With regards to your concern of the loss of access and impacts to John Gamble Park, these impacts were considered during the evaluation of alternatives that led to the selection of the Preferred Plan.</li> <li>John Gamble Park is designated as a neighbourhood park. According to the City of Guelph website, the primary access to this park is from Shadybrook Crescent. In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that considers the access desired by City of Guelph residents at Kortright Road/Downey Road, while minimizing environmental and social impacts, including impacts to John Gamble Park and access to the Shadybrook neighbourhood.</li> <li>A landscape plan will be developed during detail design to identify mitigation measures to minimize tree loss and make sure that trees adjacent to proposed improvements are protected during construction.</li> <li>Your concern regarding additional pedestrian and vehicle traffic accessing John Gamble Park through the Shadybrook community has also been noted and has been forwarded to the City of Guelph for consideration.</li> </ul>
<ul style="list-style-type: none"> <li>Quality of walking and cycling will be negatively affected.</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding the quality of future pedestrian and cyclist access across the Hanlon Expressway, pedestrian access and bicycle crossings have been considered during the development of the Preferred Plan.</li> <li>Pedestrians are being accommodated on raised sidewalks at Kortright Road and College Avenue and on sidewalks at the Laird Road and Stone Road interchanges. Bike lanes can be accommodated at all of the grade separations. Details of bike lanes, including widths, will be confirmed in the final Transportation Environmental Study Report (TESR).</li> <li>The raised sidewalks proposed at Kortright Road and at College Avenue separate pedestrian travel from vehicle travel, which is an improvement from the existing at-grade intersections where pedestrians cross the highway at the same level as vehicular travel. The potential for illumination in the underpasses will be considered during detail design.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that considers the pedestrian and cyclist access desired by City of Guelph residents while improving traffic operations and safety on the Hanlon Expressway. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
<ul style="list-style-type: none"> <li>Pedestrian/bicycle traffic is very important at all the intersections within the study area.</li> </ul>	
<ul style="list-style-type: none"> <li>Are there any possibilities of including additional pedestrian and bike crossing alternatives in the project?</li> </ul>	<ul style="list-style-type: none"> <li>Your request for the inclusion of additional pedestrian and cyclist crossings has been noted. Although, bicycle lanes and pedestrian sidewalks are a municipal issue, the evaluation criteria that were used to select a Preferred Plan included consideration for maintaining/enhancing the existing trails and pedestrian network. This was been accomplished by improving non-motorized access across the Hanlon Expressway at the grade-separations and interchanges.</li> </ul>
<ul style="list-style-type: none"> <li>Project should support Guelph as a 'Walkable City'</li> </ul>	<ul style="list-style-type: none"> <li>In response to your comments that the Preferred Plan should support the principles of the City of Guelph as a 'walkable' City, the Guelph-Wellington Transportation Study (2005) indicates that pedestrian and cyclist access can be improved in the City of Guelph in accordance with the City's Trails Master Plan. Although pedestrian sidewalks and bicycle lanes are a municipal issue, pedestrians are being accommodated on raised sidewalks at Kortright Road and College Avenue and on sidewalks at the Laird Road and Stone Road interchanges, and bicycle lanes can be accommodated at all of the grade separations. Details of bike lanes, including widths, will be confirmed in the final Transportation Environmental Study Report (TESR). The Trails Master Plan indicates that 'the existing culvert underpass of the Hanlon Expressway, south of Kortright Road provides an opportunity to improve walkability [across the Hanlon Expressway]' through improvements to lighting and access. This initiative would be carried out by the City of Guelph since the trail is part of the City's Trail Network.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that considers the pedestrian and cyclist access desired by City of Guelph residents while improving traffic operations and safety on the Hanlon Expressway. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>

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PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Request detailed pedestrian and cyclist study</li> <li>Would like a list of recent projects where MTO has provided bikes lanes and rationale for their provision</li> <li>Why are bicycles restricted at proposed interchanges?</li> <li>Confirm if the project is consistent with the bicycle planning provided in the City's Transportation Strategy (2001)</li> </ul>	<ul style="list-style-type: none"> <li>Your request for a detailed pedestrian and cyclist study has been noted. Pedestrian sidewalks and bicycle lanes are a municipal issue. The City of Guelph has completed detailed Trails and Transportation Master Plans which provide an overview of expectations for future pedestrian and cyclist access across the Hanlon Expressway. The Trails Master Plan indicates that 'the existing culvert underpass of the Hanlon Expressway, south of Kortright Road provides an opportunity to improve walkability [across the Hanlon Expressway]' through improvements to lighting and access. This initiative would be carried out by the City of Guelph since the trail is part of the City's Trail Network.</li> <li>MTO supports the development of bike lanes in municipalities by designing bridge structures that can accommodate a bike lane, where possible. This is carried out on a case-by-case basis when identified by a local municipality and is incorporated into the Environmental Assessment process.</li> <li>The Preferred Plan: <ul style="list-style-type: none"> <li>Improves pedestrian and cyclist access across the Hanlon Expressway by providing grade separated crossings at Laird Road, Kortright Road/Downey Road, Stone Road and College Avenue</li> <li>Accommodates pedestrians and cyclists on elevated sidewalks at College Avenue and Kortright Road / Downey Road, Stone Road and College Avenue</li> <li>Does not change the existing culvert at Hanlon Creek, which includes a pedestrian walkway to connect the trail network on the east and west sides of the Hanlon Expressway</li> <li>Provides bike lanes and sidewalks at all grade separations that are consistent with the City's Trail Master Plan</li> <li>Requires minor relocation of the existing trails at Old Hanlon Road and Stone Road</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>Would like to see public access maintained along the Hydro Service Road for use as a walking path</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in maintaining public access along the hydro Service Road for use as a walking path has been noted. The Preferred Plan presented at PIC 2 has minor impacts to the existing walking corridor adjacent to the hydro corridor in the vicinity of the interchanges. However, access to the majority of the walking corridor will be maintained.</li> </ul>
Natural Environment		
	<ul style="list-style-type: none"> <li>The entire Hanlon Expressway project is outdated and does not take into account various issues such as safety concerns due to evaporation of created pit lakes and inadequate buffer areas from these water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Your comment regarding the potential environmental impacts of the Preferred Plan, including the need for buffer areas near waterbodies has been noted. The Preferred Plan presented at PIC 2 was selected, in part, to minimize impacts to significant natural environmental features. The evaluation criteria that were used to select the Preferred Plan included consideration for impacts to greenbelts, wetlands, and parks. Factor-Specific Environmental Investigations have been carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater. Results of the investigations and secondary source reviews were used to identify potential impacts and concerns during the project evaluation.</li> <li>Water quantity in adjacent watercourses is not expected to be impacted as a result of the proposed improvements.</li> </ul>
	<ul style="list-style-type: none"> <li>Does the Preferred Plan require the extension of the Hanlon Creek Culvert?</li> <li>Will the extension include pedestrian lighting within the culvert?</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding potential impacts to Hanlon Creek resulting from the Preferred Plan, the Preferred Plan does not require the extension of the Hanlon Creek Culvert. Lighting within the culvert would be a municipal initiative and comments regarding this issue have been forwarded to the City of Guelph for consideration.</li> </ul>
	<ul style="list-style-type: none"> <li>The diamond interchange will be least invasive to the natural environment</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for a diamond interchange to minimize impacts to the natural environment has been noted.</li> <li>A diamond interchange configuration was shown as an alternative for Stone Road at the first Public Information Centre (PIC). Following the PIC and subsequent detailed analysis, it was determined that the diamond configuration could not adequately accommodate the anticipated traffic demands.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts at Stone Road while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to the adjacent natural environment. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about impacts to green belts and major parks</li> <li>Please provide details of proposed mitigation for impacts to wetlands</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding impacts to greenbelts, parks, and wetlands have been noted.</li> <li>The Preferred Plan presented at PIC 2 was selected, in part, to minimize impacts to significant natural environmental features. The evaluation criteria that were used to select the Preferred Plan included consideration for impacts to greenbelts, wetlands, and parks. Factor-Specific environmental investigations have been carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater. Results of the investigations and secondary source reviews were used to identify potential impacts and concerns during the project evaluation.</li> <li>The Preferred Plan does not impact any evaluated or unevaluated wetlands.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided	
Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>• Please provide additional information about potential extensions of Stone Road or College Road and additional impacts to the Hanlon Conservation Area</li> <li>• Concerned that Preferred Plan opens up possibility of extending College Avenue through the greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>• In response to your concerns regarding a future College Avenue extension, municipal road network improvements are not part of this project. The City of Guelph's Council has passed a resolution indicating that they would not support a College Avenue extension.</li> <li>• With regards to the potential for a Stone Road Extension, the City has indicated that it may consider alternatives that do not include a Stone Road Extension.</li> <li>• Please contact City of Guelph Transportation Planning Engineer for additional information about future municipal road network connections.</li> </ul>
<ul style="list-style-type: none"> <li>• Preferred Plan impacts Priory Park on Stone Road and the pedestrian-protected walkway at Hanlon Creek</li> </ul>	<ul style="list-style-type: none"> <li>• In response to your concerns regarding potential impacts to Hanlon Creek resulting from the Preferred Plan, the Preferred Plan does not require the extension of the Hanlon Creek Culvert. With regards to impacts to Priory Park Baptist Church, the Preferred Plan requires property from the church's parking area but does not have direct impacts to the church building.</li> </ul>
<ul style="list-style-type: none"> <li>• Noise and Air Quality should be considered under natural environment rather than social environment</li> <li>• Please provide <b>an</b> Air Quality Assessment</li> </ul>	<ul style="list-style-type: none"> <li>• Your request that the noise and air quality factors in the evaluation criteria be moved to the natural environment category has been noted.</li> <li>• With regards to impacts to Air Quality and in response to public concern, the project team is carrying out an Air Quality Assessment as part of this assignment. The assessment will consider air quality levels adjacent to the highway based on the proposed change from a highway with signalized intersections to a free-flow freeway and will be based on the future (2021) predicted traffic volumes. Results of the assessment will be made available to the public through the project website.</li> </ul>
<ul style="list-style-type: none"> <li>• Concerned about the effects of the project on the ecology/natural environment of the surrounding area</li> <li>• What environmental studies have been carried out?</li> <li>• How will wildlife/wildlife habitat be impacted or how will impacts be mitigated?</li> </ul>	<ul style="list-style-type: none"> <li>• Factor-Specific Environmental Investigations have been carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater. Results of the investigations and secondary source reviews were considered during the evaluation of project alternatives.</li> <li>• Potential environmental impacts and proposed mitigation measures will be documented in the final Transportation Environmental Study Report (TESR) that will be made available for a 30-day public review period.</li> </ul>
<ul style="list-style-type: none"> <li>• Stone Road interchange will infringe on a ravine which is a home to deer, fox and other wildlife</li> </ul>	<ul style="list-style-type: none"> <li>• Your concern regarding potential impacts to the Hanlon Creek Provincially Significant Wetland, at its intersection with the existing Stone Road, west of the proposed Stone Road interchange, has been noted.</li> <li>• The proposed interchange does not impact the Hanlon Creek Wetland.</li> </ul>
<ul style="list-style-type: none"> <li>• Additional wildlife studies are required</li> </ul>	<ul style="list-style-type: none"> <li>• In response to your interest in the need for additional wildlife studies, Factor-Specific Environmental Investigations have been carried out in the areas of Fisheries and Aquatic resource and Terrestrial resources in accordance with the Class EA for Provincial Transportation Facilities (2000) and the Environmental Reference for Highway Design (2006) which are the approved guidance documents for projects of this size and scope. Results of the investigations and secondary source reviews were considered during the evaluation of project alternatives.</li> <li>• Work carried out as part of the natural sciences studies included: reviewing existing information from the Ministry of Natural Resources, Grand River Conservation Authority, and City of Guelph, identification of Vegetation Communities, and incidental wildlife observations, supplemented by secondary source data. Additionally, the presence / absence of known sensitive natural environment features was checked, including Areas of Natural and Scientific Interest (ANSIs), Provincially Significant Wetlands (PSWs), Environmentally Significant Areas (ESAs), provincial or national parks, or conservation areas.</li> <li>• The Preferred Plan does not impact any areas of significant wildlife habitat.</li> </ul>
<ul style="list-style-type: none"> <li>• Project has not considered impacts to the natural environment or the local community</li> </ul>	<ul style="list-style-type: none"> <li>• The Preferred Plan presented at PIC 2 was selected, in part, because it minimized impacts to the natural environment, and avoided impacts to the adjacent Provincially Significant Wetlands.</li> </ul>
<ul style="list-style-type: none"> <li>• Damage to the aquifer or surrounding wetlands in the study area has not been considered</li> </ul>	<ul style="list-style-type: none"> <li>• Your concern regarding potential impacts to the aquifer and wetlands has been noted. Impacts to groundwater and wetlands were considered during the evaluation of alternatives and selection of a Preferred Plan in the Natural Environment criterion.</li> <li>• The Preferred Plan presented at PIC 2 was selected, in part, because it minimized impacts to the natural environment, and avoided impacts to the adjacent Provincially Significant Wetlands. A meeting with MNR and GRCA has been arranged to review the Preferred Plan and to confirm any concerns that they may have.</li> </ul>
<ul style="list-style-type: none"> <li>• Please consider short and long-term impacts to the environment – cumulative impacts should also be considered</li> </ul>	<ul style="list-style-type: none"> <li>• In response to your request that the project consider long-term and cumulative impacts to the natural environment, the project is being carried out as a Group "B" process following the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved by the Minister of the Environment and Cabinet through Order-in-Council 1653/99. Projects following the approved Class EA process are not required to consider cumulative impacts. If the project results in the requirement for a federal approval (i.e. Navigable Waters Protection Act or the Federal Fisheries Act), a screening would be required under the Canadian Environmental Assessment Act (CEAA), which requires that cumulative impacts be considered.</li> </ul>
<ul style="list-style-type: none"> <li>• The Preferred Plan will result in increased pollution in residential neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Your concern that the Preferred Plan will result in increased pollution in residential neighbourhoods has been noted.</li> </ul>

**Public Comments Received and Responses Provided**

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PIC 2 Comments Received and Responses Provided	
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<ul style="list-style-type: none"> <li>The Preferred Plan can not have a low impact on the surrounding environment therefore the project cannot be minimizing impacts to the environment</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern that the project will not be able to minimize impacts to the natural environment, factor-Specific environmental investigations have been carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater in accordance with the Class EA for Provincial Transportation Facilities (2000) and the Environmental Reference for Highway Design (2006) which are the approved guidance documents for projects of this size and scope. Results of the investigations and secondary source reviews were considered during the evaluation of project alternatives.</li> <li>Work carried out as part of the natural sciences studies included: reviewing existing information from the Ministry of Natural Resources, Grand River Conservation Authority, and City of Guelph, identification of vegetation communities, and incidental wildlife observations, supplemented by secondary source data. Additionally, the presence / absence of known sensitive natural environment features was checked, including Areas of Natural and Scientific Interest (ANSIs), Provincially Significant Wetlands (PSWs), Environmentally Significant Areas (ESAs), provincial or national parks, or conservation areas.</li> </ul>
<ul style="list-style-type: none"> <li>MTO planted a row of trees on Old Colony Trail in the early 1990's to create a visual barrier between the residents and the Hanlon Expressway – request confirmation that trees will remain</li> </ul>	<ul style="list-style-type: none"> <li>The information that you have provided regarding the planting of trees between Old Colony Trail and the Hanlon Expressway has been noted.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts at Stone Road while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to the adjacent natural environment. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> <li>Once a Preferred Plan is confirmed, the exact number of trees lost will be confirmed. A landscape plan will be developed during detail design to identify mitigation measures to minimize tree loss and make sure that trees adjacent to proposed improvements are protected during construction.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about changes in drainage patterns, causing flooding in local homes</li> <li>How will changes to landscape affect groundwater?</li> <li>Will contaminated fluids from vehicles and road salt flow into the groundwater?</li> <li>Do not think EA has considered impacts to floodplain</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding changes to drainage patterns and potential contamination in the study area have been noted. The project team includes specialists in the areas of stormwater management and drainage.</li> <li>The location of the Grand River Conservation Authority's flood plain was considered during the development and evaluation of project alternatives.</li> <li>As identified in the Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operations and Maintenance – Surface Water and Groundwater Sections, impacts to the quality of surface water and the existing water balance will be mitigated to the extent that is technically, physically, and economically practical.</li> <li>With regards to the Downey Groundwater Well, the project team is working with the City of Guelph to make sure that the Preferred Plan selected avoids or minimizes impacts to existing City of Guelph water and water monitoring stations. In addition, a Groundwater Specialist will carry out a review of the final Preferred Plan in the vicinity of Kortright Road/Downey Road to confirm any potential impacts and to recommend mitigation measures, if required.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support southbound ramp at Kortright Road/Downey Road because of encroachment on the GRCA floodplain and risks to the groundwater well</li> </ul>	
<ul style="list-style-type: none"> <li>Concerned about potential contamination at the Downey Groundwater Well</li> </ul>	
<ul style="list-style-type: none"> <li>Landfill under Stone Road intersection was never removed</li> </ul>	<ul style="list-style-type: none"> <li>The information that you provided regarding the location of a landfill at the Hanlon Expressway / Stone Road intersection has been noted.</li> <li>An Environmental Risk review has been carried out within the study area to identify areas of potential contamination. The review included a search of regulated waste management and disposal sites, including a review of Anderson's Waste Disposal Sites database, which examines historical documents to characterize the likely position of former waste disposal sites from 1860 to the present.</li> <li>The review did not identify any sites of concern. However, the final construction contract will include standard clauses for the management of contaminated waste encountered during construction.</li> </ul>
<ul style="list-style-type: none"> <li>Construction of Stone Road interchange will require the removal of over 100 evergreen trees – this should be mentioned in the environmental assessment since the noise/visual barrier will be removed</li> </ul>	<ul style="list-style-type: none"> <li>With regards to the loss of the noise attenuation from tree removal adjacent to the Stone Road interchange, a Noise Study has been carried out in accordance with the MTO Noise Policy for the Preferred Plan, to assess the warrants for noise mitigation for 'new construction'. Thirty-five Noise Receptor locations were selected to represent the noise sensitive areas in the study area that may be potentially affected by road traffic noise, including receptors on Wagoner's Trail. Results of the Noise Study indicate that noise barriers (i.e. a noise berm or wall) are warranted at this location in accordance with MTO's Noise Policy. Details of the design of noise wall/barriers will be confirmed during the detail design stage.</li> </ul>
Social Environment	
<ul style="list-style-type: none"> <li>Project impacts quality of life/sense of community in the study area</li> <li>Community connectivity is important – the Preferred Plan creates a barrier in the City</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding impacts to the quality of life and a sense of community in the study area have been noted.</li> <li>The Preferred Plan maintains community connectivity in the study area by providing pedestrian and cyclist connections, where possible and in accordance with the City of Guelph's Trails Master Plan.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can maintain pedestrian, cyclist, and municipal road connectivity while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to the adjacent natural environment. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>

**Public Comments Received and Responses Provided**

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PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Concerned that traffic will be directed to residential areas including:                             <ul style="list-style-type: none"> <li>Woodlawn Glen Drive</li> <li>Ironwood Road</li> <li>Scottsdale Drive</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>In response to concerns from the community, the City of Guelph and MTO are undertaking a vehicle Origin-Destination travel survey to confirm the volume of external traffic that is currently accessing the Hanlon Expressway via Downey Road and Woodlawn Glen Drive Drive. Results of the study will be compared to previously predicted volumes.</li> </ul>
	<ul style="list-style-type: none"> <li>Do not support a service road behind Cole Road – this would impact the trail system</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted that you do not support a service road behind Cole Road. The Preferred Plan presented at PIC 2 did not include this connection.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about construction noise and dust during construction</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns about noise and dust during construction, short-term impacts to air quality include dust created by construction activities. Standard dust suppressants and erosion and sediment control measures will be used to minimize dust impacts during construction. In addition, contractors will be required to abide by the local Noise By-Law to minimize impacts to adjacent residents.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about future Emergency Detour Routes (EDRs), especially south of Laird Road</li> <li>Emergency vehicles will be re-routed through residential neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns about Emergency Detour Routes (EDRs) south of Laird Road have been noted. A recent meeting held with the Puslinch Township, Wellington County, City of Guelph and Emergency Service Providers indicates that the proposed closure of Maltby and Clair Roads in conjunction with the future mid-block Wellington Road 34 interchange will not result in significant out-of-way travel for emergency service providers, including fire, ambulance and police.</li> </ul>
	<ul style="list-style-type: none"> <li>Future development at Dolime property will increase traffic to the Stone Road interchange</li> </ul>	<ul style="list-style-type: none"> <li>Your comment regarding the potential for future residential development at the Dolime property has been noted. Future development applications in proximity to provincial highways require the submission of Traffic Impact Studies in accordance with existing MTO Policy. Any future development at this location would be assessed to make sure that the existing road network and interchange can accommodate predicted traffic volumes.</li> </ul>
	<ul style="list-style-type: none"> <li>Noise mitigation in residential areas is a major concern and needs to be adequately considered</li> </ul>	<ul style="list-style-type: none"> <li>A Noise Study has been carried out in accordance with the MTO Noise Policy for the Preferred Plan, to assess the warrants for noise mitigation for ‘new construction’. Thirty-five Noise Receptor locations were selected to represent the noise sensitive areas in the study area that may be potentially affected by road traffic noise. Receptors were selected based on their proximity and exposure to the Hanlon Expressway. At the receptor groups on Old Colony Road and Cole Road, sound barrier heights required to achieve the minimum 5 dBA reduction are more than 5 metres high, which is the technically feasible height limit for noise walls. Sound barriers in this area may be comprised of base berms combined with noise walls to achieve the desired dBA reduction. At the receptors located east and west of the Hanlon Expressway, between Kortright Road and College Avenue, required barrier/berm heights to achieve the minimum 5 dBA reduction are in the range of 3 metres to 5 metres, which is technically feasible. The next step will be to assess technical, economic, and administrative feasibility of mitigation in areas meeting the ‘new construction’ warrants.</li> <li>For Noise Sensitive Areas not meeting ‘new construction’ warrants, the next step will be for the MTO to conduct an assessment for retrofit eligibility, and place eligible areas on the Retrofit List.</li> </ul>
	<ul style="list-style-type: none"> <li>Should consider noise berms with coniferous trees – they absorb sound and are aesthetically pleasing</li> <li>Do not support noise barriers since they are not aesthetically designed</li> <li>Should include noise walls and trees (constructed in advance of the proposed improvements)</li> <li>Should consider alternatives to noise walls</li> <li>Should consider the use of sound dampening road surface construction materials</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for alternative noise wall/berm designs to mitigate noise impacts has been noted. The next step in the study process will include confirming noise mitigation measures. Potential noise mitigation measures include constructing noise barrier walls or berms and consideration of quieter highway pavement surfaces. The final design of noise mitigation measures will be confirmed during detail design.</li> </ul>
	<ul style="list-style-type: none"> <li>MTO should post signs restricting air/engine brakes</li> </ul>	<ul style="list-style-type: none"> <li>Your request that MTO restrict the use of air/engine brakes on the Hanlon Expressway has been noted. However, the Ministry does not restrict the use of truck engine brakes on provincial highways.</li> <li>The upgrading of the Hanlon Expressway to a fully-controlled access facility will mean that trucks will no longer be required to decelerate at each of the existing signal-controlled intersections, reducing the need for and the noise associated with truck engine brakes.</li> </ul>
	<ul style="list-style-type: none"> <li>Do not support Ornament model used to predict existing and future noise levels in the study area</li> <li>Provided copy of report comparing Ontario noise levels with European maximum noise levels</li> <li>Request that MOE change permissible noise levels in Ontario and increase transparency in noise assessment</li> </ul>	<ul style="list-style-type: none"> <li>The Noise Study carried out as part of this assignment has been conducted in accordance with the MTO Noise Policy, which is the approved guidance at this time and has been endorsed by the Ministry of the Environment.</li> <li>Environmental guidance and standards are reviewed periodically to make sure that they meet current standards. Your comment has been forwarded to the Noise Specialist at MTO’s Environmental Standards and Protection Branch for consideration.</li> </ul>
Property Impacts		
	<ul style="list-style-type: none"> <li>Concerned about decreases in property values resulting from:                             <ul style="list-style-type: none"> <li>Increased traffic flow</li> <li>Noise and air pollution</li> <li>Proximity of future highway</li> <li>Potential future structural damage to houses from construction impacts</li> <li>Taxes should be adjusted to accommodate this change</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding property value, the Ministry cannot comment on future property values since they are dependant on the residential property market.</li> </ul>



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<ul style="list-style-type: none"> <li>Concern regarding proximity of residential property to off-ramp and noise levels from truck traffic</li> <li>Would like to consider possibility of selling property to MTO to provide construction access</li> </ul>	<ul style="list-style-type: none"> <li>Your concern about the proximity of the future interchange ramp to your property has been noted. However, only properties directly impacted by the Preferred Plan will be acquired by the Ministry of Transportation.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts at Stone Road while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to adjacent properties. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about proximity of ramp to Stone Lodge Seniors' Home and impacts to the truck turnaround in this location</li> </ul>	<ul style="list-style-type: none"> <li>Your concern about the proximity of the proposed Stone Road interchange ramp to the Stone Lodge Seniors home has been noted. In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts at Stone Road while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to adjacent properties. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> <li>With regards to the truck turnaround west of the Seniors Home, access to the old Hanlon Road between Kortright Road and Stone Road can not be accommodated in the Preferred Plan.</li> </ul>
<ul style="list-style-type: none"> <li>Prefer advance purchase of my property</li> </ul>	<ul style="list-style-type: none"> <li>Your request that MTO purchase your property has been noted. In accordance with the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) property acquisition can not be carried out until a project has Environmental Clearance for property acquisition. For this project, MTO will be eligible for this Environmental Clearance when the final Transportation Environmental Study Report (TESR) has passed a 30-day Public Review Period without being challenged.</li> </ul>
<ul style="list-style-type: none"> <li>Request confirmation of property requirements for Preferred Plan</li> </ul>	<ul style="list-style-type: none"> <li>Although the Preferred Plan has been selected to minimize impacts to local residents and businesses, some property acquisitions are required to construct the Preferred Plan. Those directly affected by the Preferred Plan will be compensated at fair market value for their property.</li> <li>Property owners directly impacted by the Preferred Plan were contacted in advance of PIC 2 to advise them of the potential for impacts to their property. If you have any additional questions regarding the property acquisition process, please contact Ms. Laurie Shipman, MTO Property Section at laurie.shipman@ontario.ca.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about cost of relocation of Union Gas facility and bridge design over smaller-scale diamond interchange alternative</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding the cost of relocating the Union Gas facility at the Stone Road/Hanlon Expressway intersection has been noted. The cost of the relocation was considered during the development of cost estimates and in the evaluation of alternative interchange configurations. Union Gas is currently considering alternatives to relocate the facility.</li> </ul>
Support Preferred Plan	
<ul style="list-style-type: none"> <li>Preferred Plan:</li> <li>Is beneficial for businesses</li> <li>Was identified over 25 years ago</li> <li>Provides for long term benefit</li> <li>The Preferred Plan appears to be the best of all the alternatives</li> <li>Plan addresses long-term needs</li> <li>Is cost-effective and least intrusive</li> <li>Traffic will increase in the future, especially when the new Highway 7 is constructed – this project is required to accommodate future growth</li> <li>Is reasonable to expect that access will not be available at all intersections</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan has been noted.</li> </ul>
<ul style="list-style-type: none"> <li>The Preferred Plan provides improved traffic flow and safety</li> <li>Removing the traffic signals is a good idea</li> </ul>	
<ul style="list-style-type: none"> <li>Support the Preferred Plan over other options presented, but do not think it is the right answer</li> </ul>	
<ul style="list-style-type: none"> <li>In support of the Preferred Plan, including the Laird Road interchange</li> </ul>	
<ul style="list-style-type: none"> <li>The Preferred Plan provides only a minor inconvenience to members of the YMCA and it makes sense that access is via Kortright and Downey Roads</li> </ul>	

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
Partially Support Preferred Plan		
	<ul style="list-style-type: none"> <li>It is preferred compared to other options presented but project team needs to reassess the original concept</li> </ul>	<ul style="list-style-type: none"> <li>The purpose of this study is to develop a Preliminary Design Plan to upgrade the Hanlon Expressway from south of Maltby Road to the Speed River, to a freeway with access restricted to interchange locations only. The removal of the existing at-grade intersections and traffic signals will significantly improve safety and operations on the Hanlon Expressway. Connectivity across the Hanlon expressway will be maintained by providing grade-separated crossings at significant crossing roads.</li> <li>In response to concerns from the public and the City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Support the Laird Road Interchange</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Laird Road interchange has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Would support the Preferred Plan if the College Avenue Extension to provide access from Kortright Hills to Stone Road is included</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan has been noted. With regards to the College Avenue extension, municipal road network improvements are not part of this project. The City of Guelph’s Council has passed a resolution indicating that it would not support a College Avenue extension.</li> </ul>
	<ul style="list-style-type: none"> <li>Support interchanges at Stone Road and Laird Road</li> <li>Kortright Road should be left as-is but should include merge lanes</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan, with a modified ramp configuration at Kortright Road has been noted. In response to concerns from the public and the City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Would support the Preferred Plan if the Kortright Road ramps were removed to:</li> <li>Avoid impacts to the Provincially Significant Wetland</li> <li>Preserve John Gamble Park</li> <li>Retain trees and the trail system</li> <li>Maintain the winter access to the Shadybrook Area</li> <li>The Kortright Road overpass should also be changed to a below grade underpass to mitigate visual impacts and improve the community connectivity at the same plane</li> <li>Reduce traffic on Kortright Road</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan, with the exclusion of the proposed southbound ramp at Kortright Road has been noted. The southbound Kortright Road ramps were included in the Preferred Plan to accommodate a desire from the City and local residents to have direct access to the Hanlon Expressway from Downey Road/Kortright Road.</li> <li>In response to concerns from the public and the City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Support the Preferred Plan and upgrades to the Hanlon Expressway to handle the volume and speeds of vehicles but require access in all directions at Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>Your support for improvements to the Hanlon Expressway and preference for a plan that provides access in all directions at Kortright Road has been noted. The potential for an interchange at Kortright Road was considered. However, interchanges are not being recommended at all of the existing intersections since the intersections are too closely spaced to accommodate an interchange without overlapping interchange ramps, which compromises highway safety.</li> <li>A full interchange has not been carried forward at Kortright Road for the following reasons:</li> <li>Kortright Road and Downey Road are residential collectors (as opposed to ‘arterial’) in the City of Guelph Road network</li> <li>There would be significant property requirements</li> <li>The entrance/exit ramps to the north would overlap with the ramps at a possible Stone Road interchange, without sufficient space for weaving areas between the interchanges</li> <li>There would be impacts to the Hanlon Creek Provincially Significant Wetland</li> </ul>
Do Not Support Preferred Plan		
	<ul style="list-style-type: none"> <li>The current proposal does not benefit residents east and/or west of the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted that you do not support the Preferred Plan.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that considers the pedestrian, cyclist, and vehicle access desired by City of Guelph residents while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for interchange configurations that minimize impacts to adjacent properties. If the Workshop results in changes to the Preferred Plan, of if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided	
Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Scale of proposed interchange at Stone Road is too big</li> <li>New Stone Road alignment is too close to residences on Wagoner's Trail and impacts the Union Gas facility – why?</li> <li>Scale of Laird Road interchange is too big</li> <li>Reducing scale would permit interchanges at other arterial roads</li> <li>Ramps are even longer than guidelines for 400-series highways</li> <li>The interchange impacts residents' quality of life</li> </ul>	<ul style="list-style-type: none"> <li>Your concern about the scale of the interchanges presented in the Preferred Plan has been noted. Interchanges were designed based on current geometric standards and existing and predicted future traffic volumes.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for alternative interchange configurations that continue to meet the required geometric design standards. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/ revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
<ul style="list-style-type: none"> <li>The existing alignment of Stone Road should be used – why move the alignment closer to Stone Road? Does this mean that the extension of Stone Road westerly has already been approved?</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding the alignment of Stone Road and the scale of the Stone Road interchange have been noted. The Preferred Plan included an alignment for Stone Road that is approximately 10-15 metres south of the existing Stone Road alignment to minimize impacts to the existing road network in the northwest quadrant of the interchange.</li> <li>A six-lane structure was included in the Preferred Plan to accommodate the City of Guelph's projected future traffic volumes for the extension of Stone Road. However, the City has indicated that it may consider alternatives that do not include a Stone Road Extension.</li> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can minimize property impacts while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for alternative interchange configurations that continue to meet the required geometric design standards. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/ revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> <li>Please contact City of Guelph Transportation Planning Engineer for additional information about future municipal road network connections.</li> </ul>
<ul style="list-style-type: none"> <li>In this time the City has been developed along the Hanlon Expressway – the road should be considered as an arterial road and not a freeway</li> <li>MTO should create a true freeway connecting to the 401 and other highways in an undeveloped area</li> <li>Preferred Plan no longer fits the City of Guelph</li> </ul>	<ul style="list-style-type: none"> <li>With regards to your concerns for the need for upgrades to the Hanlon Expressway, the Hanlon Expressway was constructed in 1972 with the ultimate long-term goal of converting the Expressway to a fully-controlled access facility. As well as being a major arterial in the City of Guelph, the Hanlon Expressway is a provincial facility that provides a vital link within the provincial highway network and is intended to serve as a higher order highway, providing long-distance and regional connections.</li> <li>Although development has occurred on the west side of the Hanlon Expressway, this development has occurred with the knowledge that the Hanlon Expressway would eventually be converted to a fully-controlled access facility.</li> </ul>
<ul style="list-style-type: none"> <li>The Preferred Plan does not accommodate access to the Hanlon Expressway from the municipal road network</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted that you do not think that the Preferred Plan provides adequate access from the municipal road network to the Hanlon Expressway. Interchanges are not recommended at all of the existing roads since the intersections are too closely spaced to accommodate interchanges without overlapping interchange ramps, which compromises highway safety.</li> <li>Insert Community Workshop.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support road closures at Maltby Road and Clair Road</li> <li>Should be a full interchange at Clair Road to support development</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern regarding the closure of the Maltby Road and Clair Road intersections, the Highway 6 intersection at Maltby Road will not be closed until the proposed interchange located between Wellington Road 34 and Maltby Road is constructed. This proposed interchange is included in the Freerton to Guelph EA study, which is currently being reviewed by MOE. Clair Road is shown as 'closed' on the PIC displays. The Highway 6 intersection at Clair Road will be closed when the proposed Laird Road interchange is constructed.</li> <li>A full interchange has been included at Laird Road to provide access to the City and Township's designated commercial and industrial areas. Interchanges are not being recommended at all of the existing roads since the intersections are too closely spaced to accommodate interchanges without overlapping interchange ramps, therefore compromising highway safety.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support the Preferred Plan due to safety and noise pollution issues</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted that you do not support the Preferred Plan because of noise and safety concerns.</li> <li>The purpose of this study is to upgrade the expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. The removal of the existing at-grade intersections and traffic signals will significantly improve safety and operations on the Hanlon Expressway and will also provide free-flow movement on the highway, which will reduce vehicle idling and noise from the use of truck brakes.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support the Preferred Plan due to future congestion on Stone Road, Scottsdale Road, Ironwood Road, Woodlawn Glen Drive and other residential streets</li> </ul>	<ul style="list-style-type: none"> <li>In response to concerns from the community, the City of Guelph and MTO are carrying out a vehicle Origin-Destination travel survey to confirm the volume of external traffic that is currently accessing the Hanlon Expressway via Downey Road and Woodlawn Glen Drive Drive. Results of the study will be compared to previously predicted volumes and considered during the development of alternatives at the Community Workshop.</li> <li>We acknowledge that there will be some additional traffic demand on the local road system. The City has indicated that it may consider traffic calming measures to reduce external traffic on residential roads that are experiencing high traffic volumes.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided	
Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Should maintain all existing access points</li> </ul>	<ul style="list-style-type: none"> <li>In response to your preference for access between all existing cross roads and the Hanlon Expressway, interchanges are not being recommended at all of the existing roads since the intersections are too closely spaced to accommodate interchanges without overlapping interchange ramps, which compromises highway safety.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support the evaluation criteria weighting used to select a Preferred Plan</li> </ul>	<ul style="list-style-type: none"> <li>The project team has noted that you are not in support of the weighting of evaluation criteria used to select a Preferred Plan.</li> </ul>
<ul style="list-style-type: none"> <li>Plan needs to consider the larger picture of the highway, not the previous planning initiated in the 1960's</li> <li>It is difficult to evaluate the project when unaware of what the City of Guelph is planning</li> <li>There is a lack of communication between levels of government</li> </ul>	<ul style="list-style-type: none"> <li>The project team has been working with City of Guelph staff throughout the study to make sure that the proposed improvements are compatible with the existing and future City of Guelph transportation network.</li> </ul>
<ul style="list-style-type: none"> <li>Require direct access at College Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for direct access at College Avenue has been noted. Interchanges can not be provided at all of the existing intersections since on and off-ramps would overlap. A Road Safety Assessment has been carried out to investigate a potential partial interchange at College Avenue. The results of the Road Safety Assessment indicate that predicted accidents could increase if the ramps overlap with the Wellington Street ramps, which is not desirable.</li> </ul>
<ul style="list-style-type: none"> <li>Damage to the surrounding environment and poor air quality make the Preferred Plan undesirable</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding environmental and air quality impacts have been noted.</li> <li>Factor-Specific Environmental Investigations have been carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Socio-economics/Agriculture, and Stormwater. Results of the investigations and secondary source reviews were considered during the evaluation of project alternatives.</li> </ul>
<ul style="list-style-type: none"> <li>The Preferred Plan only accommodates access for through traffic</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that the Preferred Plan only accommodates the through traffic move on the provincial highway has been noted. The evaluation criteria that were used to select the Preferred Plan included Traffic Operations and Access factors, which considered operations on and access to both the municipal road network and the provincial highway.</li> </ul>
<ul style="list-style-type: none"> <li>Full interchanges at Kortright and Stone Roads are not acceptable because they are too close together</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
<ul style="list-style-type: none"> <li>Project team has not demonstrated that there is enough rationale to construct the Preferred Plan</li> </ul>	<ul style="list-style-type: none"> <li>In response to your comment that the Preferred Plan does not satisfy the evaluation criteria, the project team carried out a detailed evaluation of the project alternatives to select a plan that improved safety and traffic operations in the study area while minimizing impacts to the natural, social, and cultural environments.</li> <li>Insert Community Workshop</li> </ul>
<ul style="list-style-type: none"> <li>Prefer a full interchange at the Downey Road /Kortright Road intersection instead of at Stone Road:</li> <li>To provide better access for the community</li> <li>More land is available at this location</li> <li>Residents and the YMCA support his option</li> <li>Northbound access is required at Kortright Road/Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for a full interchange at Kortright Road/Downey Road has been noted.</li> </ul>
<ul style="list-style-type: none"> <li>Consider realigning the southbound ramp to align with the intersection of Woodlawn Glen Drive and Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>Your comments regarding potential changes to the Preferred Plan to improve access to the municipal road network have been noted. In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can accommodate the municipal road network access desired by City of Guelph residents while improving traffic operations and safety on the Hanlon Expressway. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/ revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
<ul style="list-style-type: none"> <li>An interchange at Downey Road/Kortright Road could be combined with diamond interchanges at Stone Road and College Avenue to create a complete plan</li> </ul>	
<ul style="list-style-type: none"> <li>Concerned about impacts of realignment of College Avenue on existing greenspace</li> </ul>	
<ul style="list-style-type: none"> <li>Kortright must have a partial interchange and/or service road on the east side of the highway between Kortright Road and Stone Road</li> </ul>	
<ul style="list-style-type: none"> <li>MTO proposed a plan in 1990 that included direct access northbound at College Avenue – what happened to this plan?</li> </ul>	
<ul style="list-style-type: none"> <li>Consider moving the Kortright Road overpass south to accommodate northbound on ramps</li> </ul>	
<ul style="list-style-type: none"> <li>MTO should consider a service road between College Avenue and Kortright – if this has already been considered please provide the evaluation</li> <li>Support a service road between Downey Road/Kortright Road and Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>Your comments regarding the potential for a service road between College Avenue and Kortright Road have been noted.</li> <li>A service road connection on the east side of the Hanlon Expressway between Kortright Road and Stone Road was considered during the evaluation of alternatives in conjunction with a Parclo B interchange at Stone Road. A service road on the west side of the Hanlon was not initially considered because of significant impacts to adjacent properties but may be considered at the upcoming Community Workshop.</li> <li>As part of the evaluation for Traffic Operations, the projected traffic operations at intersections at the interchange ramp terminals as well as at municipal road intersections in proximity to Highway 6 were considered. The alternative with the Service Road alternative scored lower in the evaluation because of the increased conflicts at the ramp terminal which decreases the overall operations of the intersection.</li> <li>Insert 'Community Workshop'</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Do not support service road between Kortright Road and Stone Roads</li> <li>Service road would impact Cole Road/Briarlea Road residents</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding the potential for a service road between College Avenue and Kortright Road has been noted. The Preferred Plan presented at PIC 2 did not include the Service Road connection. A service road connection on the east side of the Hanlon Expressway between Kortright Road and Stone Road was considered during the evaluation of alternatives in conjunction with a Parclo B interchange at Stone Road.</li> <li>As part of the evaluation for Traffic Operations, the projected traffic operations at intersections at the interchange ramp terminals as well as at municipal road intersections in proximity to Highway 6 were considered. The alternative with the Service Road alternative scored lower in the evaluation because of the increased conflicts at the ramp terminal which decreases the overall operations of the intersection.</li> <li>Insert 'Community Workshop'</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer Alternative 3 at Laird Road – access to Laird Road should remain open</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for a diamond interchange at Laird Road has been noted.</li> <li>The selected Laird Road 'Parclo A interchange' configuration is compatible with the approved Draft Plan of Subdivision for the Hanlon Business Park located on the west side of the highway which received approval in accordance with the Planning Act. In addition, diamond interchanges typically have less capacity because of the signalized ramp terminal intersections and the requirement for left-turns to access the highway. A Parclo A interchange provides free-flow movements, resulting in an increased overall capacity.</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer Alternative 5, with the addition of a service road on the west side of the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for Alternative 5, a Parclo B interchange with a service road connection on the east side of the Hanlon Expressway, and a service road on the west side of the Hanlon Expressway has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer Alternative 7 because it provides northbound access to the Hanlon Expressway from Downey Road and minimizes traffic on Woodlawn Glen Drive Road</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for Alternative 7, a Parclo A interchange with a service road connection on the east side of the Hanlon Expressway has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer Laird Road Alternative 3 and North Section Alternative 2</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan for a Parclo A interchange at Stone Road has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer diamond interchange – should have been carried forward to the evaluation</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for a diamond interchange has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Prefer Alternative 2 presented at PIC 1</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for a Parclo B interchange has been noted.</li> <li>The Parclo B interchange was not selected as the Preferred Plan at Stone Road because it provides for lower traffic capacity, and has impacts to the Holiday Inn and Priory Church properties.</li> </ul>
	<ul style="list-style-type: none"> <li>Support interchange but want to confirm that major businesses have been considered/contacted</li> </ul>	<ul style="list-style-type: none"> <li>Your support for the Preferred Plan at Laird Road has been noted. The selected Laird Road Parclo A interchange configuration is compatible with the approved Draft Plan of Subdivision for the Hanlon Business Park located on the west side of the highway.</li> </ul>
	<ul style="list-style-type: none"> <li>It would be preferable to see high-speed traffic diverted at Laird Road – not to continue to Kortright and Stone Roads and College Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for the diversion of high speed traffic at Laird Road to minimize traffic on the Hanlon Expressway north of Laird Road has been noted.</li> </ul>
General Comments		
	<ul style="list-style-type: none"> <li>Widening the Hanlon Expressway would help to speed up traffic</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in widening the Hanlon Expressway to increase the traffic speed on the highway has been noted.</li> <li>A Traffic Operations Study was carried out for the Hanlon Expressway in 2004 to assess existing and future traffic operations of the existing at-grade intersections. The Traffic Operations Study identified many intersections with poor operations and identified a future need for upgrading the at-grade intersections to grade-separations (i.e., flyovers) or interchanges.</li> <li>The Traffic Study that was carried out as part of this assignment indicates that if the grade separations are implemented, the Hanlon Expressway will have sufficient capacity to accommodate predicted (2021) traffic volumes. Six-laning is currently not scheduled.</li> </ul>
	<ul style="list-style-type: none"> <li>Request permission to erect a sign facing the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Your request to erect a sign facing the highway has been noted.</li> <li>Signage on provincial highways is the responsibility of MTO's Corridor Control Section. Please contact the Corridor Control Office if you would like additional information about this issue.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about the proximity of the interchange to Mary Phelan School and/or the Seniors Home due to safety concerns and increased noise pollution.</li> <li>Interested in future noise levels at these locations</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding the proximity of the Stone Road interchange to Mary Phelan School and the Seniors Home has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>City Council should become involved and support residents</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Why would the City allow development to take place knowing that there was a plan to make these changes to the Hanlon Expressway?</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that development has occurred without knowledge of the proposed conversion of the Hanlon Expressway has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned that a truck route is being proposed though the City</li> </ul>	<ul style="list-style-type: none"> <li>The City has designated Stone Road as an arterial road that is included in the Permissive Truck Route system that encourages the use of arterial roadways for the movement of trucks to reduce conflicts in residential areas. Comments regarding the designation of City roads and the Permissive Truck Route system should be directed to the City of Guelph since they are responsible for these matters.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>The MTO should lower the speed limit:</li> <li>To accommodate diamond interchanges</li> <li>To maintain safety on the urban highway</li> <li>To maintain community connectivity</li> <li>To reflect the urban nature of the highway</li> <li>Since this will be a method of reducing greenhouse gases in the future</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in reducing the posted speed limit on the Hanlon Expressway has been noted.</li> <li>The Hanlon Expressway was designed as a controlled access freeway. However, it was constructed as a staged freeway with at-grade intersections and a reduced posted speed limit. The interchanges will be designed to achieve the design requirements for a controlled access freeway. The Hanlon Expressway will function as a provincial transportation link between Highway 401 and the new Highway 7 from Guelph to Kitchener. A 100 km/h posted speed is appropriate for this type of facility and the existing highway alignment has been designed to meet this standard.</li> <li>Reducing the posted speed by 10-20 kilometres/hour does not change the design standard for interchange spacing</li> <li>Insert upcoming Community Workshop.</li> </ul>
	<ul style="list-style-type: none"> <li>Project only focuses on supplying additional capacity, which does not consider the direct cost or community and environmental impacts of the project</li> <li>Will promote vehicle use</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that the purpose of the project is to provide additional highway capacity without consideration for impacts to the natural, social, or cultural environments has been noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Emergency response times are important and need to be addressed</li> <li>Please provide current and future response times for EMS/police to the Kortright Hills School</li> <li>Concern regarding maintenance operations</li> </ul>	<ul style="list-style-type: none"> <li>The Puslinch and Guelph Fire departments have indicated that their desired response times are approximately 10 minutes.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned that Stantec did not attend the Special City Council Meeting held on January 14, 2008</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern that Stantec staff were not in attendance at the City Council Meeting on January 14, 2008, Stantec's Project Principal and Environmental Planner were in attendance to listen to and make notes on the presentations made by the delegations.</li> </ul>
	<ul style="list-style-type: none"> <li>The concept of how this project will benefit the City of Guelph is not addressed. Is the project really necessary?</li> <li>Project should work for the City</li> <li>Project should benefit the City</li> <li>City has developed on the west side without consideration of future access</li> </ul>	<ul style="list-style-type: none"> <li>Your concern that the Preferred Plan does not provide any benefits to the City of Guelph and local residents has been noted.</li> <li>Insert Community Workshop.</li> </ul>
	<ul style="list-style-type: none"> <li>The preferred plan will restrict the Shadybrook neighbourhood to access via a very steep hill to Ironwood Road – this hill is unsafe during the winter season</li> <li>How will emergency vehicles access this area?</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding the impacts to Old Hanlon Road and winter access for the Shadybrook neighbourhood have been noted. Municipal access to residential communities is the responsibility of the City of Guelph; as such, your concerns have been forwarded to City of Guelph staff.</li> </ul>
	<ul style="list-style-type: none"> <li>A flyover at Wellington Road 34 will close off emergency access</li> </ul>	<ul style="list-style-type: none"> <li>In response to your comments regarding future emergency access at Wellington Road 34, please note that the project limits for this assignment are from 0.5 kilometres south of Maltby Road to the Speed River.</li> </ul>
	<ul style="list-style-type: none"> <li>The PDF's within the project website are overburdened and very difficult to access</li> </ul>	<ul style="list-style-type: none"> <li>Provided with hard copy of PIC Materials.</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in knowing why the Stone Road and College Avenue extensions were cancelled</li> </ul>	<ul style="list-style-type: none"> <li>Since the municipal road network is the responsibility of the City of Guelph, please contact the City if you require additional information about changes to the municipal road network.</li> </ul>
	<ul style="list-style-type: none"> <li>A map was published in the newspaper showing future interchanges north of the Speed River that appeared to be more closely spaced than the distance between Kortright Road and Stone Road – why can't these distances be used in this section?</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the spacing of the proposed interchanges on the Hanlon Expressway north of the Speed River, the plan displayed in the newspaper was based on the Environmental Study Report for the upgrading of the Hanlon Expressway from 0.9 kilometres south of the Speed River to 0.3 kilometres south of Woodlawn Avenue. This study was completed in 1994. In order to maintain a high level of safety for the traveling public, the Ministry continually updates its engineering standards based on current trends and research in the industry. These standards are documented in the Ministry's "Geometric Design Standards for Ontario Highways" and other supplementary documents.</li> <li>The Ministry is in the process of initiating a Planning and Preliminary Design study for the section of the Hanlon Expressway north of Wellington Street to develop a plan for the upgrading of that section to a fully-controlled access freeway with access at interchanges. Your contact information has been forwarded to MTO so that you can be contacted when that study is initiated.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerned about Highway 6 Freelon to Guelph Study and potential impacts of the proposed 'mid-block' interchange south of Maltby Road on the Paris Moraine</li> <li>Moving this intersection to Maltby Road would benefit Guelph by providing direct access to the Southgate Business Park and Puslinch Township</li> </ul>	<ul style="list-style-type: none"> <li>The EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.</li> <li>The Ministry is not considering an interchange at Maltby Road for the following reasons:</li> <li>The proposed Southgate Drive extension will provide adequate access to the future mid-block interchange south of the study area</li> <li>Ramps for a Maltby Road interchange would overlap with the mid-block interchange and would not provide sufficient space for weaving areas between interchanges</li> </ul>
	<ul style="list-style-type: none"> <li>Additional lanes should be provided on Stone Road</li> <li>Advanced left turn lanes should be provided at Stone Road and College Road.</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in interim improvements on the Hanlon Expressway has been noted. The following interim improvements are not part of this study but are being constructed to maintain safe traffic movement until the interchanges are constructed:</li> </ul>
	<ul style="list-style-type: none"> <li>A right turn lane is currently required from Highway 6 northbound to College Avenue eastbound</li> </ul>	<ul style="list-style-type: none"> <li>2007 (work completed) – minor repaving at the College Avenue, Stone Road, and Paisley Avenue intersections</li> <li>2007/8 – traffic signals and intersection improvements at Clair Road and intersection improvements at Laird Road to support the first phase of the Hanlon Creek</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
		<p>Business Park</p> <ul style="list-style-type: none"> <li>• 2009-11 – intersection improvements, including traffic signals and the addition of turning lanes (if necessary) at intersections within the corridor</li> </ul>
	<ul style="list-style-type: none"> <li>• The Hanlon Expressway grade should be lowered to allow east-west route to remain at existing grade</li> </ul>	<ul style="list-style-type: none"> <li>• Your interest in lowering the Hanlon Expressway to maintain the existing profile of the east-west municipal road network connections has been noted.</li> <li>• Lowering the Hanlon Expressway was considered during this study. However, approximately two kilometers of the existing highway would be required to be lowered to maintain the profile of the existing municipal cross roads. This option is not economically feasible and was removed from consideration in advance of a full evaluation.</li> </ul>
	<ul style="list-style-type: none"> <li>• Support the proposal by the West Hanlon Neighbourhood Group</li> <li>• It is much simpler and less costly</li> <li>• It effectively considers pedestrians</li> <li>• Should be evaluated to the same level of detail as other proposals</li> </ul>	<ul style="list-style-type: none"> <li>• Your support for the alternative presented by the West Hanlon Neighbourhood Group has been noted.</li> <li>• Insert Community Workshop</li> <li>• Alternatives developed at the Community Workshop will be evaluated to the same level of detail as the previously developed alternatives.</li> </ul>
	<ul style="list-style-type: none"> <li>• Support comments submitted by Kortright Hills Community Association</li> </ul>	<ul style="list-style-type: none"> <li>• Your support for the comments submitted by the Kortright Hills Community Association (KHCA) has been noted. A separate response is being prepared and will be submitted to the KHCA.</li> </ul>
	<ul style="list-style-type: none"> <li>• The Hanlon Expressway is not safe for pedestrians, car traffic – more emphasis should be given to public and rail transit</li> </ul>	<ul style="list-style-type: none"> <li>• The Ministry supports public transit and will continue to work with cities and municipalities to implement new public transit initiatives. Improving the quality of transit services is critical to Ontario’s economic, social and environmental well being, since it reduces pollution, commuting times, and gridlock. The current Ontario government has made it a priority to make sure that Ontarians living in urban communities have access to seamless, safe, reliable and affordable public transit and transportation alternatives, and continues to make investments that will increase service and access and ultimately make transit a more desirable transportation alternative.</li> <li>• Transit alone will not address the travel demand on the Hanlon Expressway into the future.</li> </ul>
	<ul style="list-style-type: none"> <li>• Should support alternative modes of transportation</li> <li>• Project is not compatible with Growth Plan which indicates that the province should develop a multi-modal system</li> </ul>	
	<ul style="list-style-type: none"> <li>• Money should be spent on rapid transit rather than encouraging the use of highways and automobiles</li> </ul>	
	<ul style="list-style-type: none"> <li>• Should consider a split interchange with access in some directions at east intersection (provided diagram)</li> </ul>	<ul style="list-style-type: none"> <li>• In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. One of the goals of the upcoming workshop will be to develop a Preferred Plan that can provide access to the municipal road network desired by local residents while improving traffic operations and safety on the Hanlon Expressway. This could include consideration for alternative interchange configurations. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>• Should consider a modified ramp configuration (similar to a SPUI with intersections below the highway) at each intersection</li> </ul>	
	<ul style="list-style-type: none"> <li>• Should consider a single-lane roundabout depressed under the highway</li> <li>• This option will lower cost, minimize property required and noise impacts, improve emergency access, and still achieve access in all directions</li> <li>• Request full evaluation of the depressed roundabout alternative</li> </ul>	<ul style="list-style-type: none"> <li>• Following the first Public Information Centre, roundabout alternatives were developed and considered for both the Hanlon Expressway and at the interchange ramp terminals. However, roundabouts are not considered to be a feasible alternative for the following reasons:</li> <li>• Mainline Highway 6 Roundabouts:</li> <li>• A three-lane roundabout does not provide adequate operations on Highway 6 (queue lengths on Highway 6 would be greater than 1000 m and average delays would be greater than 5 minutes)</li> <li>• Roundabouts with three or more circulating lanes are not considered to be as safe as smaller roundabouts and essentially prohibit the movement of pedestrians through the roundabout</li> </ul>
	<ul style="list-style-type: none"> <li>• More consideration should be given to roundabouts within the study area</li> <li>• Roundabouts solve the traffic issue by providing access in all directions at a lower cost than interchanges</li> <li>• Minimize footprint</li> </ul>	

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided	
Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Should consider reducing speed on the Hanlon to accommodate roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>High volumes on Highway 6 (over 50,000 vehicles per day in the future)</li> <li>High number of left-turn movements reduce the overall capacity of the roundabout</li> <li>High percentage of large trucks on Highway 6 (~10-15%)</li> <li>A reduction of the posted speed on Highway 6 would be required, which is not consistent with the overall transportation function of the facility</li> <li>A roundabout on Highway 6 does not promote a free-flow movement for Highway 6, which is a provincial facility with the function of connecting Highway 401 and Highway 7</li> <li>Ramp Terminal Roundabouts: <ul style="list-style-type: none"> <li>Multi-lane roundabouts would be required at the ramp terminals</li> <li>The ramp terminal roundabouts do not operate as well as the signalized intersection ramp terminals, and the roundabouts would be approaching their theoretical capacity by the year 2021</li> </ul> </li> <li>High left-turn volumes (~ 1,000 vehicles per hour in the peak hour) reduce the overall capacity of the roundabouts</li> <li>There are safety concerns for pedestrians at multi-lane roundabouts</li> <li>Roundabouts are a relatively new and emerging traffic control measure for Ontario that are gradually being implemented across North America. MTO is actively considering possible locations for a modern roundabout and has recommended the implementation of a single-lane roundabout at an intersection on Highway 33 west of Kingston. A Roundabout Innovation Team has been established to share expertise, research, experience and best practices with other jurisdictions to further the implementation of roundabouts on provincial highways. There is limited experience with high volume, multi-lane roundabouts in North America and research is currently being completed to determine their safety benefits for all road users, including drivers, pedestrians, and cyclists. The Roundabout Innovation Team is currently compiling a list of locations where roundabouts could be considered—as part of that process, intersections along this section of Highway 6 will be added to the list for consideration.</li> </ul>
<ul style="list-style-type: none"> <li>The Laird Road interchange should include provision for an eventual extension of the Guelph Junction Railway to the industrial park</li> </ul>	<ul style="list-style-type: none"> <li>Your request to have the Laird Road interchange designed so that it can accommodate a future extension of the Guelph Junction Railway has been noted.</li> <li>A separate Environmental Assessment would have to be carried out by the railway if changes to the interchange or a separate crossing structure were required to accommodate a potential future connection.</li> </ul>
<ul style="list-style-type: none"> <li>The Hanlon Expressway should be extended north to Fergus and south to Freelon</li> </ul>	<ul style="list-style-type: none"> <li>Your request that the Hanlon Expressway be extended north towards Fergus and southerly to Freelon has been noted.</li> <li>The purpose of this study is to upgrade the expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. The extension of the Hanlon Expressway is not part of this study. The new Highway 7 alignment recently received Environmental Assessment approval from MOE and will proceed to construction. When completed, it is planned to extend the Hanlon Expressway northward to connect with the new Highway 7 route. The EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.</li> </ul>
<ul style="list-style-type: none"> <li>Problem could be solved by removing truck traffic from the Hanlon and creating a truck by-pass</li> </ul>	<ul style="list-style-type: none"> <li>Your request that truck traffic be removed from the Hanlon Expressway has been noted. However, the Hanlon Expressway was constructed in 1972 with the ultimate long-term goal of converting the Expressway to a fully-controlled access facility. As well as being a major arterial in the City of Guelph, the Hanlon Expressway is a provincial facility that provides a vital link within the provincial highway network and is intended to serve as a higher order highway, providing long-distance and regional connections. A by-pass of the highway would have significant impacts and is not currently being considered as an alternative to improvements to the existing highway.</li> </ul>
<ul style="list-style-type: none"> <li>Copy of PIC displays</li> <li>Would prefer if handouts were provided at PICs</li> </ul>	<ul style="list-style-type: none"> <li>Sent hard copy of PIC displays.</li> </ul>
<ul style="list-style-type: none"> <li>Complete Traffic Impact Study</li> <li>Details of traffic study undertaken</li> <li>Projected traffic volumes on existing residential routes</li> </ul>	<ul style="list-style-type: none"> <li>In response to your request for additional details about the Traffic Study carried out as part of this assignment, the Traffic Study Report is being made available on the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>) in the Reports Section.</li> <li>In response to concerns from the community, the City of Guelph and MTO are carrying out a vehicle Origin-Destination travel survey to confirm the volume of external traffic that is currently accessing the Hanlon Expressway via Downey Road and Woodlawn Glen Drive Drive. Results of the study will be compared to previously predicted volumes and considered during the development of alternatives at the Community Workshop.</li> </ul>
<ul style="list-style-type: none"> <li>Request details of traffic count conducted at the Hanlon Expressway and Kortright Road intersection to predict additional traffic that will be accessing residential roads?</li> </ul>	
<ul style="list-style-type: none"> <li>Request original plans for the development on Wagoners Trail at Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the original development of Wagoner's Trail, Phase I of the Woodlawn Glen Drive development (Wagoner's Trail) received approval under the Planning Act in December 1981. As a reference point, the Hanlon Expressway was constructed in 1972.</li> <li>Your request for the original plans for the development of Wagoner's Trail in the vicinity of Stone Road has been forwarded to the City of Guelph for their action.</li> </ul>
<ul style="list-style-type: none"> <li>What are the criteria for determining directly affected properties?</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the methodology for identifying directly impacted properties, property owners whose property was directly impacted (i.e. required because the future highway right-of-way, interchange, ramps, or ditches encroach onto private property) were contacted in advance of the Public Information Centre (PIC) to advise them of the potential for impacts to their property.</li> </ul>



**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided	
Comment/Concern	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Information on any potential upgrades that may be needed to facilitate access</li> <li>Information on safety measures on residential streets</li> <li>Information on the provision of bike lanes and access throughout the project area (how many cyclist crossings are there?)</li> <li>MTO Policy regarding changes to access</li> <li>MTO Standards for intersections and onramps</li> </ul>	<ul style="list-style-type: none"> <li>With regards to the provision of bicycle lanes and pedestrian access, pedestrians are being accommodated on raised sidewalks at Kortright Road and College Avenue and on sidewalks at the Laird Road and Stone Road interchanges. Bike lanes can be accommodated at all of the grade separations. The pedestrian and bicycle routes identified in the City of Guelph Trails Master Plan can be accommodated in the Preferred Plan and the crossing structures were designed to a width that can accommodate bike lanes. A copy of the plans showing the City's Trails Master Plan and of how pedestrian and cyclist access are accommodated in the Preferred Plan that were displayed at PIC 2 are available on the project website at <a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a> in the Consultation – PIC 2 section.</li> <li>Changes to access, including intersections with municipal roads, on Provincial highways are usually identified during the Environmental Assessment Process. The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications. Projects that follow the Class EA are required to consider impacts of changes to access to and from provincial highways.</li> <li>In response to your interest in MTO standards for interchange and ramp design, provincial highways are designed in accordance with the Geometric Design Standards for Ontario Highways (2005) which is available for purchase on the Publications Ontario website at <a href="http://www.publications.serviceontario.ca">www.publications.serviceontario.ca</a> and online at the Ministry of Transportation's Online Research Library.</li> </ul>
<ul style="list-style-type: none"> <li>Request copy of evaluation material and matrices</li> </ul>	<ul style="list-style-type: none"> <li>In response to your request for additional details about the Traffic Study carried out as part of this assignment and for a copy of the detailed evaluation of alternatives, the Traffic Study Report and Evaluation Data Sheets and Matrices are being made available on the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>) in the Reports Section.</li> <li>Detail design, property acquisition and contract preparation for the interchange can begin at the completion of the Planning and Preliminary Design Study when this project receives Environmental Assessment approval. Scheduling of the next steps cannot be confirmed until the project has environmental clearance.</li> </ul>
<ul style="list-style-type: none"> <li>Please provide detailed costs and proposed construction timing</li> </ul>	
<ul style="list-style-type: none"> <li>Request information about future Highway 7 interchange with the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>The purpose of this study is to upgrade the Hanlon Expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. The extension of the Hanlon Expressway is not part of this study. The new Highway 7 alignment recently received Environmental Assessment approval from MOE and will proceed to construction. When completed, it is planned to extend the Hanlon Expressway northward to connect with the new Highway 7 route. A future interchange to connect the future Highway 7 to Highway 6 would be required to undergo a separate environmental assessment.</li> </ul>
<ul style="list-style-type: none"> <li>Would like to know the minimum safe distance between interchanges on a highway</li> </ul>	<ul style="list-style-type: none"> <li>With respect to interchange spacing on freeways or staged freeways, Section F4.2 of the existing Geometric Design Standards for Ontario Highways (GDSOH) states that 'as a general guide in rural areas, interchanges are normally spaced at between 3 kilometres and 8 kilometres apart. Interchange spacing in urban areas generally ranges from 2 kilometres to 3 kilometres apart. Interchanges should be located at major arterial roads, forming part of the arterial system of roads.' The distance between Kortright Road and Stone Road is approximately one kilometre and the distance between College Avenue and Stone Road is approximately 800 metres.</li> </ul>
<ul style="list-style-type: none"> <li>What is the difference in traffic capacity between a Parclo interchange and a diamond interchange?</li> <li>Do not believe capacity of diamond interchange will not be adequate in the future since there will be less reliance on automobiles</li> <li>US cities are currently removing Parclo interchanges in favour of diamond interchanges</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the difference in capacity between diamond and Parclo interchanges, diamond interchanges typically have less capacity because of the signalized ramp terminal intersections and the requirement for left-turns to access the highway. A Parclo A interchange provides free-flow movements, resulting in an increased overall capacity.</li> <li>With regards to reducing reliance on the automobile, the Ministry supports public transit and will continue to work with cities and municipalities to implement new public transit initiatives. Improving the quality of transit services is critical to Ontario's economic, social and environmental well being, since it reduces pollution, commuting times, and gridlock. The current Ontario government has made it a priority to make sure that Ontarians living in urban communities have access to seamless, safe, reliable and affordable public transit and transportation alternatives, and continues to make investments that will increase service and access and ultimately make transit a more desirable transportation alternative.</li> <li>Transit alone will not address the travel demand on the Hanlon Expressway into the future.</li> </ul>
<ul style="list-style-type: none"> <li>Copy of original 1969 study for the Hanlon Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Your request for the 1969 Functional Planning Study of the Hanlon Expressway has been noted. This report pre-dates the implementation of the Environmental Assessment Act in Ontario (mid-70's), so it did not include an Environmental Assessment of the overall Expressway concept. The Functional Planning Study is not available in electronic format. A hard copy of the report is included with this letter.</li> <li>The 1994 Environmental Study Report/Preliminary Design Report for the section of the Hanlon From the Speed River northerly is available electronically and is provided on the included CD.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 2 Comments Received and Responses Provided		
	Comment/Concern	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Do not think that 30-day timeline is long enough for public comments</li> <li>PIC was held in December when people are already busy</li> </ul>	<ul style="list-style-type: none"> <li>Your comments regarding the timing of the Public Information Centre and length of the Public Review Period have been noted. The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA which is approved by the Minister of the Environment and Cabinet through Order-in-Council 1653/99. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications.</li> <li>Comments on the project can be submitted anytime. In response to public interest, the project team extended the PIC 2 comments period to January 31, 2008.</li> <li>To facilitate involvement for people who are not available to attend public meetings, a project website has been established at <a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>. The project website includes information about the study purpose, process, and electronic versions of all materials available at Public Information Centres.</li> </ul>
	<ul style="list-style-type: none"> <li>Do not like comment sheet set up</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
	<ul style="list-style-type: none"> <li>PIC should have had a formal presentation component with questions and answers</li> <li>Was not able to discuss project with project representatives</li> </ul>	<ul style="list-style-type: none"> <li>Your request for a formal community presentation has been noted. The Ministry of Transportation uses the Open House format since it provides an opportunity to discuss issues one-on-one with representatives from the project team. Residents who are not able to attend PICs can view the displays on the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>). Members of the project team are available to answer questions by mail, fax, e-mail, or telephone and contact information is available on the project website.</li> </ul>
	<ul style="list-style-type: none"> <li>Do not see a viable range of alternatives at Laird Road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern that a range of alternatives was not considered at Laird Road, three interchange configuration alternatives were considered for this location. Laird Road alternatives and the results of the evaluation were displayed at the recent PIC on the Central Section Alternatives and Evaluation display. The display is available for review on the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>) in the Consultation – PIC 2 section.</li> </ul>
	<ul style="list-style-type: none"> <li>Another PIC is required</li> </ul>	<ul style="list-style-type: none"> <li>In response to concerns from the public and City of Guelph, a Community Workshop is being held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. If the Workshop results in changes to the Preferred Plan, or if another Public Information Centre is held to present new/revised alternatives, the public will be notified as part of the Environmental Assessment process and a notice will be sent to everyone on the project mailing list.</li> </ul>
	<ul style="list-style-type: none"> <li>Decision has already been made – public consultation will not result in any changes</li> <li>Not enough community input has been included in the planning of this project</li> <li>Construction of the Hanlon extension to Highway 7 should occur before this project</li> <li>Community was not consulted with early in the study process and was not made aware of PIC 1</li> </ul>	
	<ul style="list-style-type: none"> <li>How did scale/size of Stone Road interchange change between PIC 1 and PIC 2?</li> <li>How did flyover at Stone Road become eliminated before the evaluation process?</li> </ul>	<ul style="list-style-type: none"> <li>Refinements to project alternatives are often considered in advance of and during the evaluation process based on comments received following the first Public Information Centre to make sure that the 'best' version of each alternative is fully evaluated and considered.</li> <li>An interchange at Stone Road is preferred since it is a major east-west arterial road in the City of Guelph Road network and has the potential for an increased role in the urban and regional transportation system. A full interchange has not been carried forward at Kortright Road for the following reasons:</li> <li>Kortright Road and Downey Road are residential collectors (as opposed to 'arterial') in the City of Guelph Road network</li> <li>There would be significant property requirements</li> <li>The entrance/exit ramps to the north would overlap with the ramps at a possible Stone Road interchange, without sufficient space for weaving areas between the interchanges</li> </ul>
	<ul style="list-style-type: none"> <li>If the Ministry is deferring Municipal road work as mitigation for additional traffic on local roads, does this comply with Section 4.1 or 4.2 of the Class EA?</li> <li>Does the study comply with requirements to maximize opportunities for movement and provision of mitigation measures?</li> <li>Eliminating access at Kortright Road is not in keeping with the Class EA</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concern that the project is not following the process outlined in the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000), the project is being carried out as a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. The Class EA is approved by the Minister of the Environment and Cabinet through Order-in-Council 1653/99. The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated. This project falls within the scope of a Class "B" project, which includes interchange improvements with major footprint modifications.</li> <li>Changes to access, including intersections with municipal roads, on provincial highways are usually identified during the Environmental Assessment Process. Projects that follow the Class EA are required to consider impacts of changes to access to and from provincial highways. Environmental impacts and mitigation measures will be documented in the final Transportation Environmental Study Report.</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in the extension of Southgate Road southerly to provide a connection to Highway 6 and whether commercial traffic will be accommodated on the road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the potential extension of Southgate Road, although potential municipal road network connections were displayed at the first Public Information Centre, they are not part of the Environmental Assessment for this study. Instead, they were illustrated schematically to show how municipal roads may access the Hanlon Expressway in the future. The City of Guelph and Township of Puslinch would be required to undertake further study and initiate a Municipal Class Environmental Assessment Study for possible municipal road network connections. These studies have not yet been initiated.</li> </ul>
	<ul style="list-style-type: none"> <li>Project should be consistent with the Guelph-Wellington Transportation Study</li> <li>This indicated that northbound access should be provided at Kortright Road/Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>In response to your comment that the project should be consistent with the results of the Guelph-Wellington Transportation Study, the document is a municipal document developed by the City of Guelph and County of Wellington. Although the Ministry of Transportation (MTO) was a commenting agency during the study, MTO did not support the recommendation that was included in the report indicating that northbound access should be provided at Kortright Road/Downey Road.</li> </ul>
	<ul style="list-style-type: none"> <li>What were the MTO interchange alternatives available when the Woodlawn Glen Drive Subdivision was built in 1981 and when the YMCA was constructed in 1991</li> </ul>	<ul style="list-style-type: none"> <li>The City wanted to proceed with development in advance of the need for upgrading the existing Hanlon Expressway intersections to interchanges. However, the MTO required that the subdivision plans protect property for a future Parclo A interchange, since it the technically preferred interchange configuration.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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<b>PIC 3 Comments Received and Responses Provided</b>	
<b>Comment</b>	<b>Response Provided or Action Taken</b>
<ul style="list-style-type: none"> <li>Design Speed</li> </ul>	<ul style="list-style-type: none"> <li>There have been several requests from the public to lower the design standards and posted speed on Highway 6. However, the Hanlon Expressway is an important part of the provincial highway network and will continue to function as a provincial transportation link between Highway 401 and the new Highway 7 from Guelph to Kitchener. The current posted speed on Highway 6 is 90 km/h.</li> <li>The posted speed will be increased when the highway is upgraded to a freeway to provide consistent driver expectations for the facility. Design speed has to match the expected operating speed of a facility. It is not practical to artificially lower the posted speed on a freeway and expect operating speeds to follow. A 100 km/h posted speed is appropriate for this type of facility and the existing highway alignment has been designed to meet this standard. The posted speed for the facility will be reconsidered during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>Pedestrians and cyclists</li> </ul>	<ul style="list-style-type: none"> <li>With regards to pedestrian and cyclist access, the Ministry of Transportation is committed to sustainable transportation and active-transportation alternatives, which includes trails and pathways. The Ministry has successfully worked with municipalities to incorporate bicycle/trail/pedestrian access into other Ministry of Transportation projects and we are confident these trail crossings are being used by the public. All of the proposed alternatives will include pedestrian and cyclist access across Highway 6 at Kortright Road / Downey Road, Stone Road, and College Avenue. An attempt is being made to accommodate/connect all of the City of Guelph's existing and proposed trails affected by the Preferred Plan.</li> </ul>
<ul style="list-style-type: none"> <li>Air quality</li> </ul>	<ul style="list-style-type: none"> <li>An Air Quality Assessment was carried out to determine air quality levels adjacent to the highway based on the proposed change from a highway with signalized intersections to a free-flow freeway. Predicted air contaminant concentrations were compared to provincial and federal criteria established by regulatory authorities such as the MOE. These authorities typically base their criteria on the potential for human health effects. Predicted results of the Air Quality Assessment were all within provincial and federal guidelines.</li> <li>The Province of Ontario has set a provincial target to reduce greenhouse gases from 60 megatons to 54 megatons in 2014. For 2020, the greenhouse gases are targeted to be reduced by another 10 megatons to 44 megatons. In order to achieve these targets, the Province is moving forward with a number of initiatives. For example, the Province is in the process of adopting new legislation that will limit truck speeds to 105 km/hr. This legislation is being implemented to increase safety and reduce greenhouse gas emissions. At this time there are no plans to reduce speed limits for motor vehicles.</li> <li>Other initiatives include continued increased emphasis on integrated approaches to land use planning and transportation planning. This will allow individuals multiple transportation choices such as motor vehicles, transit, walking and cycling to meet their transportation needs. Further improvements to public transportation and the mandate to increase ethanol use in motor vehicles are also part of the overall strategy. In conjunction with these Provincial initiatives, the Federal Government has introduced federal fuel efficiency standards for motor vehicles, set to apply beginning with 2011 model year vehicles, as well as a low carbon fuel standard.</li> <li>In addition, in response to local interest, the City of Guelph is considering initiating a comprehensive air quality monitoring program; which could include the installation of air quality monitors to better assess the existing air quality in the City. Please contact the City of Guelph for additional information about this initiative.</li> <li>With regards to the potential for future railway or light rail transportation corridors in the City of Guelph, the project team is aware of the City's recent decision to pursue potential alternatives for rail transportation in the City. The Ministry supports public transit and will continue to work with cities and municipalities to implement new public transit initiatives. Improving the quality of transit services is critical to Ontario's economic, social and environmental well being, since it reduces pollution, commuting times, and gridlock. The current Ontario government has made it a priority to make sure that Ontarians living in urban communities have access to seamless, safe, reliable and affordable public transit and transportation alternatives, and continues to make investments that will increase service and access and ultimately make transit a more desirable transportation alternative. However, our investigation of origins/destinations indicates that transit alone will not address the travel demand on Highway 6 into the future.</li> </ul>
<ul style="list-style-type: none"> <li>Noise Protocol</li> </ul>	<ul style="list-style-type: none"> <li>In response to your concerns regarding the proposed noise monitoring, the project noise specialist (SS Wilson and Associates) has conducted field measurements within the study area to verify the noise model results. Noise impacts and mitigation for MTO projects are identified in accordance with the MTO Noise Policy, which has been approved by the Ministry of the Environment. There are different MOE regulations with respect to the operation of stationary sources. The MTO provides noise mitigation at sound levels below 65 dBA if there is a greater than 5 dBA increase in levels. The 65 dBA level is in place to recognize that as sound levels approach and exceed that level, extra care needs to be taken with respect to the provision of noise mitigation.</li> </ul>
<ul style="list-style-type: none"> <li>Noise Impacts / Study</li> </ul>	<ul style="list-style-type: none"> <li>With regards to your concerns regarding noise in the study area, a Noise Study has been carried out as part of this assignment in accordance with the MTO Noise Policy (2006), which has been approved and endorsed by the Ministry of the Environment. The Noise Study indicates that provision for noise attenuation (i.e. noise walls or berms) is warranted on both the east and west sides of the highway between Kortright Road and College Avenue. The required mitigation is primarily based on predicted future traffic volumes on the Hanlon Expressway and does not change significantly as a result of project alternatives. Noise impacts are being mitigated in accordance with the MTO Noise Policy as displayed on the Noise Impacts panel at the December Public Information Centre.</li> <li>Members of the public have indicated that they are concerned that the noise model does not accurately identify existing noise levels. The noise specialist has conducted field measurements in the study area to verify the noise model results.</li> </ul>
<ul style="list-style-type: none"> <li>Adjacent projects</li> </ul>	<ul style="list-style-type: none"> <li>With regards to future connections to the adjacent provincial highway network, the extension of Highway 6 is not part of this study. The new Highway 7 alignment recently received Environmental Assessment approval from the Ministry of the Environment and will proceed to construction. In the future, it is planned to extend Highway 6 northward to connect with the new Highway 7 route with an interchange at Woodlawn Road, as approved under the Highway 7 EA. The EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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<ul style="list-style-type: none"> <li>Lower entire highway</li> </ul>	<ul style="list-style-type: none"> <li>With regards to your request that the project team consider lowering Highway 6 between Stone Road and College Avenue, this option was considered during this study. We acknowledge that lowering Highway 6 through the study area would provide some benefits to the adjacent land owners and improved comfort levels for pedestrians and cyclists crossing Highway 6. However, this improvement was not considered in the detailed analysis of alternatives for the following reasons:             <ul style="list-style-type: none"> <li>The preliminary opinion of probable cost is approximately \$20 to \$25 Million, which includes extensive retaining walls to minimize property impacts and utility relocations and does not include the cost of interchanges or crossing structures</li> <li>Removal of the existing road would result in inefficient use of the existing infrastructure</li> <li>Lowering the Hanlon Expressway to maintain the existing crossing road profiles at Kortright Road / Downey Road, Stone Road and College Avenue would create drainage challenges and would significantly increase the risk of flooding on Highway 6, which is an important transportation and emergency corridor during a major storm event</li> <li>This major reconstruction would make it difficult to manage and maintain traffic during construction, which would create significant delays to the travelling public for a 2-3 year construction period</li> <li>The current alignment of Highway 6 was first identified in the late 1960's, with construction beginning in 1972 and completion in 1975. Residential development adjacent to Highway 6 in the vicinity of College Avenue began in the late 1960's, after the Ministry of Transportation had identified a plan to upgrade the Hanlon Expressway to a freeway with access at interchanges only. Upgrading this section of Highway 6 to a freeway on the existing highway alignment and profile optimizes existing provincial infrastructure, which is in accordance with the Province's current commitment to supporting sustainable transportation initiatives.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Freelton to Guelph EA</li> </ul>	<ul style="list-style-type: none"> <li>The EA Study for Highway 6 from Freelton to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.</li> </ul>
<ul style="list-style-type: none"> <li>Access at existing intersections</li> </ul>	<ul style="list-style-type: none"> <li>The project team understands that there is a desire to maintain access at all of the existing intersections with the Hanlon Expressway. However, a full interchange cannot be provided at College Avenue because the interchange ramps would overlap with the proposed interchange ramps at Stone Road, and the existing ramps at Wellington Street. Overlapping interchange ramps are not desirable because they compromise safety.</li> <li>Similarly, a full interchange can not be provided at Kortright Road / Downey Road because the interchange ramps to and from the north would overlap with the proposed interchange ramps at Stone Road. A partial interchange will be provided at Kortright Road / Downey Road to provide access to and from the south.</li> </ul>
<ul style="list-style-type: none"> <li>Out of way travel</li> </ul>	<ul style="list-style-type: none"> <li>We acknowledge that local traffic patterns will change and that there will be some out-of-way travel required to access the highway. However, the removal of the at-grade intersections will result in fewer delays on the Hanlon Expressway, and significant safety improvements for the traveling public.</li> </ul>
<ul style="list-style-type: none"> <li>Stone Road interchange</li> </ul>	<ul style="list-style-type: none"> <li>With respect to the number of lanes on Stone Road, the results of traffic modeling indicate that four through lanes (i.e. two lanes in each direction) are required on Stone Road though the interchange to accommodate the traffic volumes entering and exiting the highway. West of the interchange, projected volumes are expected to decrease sufficiently that only two though lanes (i.e. one lane in each direction) are required. The transition from four lanes to two lanes will be located beyond the limits of the interchange but before the intersection at Stone Road and Woodland Glen Drive. The traffic modeling was based on the assumption that Stone Road will not be extended.</li> <li>Please also note that the configuration of the Stone Road interchange has been refined to minimize property impacts where possible.</li> </ul>
<ul style="list-style-type: none"> <li>Need and justification</li> </ul>	<ul style="list-style-type: none"> <li>With regards to the need for the proposed improvements, a Traffic Operations Study was carried out for the Hanlon Expressway in 2004 to assess existing and future traffic operations of the existing at-grade intersections. The Traffic Operations Study identified many intersections with poor operations and identified a future need for upgrading the at-grade intersections to grade-separations (i.e., flyovers) or interchanges.</li> <li>Issues leading to the need for improvements to the Hanlon Expressway Corridor include:             <ul style="list-style-type: none"> <li>Existing Operational Deficiencies – available capacity and deteriorating Level of Service of the multiple at-grade intersections limit the volume of traffic that can be safely accommodated.</li> <li>Anticipated Growth Model - as the City of Guelph continues to grow, and the regional importance of the Hanlon Expressway continues to increase, the need for the highway as a primary transportation corridor will increase to support the anticipated growth, mobility of people, and movement of goods.</li> <li>Transportation Demand - increased demand on the existing system will cause traffic congestion, delays and deteriorating safety conditions. The demand is based on planned urbanization in the Guelph South area, locally generated growth, and future planned connections to the provincial highway system, including the recently approved Future New Highway 7 and planned realignment of Highway 6 south of Guelph.</li> <li>Role and Function of the Hanlon Expressway – the role of the Hanlon Expressway is both local, providing municipal access to the highway system, and provincial, providing long distance regional and provincial connections. The combination of these two functions has led to a conflict between the need for access and the need for conditions allowing an uninterrupted traffic flow. It has been recognized by all authorities involved that the primary role of the Hanlon Expressway is to be a higher order highway and that the problem can be resolved only by replacing the at-grade intersections with interchanges.</li> <li>The above is partially based on the City of Guelph's anticipated Growth Model and type of Future Transportation Demand, as it provides a context to evaluate Alternatives to the Undertaking. The City anticipates that the following growth scenario is expected to occur:                 <ul style="list-style-type: none"> <li>The existing Growth Model will continue to be fuelled by population growth and will manifest itself by urban and regional development (converting available lands into urbanized areas). Smart Growth, Transportation Demand Management, and other initiatives will attempt to control and minimize urban sprawl, and the expansion of transportation demand.</li> <li>Increasing travel/mobility will continue to be realized by using individual automobiles as a dominant mode of transportation.</li> <li>Alternative Transportation Modes (i.e. public transit) will continue to develop and increase their share in responding to transportation demand but not enough to significantly affect the use of individual automobiles.</li> <li>The existing trend in vehicle occupancy (i.e. individual automobiles) indicates that a shift in the population's travel behavior towards the better use of automobiles, at least for compulsory trips, should not be anticipated within a foreseeable future.</li> <li>The existing economic model, relying on roadway transportation (trucks) for moving goods, will continue into the future.</li> </ul> </li> <li>As a result of the above, the expansions/improvements to the Provincial Highway system and particularly freeways are unavoidable and necessary to support the anticipated growth, mobility of people and movement of goods.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Signalization of the Hanlon</li> </ul>	<ul style="list-style-type: none"> <li>Currently the Ministry is completing the design for improvements to eight (8) intersections along Highway 6. Synchronization of the traffic signals is not being included in this project due to the long distances between intersections and the volume of truck traffic on Highway 6, which make synchronization very difficult.</li> <li>In a traffic operations study that was completed in 2004, it was determined that intersection improvements would not provide a long-term solution given the existing and projected traffic volumes on Highway 6 and at crossing roads. The long-term solution identified to significantly improve safety and operations on the highway was the removal of the traffic signals and at-grade intersections. As a result, the purpose of this study is to identify a plan to upgrade the highway to a freeway with access restricted to interchange locations only.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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<ul style="list-style-type: none"><li>• Old Colony Trees / Vegetation</li></ul>	<ul style="list-style-type: none"><li>• The project team is aware of the trees that were planted in the 1990's between Old Colony Trail and Highway 6 and has included consideration for impacts to the trees in the evaluation of project alternatives. If the selected alternative includes a west-side service road, a detailed investigation of the impacts on these trees will be conducted. A landscape plan will be developed during detail design to identify mitigation measures to minimize tree loss and make sure that trees adjacent to proposed improvements are protected during construction. In addition, we would investigate the possibility of transplanting impacted trees, where possible, to maintain a 'buffer' between the Service Road and residential properties.</li></ul>
<ul style="list-style-type: none"><li>• Why were service road alternatives identified?</li></ul>	<ul style="list-style-type: none"><li>• In response to your interest in the rationale for the development of service road alternatives, the alternatives were developed in response to concerns from local residents regarding traffic volumes on municipal roads and out-of-way travel. Alternatives presented at PIC 3 included service roads to improve local access, largely in response to the City's decision not to proceed with the College Avenue extension. The College Avenue extension would have provided a north-south connection between the Kortright/Downey and Stone Road area, without the need for a service road.</li></ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Support Preferred Plan	
<ul style="list-style-type: none"> <li>The updated plan addresses most of the previous issues</li> <li>Many of the original concerns (i.e. encroachment, access) have been resolved</li> <li>Will remove traffic from the municipal road network</li> <li>Yes, keeps major traffic flow out of the community and supports the YMCA – appreciate efforts to minimize impacts to Old Colony Trail residents</li> <li>Noise will be minimized at our property</li> <li>Minimizes impact to the residential areas</li> <li>Addresses future traffic volumes and maximizes access points</li> <li>It increases safety along the highway</li> <li>It has the lowest impact of the plans previously presented and addresses most of the identified issues</li> </ul>	<ul style="list-style-type: none"> <li>Support noted, no response required</li> </ul>
Noise	
<ul style="list-style-type: none"> <li>MTO/MOE permitted highway noise levels are too high</li> <li>Request noise barrier (or other noise mitigation) for Shadybrook neighbourhood</li> <li>Plan does not address Shadybrook Area noise concerns</li> </ul>	<ul style="list-style-type: none"> <li>Members of the public have indicated that they are concerned that the noise model does not accurately identify existing noise levels. Noise monitoring was carried out at eight locations and data was obtained for a 72-hour period. Traffic monitoring was also carried out simultaneously to confirm traffic volumes and noise sources. The following conclusions were drawn from the noise monitoring: <ul style="list-style-type: none"> <li>Traffic data is consistent with the data used in the Noise Model</li> <li>Measured sound levels at all eight locations are consistent with the originally predicted sound levels, in terms of acoustic significance</li> <li>Three locations were monitored in the Shadybrook Community. The study confirmed that the sound levels predicted for the community do not increase by more than 5 dBA or to a level above 65 dBA.</li> <li>The Ministry of Transportation attempts to provide noise mitigation at sound levels below 65 dBA if there is a greater than 5 dBA increase in levels, as the result of a project, or if the projected noise level with the proposed improvements equals or exceeds 65 dBA.</li> <li>The warrants that are applied by the Ministry of Transportation for noise attenuation were developed through consultation with the Ministry of Environment, with which MTO has a Memorandum of Understanding on noise.</li> <li>Although the area does not meet MTO requirements for noise mitigation, the City has indicated that they will consider alternatives for minimizing noise in the Shadybrook Community. MTO is in support of this initiative and will assist the City, where possible.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Noise study was not carried out for residents on Trillium Court, etc. due to the West Service Road</li> </ul>	<ul style="list-style-type: none"> <li>By extrapolation from the results at other noise receiver locations west of the Hanlon, the Trillium Court area would have a noise level of &lt;65 dBA and a noise increase of &lt;5 dBA and therefore would not warrant noise mitigation. Noise mitigation for the Trillium Court area will be reviewed during detail design and implemented if it is economically and technically feasible and if it will produce a 5 dBA reduction in the sound levels.</li> </ul>
<ul style="list-style-type: none"> <li>Why are MTO/MOE permitted noise levels higher than for development applications?</li> </ul>	<ul style="list-style-type: none"> <li>There are different Ministry of the Environment rules with respect to the operation of stationary sources. The Ministry of Transportation provides noise mitigation at sound levels below 65 dBA if there is a greater than 5 dBA increase on levels. The 65 dBA level is in place to recognize that as sound level approaches and exceeds that level extra care needs to be taken with respect to the provision of noise mitigation.</li> </ul>
<ul style="list-style-type: none"> <li>Noise study was not carried out at my property</li> <li>319 Ironwood</li> <li>19 Milson Crescent</li> <li>Noise study should have monitored actual sound levels behind the Milson Avenue sound barrier</li> </ul>	<ul style="list-style-type: none"> <li>Re: Ironwood Road</li> <li>Noise monitoring was carried out at eight locations carefully selected to best represent the noise conditions along each segment of the Hanlon and data was obtained for a 72-hour period. Traffic monitoring was also carried out simultaneously to confirm traffic volumes and noise sources. The following conclusions were drawn from the noise monitoring: <ul style="list-style-type: none"> <li>Traffic data is consistent with the data used in the Noise Model</li> <li>Measured sound levels at all eight locations are consistent with the originally predicted sound levels, in terms of acoustic significance</li> <li>A Noise Study was completed for several locations within the study area based on the Ministry of Transportation Noise Model. The information from the analysis was used to confirm the need for noise mitigation within the study area. The noise monitoring program confirmed the results of the noise analysis.</li> <li>The Ministry of Transportation attempts to provide noise mitigation at sound levels below 65 dBA if there is a greater than 5 dBA increase in levels as a result of the project , or if the projected noise level with the proposed improvements equals or exceeds 65 dBA.</li> <li>Three locations were measured in the Shadybrook Community. The study confirmed that the sound levels predicted for the community do not increase by more than 5 dBA or to a level above 65 dBA.</li> <li>Sound levels at Ironwood Road would be lower than any of the three locations measured in the Stoneybrook Community since these homes are shielded from the highway by additional houses. A single row of houses has the potential to shield up to 10 dBA of sound.</li> </ul> </li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

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PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>• Re: 19 Milson Crescent</li> <li>• After PIC 2, the Noise Study was updated to include a Noise Assessment of receptors in the Milson Crescent neighbourhood.</li> <li>• Since the study does not include widening Highway 6 and since there are no improvements proposed on Highway 6 adjacent to this neighbourhood, any sound increases are likely due to predicted increases in traffic volumes on Highway 6.</li> <li>• Predicted future noise levels in the community range from 53.6 to 63.5 dBA. Current noise policy indicates that a receiver experiencing an increase of 5 decibels or more at its Outside Living Area or noise levels in excess of 65 dBA as a result of highway improvements would qualify for the consideration of noise mitigation. Since sound levels in the Milson Crescent community are not predicted to increase by more than 5 dBA or to a level above 65 dBA, noise mitigation is not warranted.</li> <li>• We did not measure/monitor the noise level at a location behind the Milson noise barrier since noise mitigation has already been provided by the developer at this location.</li> </ul>
<ul style="list-style-type: none"> <li>• Request 'no engine brakes' signs on the highway</li> </ul>	<ul style="list-style-type: none"> <li>• Your request that Ministry of Transportation restrict the use of air/engine brakes on the Hanlon Expressway has been noted. However, the Ministry does not restrict the use of truck engine brakes on provincial highways for safety reasons.</li> <li>• The upgrading of the Hanlon Expressway to a fully-controlled access facility will mean that trucks will no longer be required to decelerate or stop at each of the existing signal-controlled intersections, reducing the need for and the noise associated with truck engine brakes.</li> </ul>
<ul style="list-style-type: none"> <li>• What is the proposed height for the noise walls?</li> <li>• Will the proposed barriers mitigate noise over the next 20 years?</li> <li>• Will the barriers be located to reduce noise at houses below the roadway?</li> </ul>	<ul style="list-style-type: none"> <li>• Noise barriers in the study area are proposed to be between 3 metres and 5 metres in height and will only be provided where a sound reduction of a minimum of 5 dBA can be achieved for first row receivers.</li> <li>• Future noise calculations for this project have been carried out for the future (year 2027) in accordance with the requirements in the Ministry of Transportation Noise Guide (2006).</li> <li>• Noise barrier locations are based on current Ministry of Transportation practice for sound barrier locations and are generally located where highway sound will be best absorbed. The sound barriers can be a combination noise berm/wall, where possible and are normally placed adjacent to the highway right-of-way where they provide good acoustical value and allow for maintenance of the barrier and the right-of-way without creating a 'dead zone' behind the barrier. The project team is currently investigating alternative noise wall locations and the potential for a noise wall/berm combination between the proposed West Service Road and Old Colony Trail / Wagoners Trail. The results of this analysis will be documented in the TESR. Noise Wall details, such as height, colour, and landscape treatments, will be determined during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>• Will the noise barrier reduce enough noise to justify its cost?</li> </ul>	<ul style="list-style-type: none"> <li>• For any Noise Sensitive Areas that may experience a significant increase in the level of noise, Ministry of Transportation is required to:</li> <li>• Investigate possible noise control measures on the right-of-way;</li> <li>• Mitigate existing ambient noise levels as administratively, economically and technically feasible; and</li> <li>• Achieve a minimum reduction of five decibels averaged over the first row receivers.</li> <li>• In accordance with the current noise protocol, only locations where sound levels can be reduced by a minimum of 5 dBA have been identified for future noise mitigation.</li> </ul>
<ul style="list-style-type: none"> <li>• Air Quality</li> </ul>	
<ul style="list-style-type: none"> <li>• Do not think that Air Quality study is valid</li> <li>• The nearest MOE index monitor is too far away</li> <li>• Do not support the use of modelled air quality results</li> </ul>	<ul style="list-style-type: none"> <li>• The project team has noted that you do not support the use of the modelled Air Quality Assessment results or the use of the existing Ministry of the Environment (MOE) Air Quality Index Monitors. In the field of Air Quality, predictions of future conditions are normally obtained through modelling, not measuring, of AQ parameters.</li> <li>• For this study, ambient monitoring data were collected to determine existing ambient background concentrations. The MOE and Environment Canada (EC) operate and maintain ambient air monitoring stations across Ontario. The standard approach in roadway assessments is to select the closest ambient air monitoring location to represent the study site. For this study, the closest ambient air monitoring station to the study area is located in Guelph (Exhibition/Clark St). Data from this station were applied, where available. Data for contaminants not monitored at this station were derived from the nearest alternative station (Kitchener, Toronto and Simcoe).</li> <li>• The methodology used for the local air quality assessment followed a standard approach for estimating emission estimates, dispersion modelling, attainment evaluation, and combined effects analysis, in accordance with current practices that are accepted by the Ministry of the Environment.</li> <li>• Additional Air Quality modelling has been undertaken for the Preferred Plan, including the Service Road. A copy of the updated draft Air Quality Study has been uploaded to the project website in the Reports Section.</li> <li>• The project team understands that the City of Guelph is considering initiating a comprehensive Air Quality Monitoring Program which could include the installation of air quality monitors to assess the existing air quality in the City. A staff report proposing the design/content of the Air Quality study was presented to the City's Community Development and Environmental Services Committee in November 2008. Please contact the City for additional information regarding this initiative.</li> <li>•</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Natural Environment	
<ul style="list-style-type: none"> <li>Ramp from Downey Road to Hanlon southbound is too close to Hanlon Creek Wetland</li> <li>Will only support this ramp if the GRCA approves</li> </ul>	<ul style="list-style-type: none"> <li>With regards to the Hanlon Creek PSW, the Preferred Plan does not impact the PSW. However, there are minor impacts to the Hanlon Creek floodplain. The project team met with the Grand River Conservation Authority (GRCA) in March 2008. At that meeting GRCA staff indicated that they do not expect that there will be significant impacts to the Hanlon Creek Floodplain if there is minor encroachment in the southwest quadrant of Highway 6 and Downey Road and noted that there were no significant concerns with a minor encroachment, if no other reasonable alternatives were identified. The study has also included consultation with the Ministry of Natural Resources.</li> <li>Support for the proposed improvements will be obtained from GRCA and will be documented in the Transportation Environmental Study Report.</li> </ul>
<ul style="list-style-type: none"> <li>Please provide copy of Air Quality study</li> </ul>	<ul style="list-style-type: none"> <li>A copy of the <i>draft Air Quality Study</i> has been uploaded to the project website.</li> </ul>
<ul style="list-style-type: none"> <li>Existing Environmental Conditions map does not correspond to 1994 GRCA Hanlon Creek Watershed Mapping</li> <li>Does not show deer corridor</li> </ul>	<ul style="list-style-type: none"> <li>The boundary of the Hanlon Creek Provincially Significant Wetland was obtained from the Grand River Conservation Authority and was recently confirmed in the City of Guelph's draft Phase 2 Natural Heritage Strategy (July 2008). The Existing Conditions display available at PIC 4 (available at <a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>) included the deer migration route across Highway 6 in the vicinity of Hanlon Creek as identified in the City's draft Phase 2 Natural Heritage Strategy.</li> <li>We acknowledge that the updated (March 2009) Natural Heritage Strategy also shows a deer crossing at the Hanlon Creek/Downey Road crossing. However, the Preferred Plan does not impact this crossing area.</li> </ul>
Speed	
<ul style="list-style-type: none"> <li>Why must the speed limit be increased to 100 km/h? Highway 8 in Kitchener is only posted at 80 km/h</li> <li>Speed limit should be 90 km/hr through residential areas</li> </ul>	<ul style="list-style-type: none"> <li>The Hanlon Expressway is an important part of the provincial highway network and will function as a provincial transportation link between Highway 401 and the new Highway 7 from Guelph to Kitchener. A 100 km/h posted speed is appropriate for this type of facility and the existing highway alignment has been designed to meet this standard.</li> <li>The Ministry has agreed that it will review the posted speed for this facility during the detail design phase of the project.</li> <li>New legislation implemented on Jan. 1, 2009 requires the mandatory activation of speed limiters to cap the speeds of most large trucks at 105 km/hr.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about trucks travelling at 120 km/hr on the Hanlon Expressway – this may be resolved if the Ontario Trucking Association sets the 105 km/hr limit</li> </ul>	
Pedestrians / Cyclists	
<ul style="list-style-type: none"> <li>Will there be sidewalks on both sides of Stone Road West of the Hanlon?</li> <li>How will pedestrians be accommodated at Kortright Road and Stone Road?</li> </ul>	<ul style="list-style-type: none"> <li>The Preferred Plan includes cyclist access (i.e. bike lanes at all of the existing cross roads) and pedestrian access on sidewalks at Kortright Road / Downey Road, Stone Road and College Avenue. The provision of sidewalks beyond the immediate interchange /grade separation locations is a municipal responsibility.</li> <li>Examples of similar situations where the Ministry has incorporated pedestrian/cyclist facilities is available on the Pedestrians and Cyclists display in the PIC 3 section of the project website (<a href="http://www.hanlonimprovements.ca">www.hanlonimprovements.ca</a>).</li> </ul>
<ul style="list-style-type: none"> <li>Bike Lanes should be included on College Avenue</li> </ul>	
West Service Road	
<ul style="list-style-type: none"> <li>Profile of West Service Road is higher than the Wagoner's Trail residences, concerned about noise – where will the sound barriers be located?</li> </ul>	<ul style="list-style-type: none"> <li>Noise barrier locations are based on current Ministry of Transportation practice for sound barrier locations and are generally located where highway sound will be best absorbed. The sound barriers can be a combination noise berm/wall, where possible and are normally placed adjacent to the highway right-of-way where they provide good acoustical value and allow for maintenance of the barrier and the right-of-way without creating a 'dead zone' behind the barrier. The project team is currently investigating alternative noise wall locations and the potential for a noise wall/berm combination between the proposed West Service Road and Old Colony Trail / Wagoners Trail. The results of this analysis will be documented in the TESR. Noise Wall details, such as height, colour, and landscape treatments, will be determined during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>The grade of the Service Road combined with the sound barrier should minimize the Service Road impacts</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted, and will be addressed during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>Traffic operations of intersection of West Service Road / Stone Road</li> <li>Concerned about sight lines at the Woodland Glen/Downey Road intersection</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation of project alternatives included an assessment of the traffic operations of the future intersections. This assessment concluded that the intersections would operate at a satisfactory level of service.</li> <li>The Preferred Plan includes a minor reconfiguration of the Woodland Glen/Downey Road intersection to improve the traffic operations and sight distance at the intersection.</li> </ul>
<ul style="list-style-type: none"> <li>Visual impact of noise wall on Old Colony Trail properties – are vines/plantings possible?</li> </ul>	<ul style="list-style-type: none"> <li>The final design of the noise barriers will be confirmed during detail design. A detailed landscape plan, which could include the planting of vines on the noise wall, will also be developed during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>Do not see the need for the West Service Road</li> </ul>	<ul style="list-style-type: none"> <li>When the project was initiated, the alternatives were developed with consideration for future transportation connections identified in the City of Guelph Official Plan and the Guelph-Wellington Transportation Study. Development on the west side of the highway has been constrained by sensitive natural features and the need to have a road system that maximized development potential. The College Avenue extension and Stone Road extension were identified in the City's Official Plan to provide north-south and east-west connections.</li> </ul>



**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>Although the purpose of this study is to develop a Preliminary Design Plan to upgrade Highway 6 (Hanlon Expressway) from south of Maltby Road to the Speed River, to a freeway with access restricted to interchange locations only, the project includes consideration for changes to traffic operations on the municipal road network.</li> <li>After the project started, the City of Guelph's Council indicated that it would not support a future College Avenue extension, which led to concerns from local residents regarding future traffic volumes on municipal roads. Concerns regarding the proposed extension include impacts to a Provincially Significant Wetland, and impacts to adjacent property owners.</li> <li>The Preferred Plan presented at PIC 4 included a service road west of Highway 6 between Kortright Road / Downey Road and Stone Road, and direct access to Highway 6 southbound from Kortright Road / Downey Road.</li> <li>The Service Road provides direct access from the Kortright Hills area to Highway 6 northbound and provides a municipal north-south connection on the west side of Highway 6 in place of the College Avenue extension. Scottsdale Drive provides the north-south connection on the east side of the Hanlon.</li> </ul>
Kortright Road / Downey Road	
<ul style="list-style-type: none"> <li>Request direct access northbound at Kortright Road / Downey Road</li> <li>Plan is too similar to original PIC 2 Preferred Plan – there is still no direct northbound access at Kortright Road. Concerned about additional traffic on Scottsdale Road.</li> </ul>	<ul style="list-style-type: none"> <li>The project team understands that there is a desire to maintain access at all of the existing intersections with the Hanlon Expressway. However, a full interchange can not be provided at Kortright Road / Downey Road because the interchange ramps to and from the north would overlap with the proposed interchange ramps at Stone Road, causing an unsafe weaving situation. A partial interchange will be provided at Kortright Road / Downey Road to provide access to and from the south. We acknowledge that local traffic patterns will change and that there will be some out-of-way travel required to access the highway. However, the removal of the at-grade intersections will result in fewer delays on the Hanlon Expressway, and significant safety improvements for the traveling public.</li> <li>In response to concerns regarding additional traffic on local roads, in April 2008 the City of Guelph and the Ministry of Transportation carried out traffic Origin-Destination and intersection turning movement counts to supplement the existing City of Guelph Transportation Model information. The information was used to gain a better understanding of existing travel patterns in the study area and to assist in predicting future peak hour traffic volumes on local roads. Future predicted traffic volumes on Scottsdale Road are not expected to negatively impact traffic operations on Scottsdale Road.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about winter access to Shadybrook neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>The project team is aware that Shadybrook Community residents use the Old Hanlon Road as a winter access to the community to avoid a steep hill on Shadybrook Crescent. Winter maintenance on municipal roads is the responsibility of the City of Guelph. The City of Guelph has indicated that winter maintenance priority for Shadybrook Crescent will be increased to provide for better winter access to the community.</li> </ul>
<ul style="list-style-type: none"> <li>The plan does not address the high external traffic volumes on Downey Road – this traffic should be directed to the proposed Laird Road interchange and traffic calming should be implemented on Downey Road</li> </ul>	<ul style="list-style-type: none"> <li>In April 2008 the City of Guelph and the Ministry of Transportation carried out traffic Origin-Destination and intersection turning movement counts to supplement the existing City of Guelph Transportation Model information. The information was used to gain a better understanding of existing travel patterns in the study area and to assist in predicting future peak hour traffic volumes on local roads.</li> <li>This work confirmed that there is a significant volume of external traffic using Downey Road to access Highway 6. In the future, this traffic could be directed to the Laird Road interchange to minimize traffic volumes on the residential section of Downey Road. The City has indicated that measures to deter external traffic from this section of Downey Road (i.e. traffic calming and reconfiguration of intersections) will be considered. Please contact the City Transportation Engineering department for additional information.</li> </ul>
<ul style="list-style-type: none"> <li>How will residents on Downey Road access Highway 6 northbound?</li> </ul>	<ul style="list-style-type: none"> <li>Residents on Downey Road will be able to access Highway 6 northbound at the Stone Road interchange, via the West Service Road.</li> </ul>
<ul style="list-style-type: none"> <li>Do not see the need for the ramp from Highway 6 northbound to Kortright Road</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> <li>The Kortright Road ramps to and from the south are included in the Preferred Plan to accommodate a desire from the City and local residents in the Kortright Road area to have direct access to the Hanlon Expressway to and from the south.</li> </ul>
College Avenue	
<ul style="list-style-type: none"> <li>The closure of the College Avenue intersection will affect traffic and access to and from the local schools and increase traffic on local roads</li> <li>Emergency access at College Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for direct access at College Avenue has been noted. Direct access can not be provided at this location because the interchange ramps would overlap with the proposed interchange ramps at Stone Road and the existing ramps at Wellington Street, causing an unsafe weaving situation.</li> <li>Access at the College Avenue area will be accomplished through the Stone Road interchange and the local road system.</li> <li>With regards to emergency access to the College Avenue community, local emergency service providers, have been contacted as part of this study and will continue to be involved until the improvements are constructed. No concerns regarding emergency service access to the College Avenue neighbourhood have been identified by emergency service providers.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Should include a service road connecting Hanlon Road northerly to the Wellington Street interchange, through the Guelph Limestone property</li> </ul>	<ul style="list-style-type: none"> <li>Request noted.</li> <li>A service road connection west of Highway 6 between College Avenue and Wellington Street would have significant property impacts to the Guelph Limestone property and would require a new crossing of the Speed River Provincially Significant Wetland.</li> </ul>
Stone Road	
<ul style="list-style-type: none"> <li>Should bring Stone Road back to two-lanes as close as possible to minimize grading requirements</li> </ul>	<ul style="list-style-type: none"> <li>With respect to the number of lanes on Stone Road, the results of traffic modeling indicate that four through lanes (i.e. two lanes in each direction) are required on Stone Road through the interchange to accommodate the traffic volumes entering and exiting the highway. West of the interchange, projected volumes are expected to decrease sufficiently so that only two through lanes (i.e. one lane in each direction) are required. The transition from four lanes to two lanes will be located beyond the limits of the interchange but before the intersection at Stone Road and Woodland Glen Drive. The traffic modeling was based on the assumption that Stone Road will not be extended, as the City has elected not to pursue the Stone Road extension.</li> <li>The configuration of the Stone Road interchange has been refined to minimize property impacts.</li> <li>With respect to the configuration of the Stone Road interchange, comments received from the public and the City following PIC 2 indicated a desire to minimize the scale and footprint of the Stone Road interchange. As a result, at the third PIC, versions of the interchange were shown, which included a partial diamond interchange and a full Parclo A interchange. The partial diamond interchange configuration on the east side of Highway 6 can accommodate future traffic projections. However, a Parclo A configuration is required on the west side to accommodate the anticipated future traffic volumes.</li> <li>Since the partial diamond interchange can accommodate future traffic volumes and provides additional benefits to the community, including improved pedestrian and cyclist comfort levels, the full Parclo interchange configuration was not included in the Preferred Plan.</li> </ul>
<ul style="list-style-type: none"> <li>Impacts from Stone Road Extension should be minimized (noise, tree loss, lost property value)</li> <li>How has quality of life been addressed?</li> </ul>	
<ul style="list-style-type: none"> <li>Stone Road should be a Parclo A4</li> </ul>	
<ul style="list-style-type: none"> <li>Interchange should be 'flipped' to increase distance between the ramps and the local school and property impacts</li> </ul>	
John Gamble Park	
<ul style="list-style-type: none"> <li>Preferred Plan isolates access to John Gamble Park</li> <li>Access required via a residential neighbourhood</li> <li>Where will dog walker's park? Can there be an alternate access via the Industrial Park?</li> </ul>	<ul style="list-style-type: none"> <li>Your concern regarding access to John Gamble Park has been noted.</li> <li>To address local concerns regarding access and parking for the dog walkers park, the City of Guelph has indicated that there is the potential to reconfigure the existing parking area by creating new spaces to the south of the proposed ramp. Additional methods of improving access to the park will be considered by the City and confirmed during the detail design stage.</li> </ul>
<ul style="list-style-type: none"> <li>How have impacts to John Gamble Park been minimized?</li> </ul>	<ul style="list-style-type: none"> <li>The Preferred Plan includes a tight diamond ramp and a retaining wall to minimize property impacts at John Gamble Park.</li> </ul>
Traffic Operations	
<ul style="list-style-type: none"> <li>Concerned about traffic volumes on local roads</li> </ul>	<ul style="list-style-type: none"> <li>Local traffic patterns may change. The Preferred Plan includes a service road on the west side of Highway 6 between Downey Road and Stone Road to improve local access to Highway 6. The evaluation of project alternatives included consideration of changes to future traffic volumes on residential roads in the study area. The Preferred Plan minimizes future traffic volumes on municipal roads in the study area by providing a service road connection which minimizes traffic past the front yards of residential properties.</li> </ul>
<ul style="list-style-type: none"> <li>Plan should include traffic calming on Woodland Glen Drive</li> </ul>	<ul style="list-style-type: none"> <li>The City of Guelph routinely carries out traffic studies on municipal roads in the City to determine if there are alternative methods (i.e. traffic calming or signing) that may be appropriate to divert some of the vehicular traffic from these roads. This type of study has been initiated for Woodland Glen Drive. Additional questions regarding the City's methods for minimizing traffic on municipal roads, or the current study on Woodland Glen Drive, should be directed to the City of Guelph Transportation Planning Engineer.</li> </ul>
<ul style="list-style-type: none"> <li>Plan should include traffic calming on Woodland Glen Drive between Downey Road and the proposed Service Road</li> </ul>	<ul style="list-style-type: none"> <li>With regards to traffic volumes on the section of Woodland Glen Drive between Downey Road and the proposed Service Road, gaps in the traffic stream will be created by the all-way stop controlled intersection at Woodland Glen Drive and the Service Road. In addition, the City of Guelph will be initiating improvements (e.g. traffic calming, signage) to reduce traffic on the Service Road by directing non-neighbourhood traffic away from the Service Road and to divert northbound traffic on Downey Road to the Hanlon Expressway at Laird Road. The intersection at Downey Road/Woodland Glen Drive will also be signalized to provide some control over the traffic flow and to relieve the congestion identified by local residents. It is expected that this combination of improvements will provide for improved traffic flow on Woodland Glen Drive and Downey Road.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
Hanlon North of Speed River	
<ul style="list-style-type: none"> <li>• Why make improvements to this section of Highway 6 when travellers have to slow down again past the Speed River?</li> <li>• What is the plan north of the Speed River?</li> </ul>	<ul style="list-style-type: none"> <li>• Your interest in the upgrading of the section of the Hanlon Expressway north of the Wellington Street interchange has been noted. The Ministry of Transportation is initiating a planning and preliminary design study for Highway 6 north of Wellington Street. Your name will be forwarded to the Ministry of Transportation so that you can be contacted when that study is initiated.</li> <li>• Ministry of Transportation completed an Environmental Study Report and Preliminary Design Report for the upgrading of the Hanlon Expressway from 0.9 km south of the Speed River to 0.3 km south of Woodlawn Avenue in 1994. The report included recommendations for upgrading the north section of the Hanlon Expressway to a freeway with interchanges, which subsequently led to the construction of the Wellington Street interchange in 2000.</li> <li>• Construction of the interchanges north of Wellington Street is not currently scheduled.</li> <li>• Improvements at Clair Road and Laird Road to support the first phase of the Hanlon Creek Business Park, including traffic signals and intersection improvements at the Clair Road intersection, and intersection improvements at the Laird Road intersection, were constructed in 2008.</li> <li>• Interim improvements are currently planned for 2010 and 2011 at eight (8) intersections along the Hanlon Expressway. Kortright Road and College Avenue are part of this project. Intersection improvements will include the addition of turning lanes (if required), removal of substandard directional islands, extension of existing turning lanes, upgrading of existing traffic signals, and illumination at intersections within the corridor.</li> </ul>
Project Alternatives	
<ul style="list-style-type: none"> <li>• Why didn't the project team consider a service road on the East Side of Highway 6?</li> </ul>	<ul style="list-style-type: none"> <li>• As a result of the Community Workshop, four design alternatives were developed. Two of the workshop alternatives included a two-way service road on the west side of the Hanlon Expressway. The other two alternatives included a one-way (southbound) service road on the west side of the Hanlon Expressway and a one-way (northbound) service road on the east side of the Hanlon Expressway.</li> <li>• The project team added the following two alternatives to the four developed at the Community Workshop:</li> <li>• A two-way service road on the east side of the Hanlon Expressway</li> <li>• A 'no service road' alternative (similar to the PIC 2 Preferred Plan)</li> <li>• The four Workshop alternatives and the two additional project alternatives were presented at Public Information Centre 3 on June 4, 2008.</li> <li>• The PIC 4 Preferred Plan was based on an evaluation of the six North Section project alternatives, applying a number of evaluation criteria which were quantified using a point scoring system. The alternative with a two-way service road on the west side of the Hanlon scored highest of the six alternatives. This evaluation is supplemented by a qualitative overview of the advantages and disadvantages of each alternative, which was also presented at PIC 4.</li> <li>• With regards to the reason that the Service Road cannot be moved east of Highway 6, a service road on the east side of Highway 6 was evaluated during this study. A service road on the east side does not adequately address the access requirements of the residents west of the Hanlon Expressway and presents a significant operational problem since the northbound exit ramp at Stone Road can not be provided in conjunction with an east side service road. All northbound traffic destined for Kortright Road, Downey Road and Stone Road would be required to exit at Kortright Road to access the East Service Road which would negatively impact the long term traffic operations of the ramp terminal intersection at Kortright Road. The evaluation of the east side Service Road included consideration of the traffic operations concerns identified with the east side Service Road alternative.</li> <li>• A key benefit of the Preferred Plan is the provision of a north-south service road on the west side of the Hanlon Expressway between Downey Road and Stone Road. The addition of a north-south collector road on the east side of the Hanlon would duplicate the existing north-south connection provide by Scottsdale Drive and does not address the need for a north-south connection on the west side of the Hanlon.</li> </ul>
<ul style="list-style-type: none"> <li>• Should use as much of the existing Old Hanlon Roadbed as possible</li> <li>• Prefer one-way service roads on either side of the highway</li> </ul>	<ul style="list-style-type: none"> <li>• As a result of the Community Workshop, four design alternatives were developed. Two of the workshop alternatives included a two-way service road on the west side of the Hanlon Expressway. The other two alternatives included a one-way (southbound) service road on the west side of the Hanlon Expressway and a one-way (northbound) service road on the east side of the Hanlon Expressway located on the former Hanlon Road alignment.</li> <li>• The project team added the following two alternatives to the four developed at the Community Workshop:</li> <li>• A two-way service road on the east side of the Hanlon expressway located behind Cole Road</li> <li>• A 'no service road' alternative (similar to the PIC 2 Preferred Plan)</li> <li>• The four Workshop alternatives and the two additional project alternatives were presented at Public Information Centre 3 on June 4, 2008.</li> <li>• The PIC 4 Preferred Plan was based on an evaluation of the six alternatives that were presented at PIC 3.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
	<ul style="list-style-type: none"> <li>With regards to the reason that the Service Road cannot be moved east of Highway 6, a service road on the east side of Highway 6 was evaluated during this study. A service road on the east side does not adequately address the access requirements of the residents west of the Hanlon Expressway and presents significant operational problem since the northbound exit ramp at Stone Road can not be provided in conjunction with an east side service road. All northbound traffic destined for Kortright Road, Downey Road and Stone Road would be required to exit at Kortright Road to access the East Service Road which would negatively impact the long term traffic operations of the ramp terminal intersection at Kortright Road. The evaluation of the east side Service Road included consideration of the traffic operations concerns identified with the east side Service Road alternative.</li> </ul>
<ul style="list-style-type: none"> <li>Do not think that the government should be spending money on this during these economic conditions since there will be impacts to the community</li> </ul>	<ul style="list-style-type: none"> <li>Since the Hanlon Expressway was originally planned in 1972, it was always identified as a staged freeway. With regards to the need for the proposed improvements, a Traffic Operations Study was carried out for the Hanlon Expressway in 2004 to assess existing and future traffic operations of the existing at-grade intersections. The Traffic Operations Study identified many intersections with poor operations and identified a future need for upgrading the at-grade intersections to grade-separations (i.e., flyovers) or interchanges.</li> <li>Issues leading to the need for improvements to the Hanlon Expressway Corridor include:</li> <li>Existing Operational Deficiencies – available capacity and deteriorating Level of Service of the multiple at-grade intersections limit the volume of traffic that can be safely accommodated.</li> <li>Anticipated Growth Model - as the City of Guelph continues to grow, and the regional importance of the Hanlon Expressway continues to increase, the need for the highway as a primary transportation corridor will increase to support the anticipated growth, mobility of people, and movement of goods.</li> <li>Transportation Demand - increased demand on the existing system will cause traffic congestion, delays and deteriorating safety conditions. The demand is based on planned urbanization in the Guelph South area, locally generated growth, and future planned connections to the provincial highway system, including the recently approved future new Highway 7 and planned realignment of Highway 6 south of Guelph.</li> <li>Role and Function of the Hanlon Expressway – the role of the Hanlon Expressway is both local, providing municipal access to the highway system, and provincial, providing long distance regional and provincial connections. The combination of these two functions has led to a conflict between the need for access and the need for conditions allowing an uninterrupted traffic flow. It has been recognized by all authorities involved that the primary role of the Hanlon Expressway is to be a higher order highway and that the problem can be resolved only by replacing the at-grade intersections with interchanges.</li> <li>The above is partially based on the City of Guelph’s anticipated Growth Model and type of Future Transportation Demand, as it provides a context to evaluate Alternatives to the Undertaking. The City anticipates that the following growth scenario is expected to occur:</li> <li>The existing Growth Model will continue to be fuelled by population growth and will manifest itself by urban and regional development (converting available lands into urbanized areas). Smart Growth, Transportation Demand Management, and other initiatives will attempt to control and minimize urban sprawl, and the expansion of transportation demand.</li> <li>Increasing travel/mobility will continue to be realized by using individual automobiles as a dominant mode of transportation.</li> <li>Alternative Transportation Modes (i.e. public transit) will continue to develop and increase their share in responding to transportation demand but not enough to significantly affect the use of individual automobiles.</li> <li>The existing trend in vehicle occupancy (i.e. individual automobiles) indicates that a shift in the population’s travel behaviour towards the better use of automobiles, at least for compulsory trips, should not be anticipated within a foreseeable future.</li> <li>The existing economic model, relying on roadway transportation (trucks) for moving goods, will continue into the future.</li> <li>As a result of the above, the expansions/improvements to the Provincial Highway System and particularly freeways are unavoidable and therefore necessary to support the anticipated growth, mobility of people and movement of goods.</li> </ul>
<ul style="list-style-type: none"> <li>Do not support the upgrading of this section of the Hanlon Expressway</li> <li>Should use the funds for alternative transportation</li> <li>Traffic will decrease in the future</li> <li>Plan is focussed on car/truck travel</li> </ul>	
<ul style="list-style-type: none"> <li>West Service Road should continue northerly to College Avenue</li> <li>Existing traffic volumes at the Stone Road and College Avenue intersections are already too high</li> </ul>	<ul style="list-style-type: none"> <li>The project team understands that there is a desire to maintain access to all of the existing intersections with the Hanlon Expressway. However, the Service Road has not been extended to College because there would be significant impacts to the Guelph Limestone property and Mary Phelan School.</li> <li>In response to concerns regarding additional traffic on local roads, in April 2008 the City of Guelph and the Ministry of Transportation carried out traffic Origin-Destination and intersection turning movement counts to supplement the existing City of Guelph Transportation Model information. The information was used to gain a better understanding of existing travel patterns in the study area and to assist in predicting future peak hour traffic volumes on local roads. Future predicted traffic volumes at the College Avenue / Stone Road intersection are not expected to negatively impact traffic operations at this intersection.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
<ul style="list-style-type: none"> <li>Consider roundabouts to reduce speed and keep traffic moving</li> </ul>	<ul style="list-style-type: none"> <li>A grade-separate roundabout alternative was developed at the Community Workshop, presented at PIC 4, and evaluated to the same level of detail as the other alternatives. This option received a lower score than the Preferred Plan due to concerns regarding cost, constructability, and pedestrian access, and therefore was not selected.</li> </ul>
<ul style="list-style-type: none"> <li>Coordinate signal timing instead</li> <li>Traffic signals should be synchronized now</li> </ul>	<ul style="list-style-type: none"> <li>Currently the Ministry is completing the design for improvements to eight intersections along Highway 6. Synchronization of the traffic signals is not being included in this project due to the long distances between intersections and the volume of truck traffic on Highway 6, which make synchronization very difficult.</li> <li>In a traffic operations study that was completed in 2004, it was determined that intersection improvements would not provide a long-term solution given the existing and projected traffic volumes on Highway 6 and at crossing roads. The long-term solution identified to significantly improve safety and operations on the highway was the removal of the traffic signals and at-grade intersections. As a result, the purpose of this study is to identify a plan to upgrade the highway to a freeway with access restricted to interchange locations only.</li> </ul>
General Comments	
<ul style="list-style-type: none"> <li>How will stormwater and salt be managed on the highway?</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry follows approved provincial guidelines for the management of stormwater and the winter maintenance of its highways.</li> <li>With regards to stormwater management and illumination, the Ministry follows approved provincial guidelines for the management of stormwater and the winter maintenance of its highways. With regards to illumination, Highway 6 will have full conventional illumination between Stone Road and Wellington Road, and partial conventional illumination at the proposed Laird Road interchange and Kortright Road partial interchange in accordance with current design standards. Municipal illumination of the Service Road will be designed to minimize light trespass beyond the property line. Final illumination details will be confirmed during detail design.</li> <li>A stormwater management plan will be developed during detail design to manage the quality and quantity of highway stormwater.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about future property value due to increased noise</li> </ul>	<ul style="list-style-type: none"> <li>Properties that are directly impacted (i.e. where property acquisition is required) are compensated at fair market value.</li> <li>MTO does not provide compensation for indirect impacts for properties that are located adjacent to an existing highway corridor when highway improvements are planned.</li> </ul>
<ul style="list-style-type: none"> <li>When will the improvements be constructed?</li> </ul>	<ul style="list-style-type: none"> <li>Detail design, property acquisition and contract preparation for the interchanges can begin at the completion of the Planning and Preliminary Design Study when this project receives Environmental Assessment approval. Scheduling of the next steps cannot be confirmed until the project has environmental clearance.</li> </ul>
<ul style="list-style-type: none"> <li>Request information on Highway 6 Freelon to Guelph Study</li> </ul>	<ul style="list-style-type: none"> <li>The EA Study for Highway 6 from Freelon to Guelph obtained Environmental Clearance from the Minister of the Environment in January 2009. Please contact Robert Bacalarczyk, Ministry of Transportation Project Manager at (519) 873-4602 for additional information regarding the Freelon to Guelph study.</li> </ul>
<ul style="list-style-type: none"> <li>Will project use high mast lighting? Concerned about light pollution to adjacent properties</li> </ul>	<ul style="list-style-type: none"> <li>Highway 6 will have full conventional illumination between Stone Road and Wellington Road, and partial conventional illumination at the proposed Laird Road interchange and Kortright Road partial interchange in accordance with current design standards. Municipal illumination of the Service Road will be designed to minimize light trespass beyond the property line. Final illumination details will be confirmed during detail design.</li> </ul>
<ul style="list-style-type: none"> <li>Would like to know which interchange location?(or design for Stone Road?) was preferred by City residents</li> </ul>	<ul style="list-style-type: none"> <li>In response to your interest in the evaluation process, the study is following the Class Environmental Assessment (EA) for Group "B" Provincial Transportation Facilities (2000), which is an approved process under the Ontario Environmental Assessment Act for projects of this kind and includes the opportunity for public input throughout.</li> <li>Four Public Information Centres (PICs) have been held during the study to provide the general public and relevant agencies and stakeholders and opportunity to review and comment on project displays. Following the second PIC, a Community Workshop was held with approximately 50 representatives from the community, agencies and business to work in a collaborative manner to identify improvements to the Hanlon Expressway to accommodate pedestrian, bicycle and vehicle movement.</li> <li>As a result of the Community Workshop, four design alternatives were developed. Following the Community Workshop, the project team developed an additional two alternatives. The four Workshop alternatives and the two additional project alternatives were presented at Public Information Centre 3 on June 4, 2008.</li> <li>The PIC 4 Preferred Plan was based on an evaluation of the six North Section project alternatives, applying a number of evaluation criteria which were quantified using a point scoring system. The alternative with a two-way service road on the west side of the Hanlon scored highest of the six alternatives. This evaluation is supplemented by a qualitative overview of the advantages and disadvantages of each alternative, and included consideration for comments submitted at each point of public contact during the study.</li> </ul>

**Public Comments Received and Responses Provided**

Highway 6 (Hanlon Expressway) Improvements from Maltby Road to the Speed River

GWP 3002-05-00

PIC 4 Comments Received and Responses Provided	
Comment	Response Provided or Action Taken
<ul style="list-style-type: none"><li>• Immediate interim improvements are required, including northbound, right turn lanes at Kortright Road and at College Avenue</li></ul>	<ul style="list-style-type: none"><li>• Interim improvements are currently planned for 2010 and 2011 at eight (8) intersections along the Hanlon Expressway. Kortright Road and College Avenue are part of this project. Intersection improvements will include the addition of turning lanes (if required), removal of substandard directional islands, extension of existing turning lanes, upgrading of existing traffic signals, and illumination at intersections within the corridor. The Traffic Operations Study completed in 2004 identified the need for the improvements outlined in this current study, in addition to the interim improvements described above.</li></ul>
<ul style="list-style-type: none"><li>• Concerned about tree and vegetation loss</li></ul>	<ul style="list-style-type: none"><li>• In response to your concerns regarding impacts to vegetation and trees, current MTO practices for construction adjacent to trees and vegetation removal include retaining existing vegetation where feasible, and minimizing vegetation removal and impacts to adjacent vegetation, using temporary fencing during construction.</li><li>• In addition, for this project a tree saving plan and a landscaping plan will be developed during detail design and additional landscaping details will be confirmed during detail design through consultation with property owners. Requirements for protection of vegetation can be found in MTO's Environmental Standards and Practices. Commitments to minimize tree and vegetation impacts will be included in the final Transportation Environmental Study Report (TESR).</li></ul>