
Appendix D: Meeting Notes and City of Guelph Staff Reports



Stantec

Meeting Notes – Municipal Meeting 1

TPM Planning Services

Highway 6 (Hanlon Expressway) Improvements
 from the Speed River to Maltby Road
 GWP 3002-05-00, Agreement 3006-E-0030 / FILE 165000.631

Date: February 23, 2007

Place/Time: City Hall
 59 Carden Street
 Guelph ON / 9:00 AM

Attendees: Brian Goudeseune MTO Project Manager
 Rajan Philips City of Guelph
 Geoffrey Keyworth City of Guelph
 Gord Ough County of Wellington
 Bob Wheildon Township of Puslinch (Gamsby and
 Mannerow)

Gregg Cooke Stantec Project Manager
 David McCann Stantec Senior Consultant
 Maya Caron Stantec Environmental Planner

Distribution: John Small MTO Environmental Planner
 All attendees

Item: **Action:**

PROJECT BACKGROUND

1. The purpose of this study is to obtain EA approval for a Highway 6 improvement plan that eliminates the at-grade intersections between the Speed River and Maltby Road.
2. B. Goudeseune provided an overview of the previous work that has been completed.
3. The Ministry and UMA have completed a Draft Feasibility Study to address municipal access and secondary source environmental impacts.
4. The Feasibility Study followed the principles of the EA process; however, it did not include consultation with the public and stakeholders.
5. The City of Guelph, County of Wellington and Township of Puslinch were involved in the Feasibility Study.
6. A draft copy of the Feasibility Study was provided to the City for comments. City

Stantec

February 23, 2007
 Municipal Meeting 1
 Page 2 of 5

Item: **Action:**

7. An EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment for approval. This EA Study identifies a mid-block interchange to provide access to Wellington Road 34.
 8. The Feasibility Study confirmed that the location of the Wellington Road 34 interchange provides appropriate access to the south end of the study area; however, some modifications to the municipal road network may be required.
 9. The Highway 6 intersection at Maltby Road will be closed when the Wellington Road 34 interchange is constructed.
 10. The Feasibility Study confirmed that an interchange at Laird Road provides appropriate access in the middle section of the study area.
 11. An integrated Municipal EA was completed for the Laird Road realignment in conjunction with the Draft Plan of Subdivision for the Hanlon Business Park. The City will provide EA background information to Stantec. City
 12. The Feasibility Study confirmed that an interchange at Stone Road is appropriate in the north section of the study area; however, the study identified possible municipal road improvements and/or partial interchanges at Kortright Road and College Avenue that are required to provide suitable municipal road access in the vicinity of the Stone Road interchange.
- ENVIRONMENTAL ASSESSMENT AND PRELIMINARY DESIGN STUDY, GWP 3002-05-00**
13. This study is following the "Group B" process under the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000).
 14. The *Notice of Study Commencement* was published in the Guelph Tribune and the Guelph Mercury.
 15. Future notices will be placed in the Wellington Advertiser (in addition to the Tribune and Mercury). Stantec
 16. Stantec will notify the municipalities in advance of any future newspaper notices. Stantec

Stantec

February 23, 2007
Municipal Meeting 1
Page 3 of 5

Item:

Action:

- 17. This study will include two Public Information Centres (PICs), which are tentatively scheduled for early May, and November 2007.
- 18. The first PIC will include the "Planning Alternatives" (i.e., potential interchange locations) that were considered in the Feasibility Study.
- 19. Stantec sent the *Notice of Study Commencement* to several external agencies and stakeholders. Stantec will provide a list of the agencies and stakeholders to the City. The City, County and Township will review the list and add any relevant interest groups that they are aware of.
- 20. This study will include environmental field investigations to confirm the environmental impacts associated with the Recommended Plan.
- 21. This study will also identify the preferred municipal road connections. The City will complete Municipal EAs for the preferred municipal road connections.
- 22. City staff will be invited to attend the Progress Meetings. The meeting locations will alternate between Guelph and London.

Stantec

Stantec

ALTERNATIVES

- 23. Stantec presented a plan showing municipal road and interchange alternatives.
- 24. A partial interchange at Kortright Avenue that provides access to and from the south is being considered in conjunction with the Stone Road interchange; however, the partial interchange does not serve the predominant traffic orientation.
- 25. A partial interchange at College Avenue that provides access to and from the north is being considered in conjunction with the Stone Road interchange; however, the interchange ramps will overlap with the Wellington Road 24 interchange ramps.
- 26. Stantec will be completing a Safety Review of the partial interchange alternatives before PIC 1.
- 27. Improvements to Niska Road are being considered; however this would require widening or replacing the single lane bridge at the Speed River.

Stantec

Stantec

February 23, 2007
Municipal Meeting 1
Page 4 of 5

Item:

Action:

- 28. The City indicated that an extension of Stone Road to the northwest may be more suitable than improvements to Niska Road; and that Niska Road could remain as a pedestrian/bicycle route.
- 29. MTO will provide a copy of the approved Draft Plan of Subdivision for the Hanlon Business Park to the City.
- 30. The City will provide a copy of the legal plan for the Hanlon Business Park to Stantec.
- 31. The City will provide a digital copy of the Laird Road interchange to Stantec, if available.

MTO

City

City

PUBLIC INFORMATION CENTRE 1

- 32. PIC 1 is tentatively scheduled for the first week of May 2007 at the Holiday Inn at 601 Scottsdale Drive.
- 33. The project team will meet with City Planning Department staff before PIC 1.
- 34. The City will provide advantages and disadvantages for the PIC alternatives.
- 35. City staff will attend PIC 1 to answer questions about the municipal road alternatives.
- 36. The City will organize a joint council meeting to present PIC 1 information.

City

City

City

OTHER BUSINESS

- 37. The City will provide a schedule of meeting dates for the Growth Management Strategy Study that is currently underway.
- 38. The City will provide a digital copy of trails mapping within the study area.

City

City

Stantec

February 23, 2007
Municipal Meeting 1
Page 5 of 5

The meeting adjourned at 11:00 AM.

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.

Gregg Cooke, P.Eng.
Senior Associate, Transportation
gregg.cooke@stantec.com

mam v:\01650\active\165000631\preliminary\correspondence\meetings\mtg_631_municipal_mtg1_feb23_07.doc

stantec.com



Stantec

Meeting Notes – Municipal Meeting 2

TPM Planning Services

Highway 6 (Hanlon Expressway) Improvements
from the Speed River to Maltby Road
GWP 3002-05-00, Agreement 3006-E-0030 / FILE 165000.631

Date: April 25, 2007

Place/Time: City Hall
59 Carden Street
Guelph ON / 10:00 AM

Attendees:	Brian Goudeseune	MTO Project Manager
	John Small	MTO Environmental Planner
	Rajan Philips	City of Guelph Transportation Planning Engineer
	Geoffrey Keyworth	City of Guelph Transportation Planner
	Craig Manley	City of Guelph Manager of Policy and Planning
	Carrie Musselman	City of Guelph Environmental Planner
	Ian Panabaker	City of Guelph Heritage and Urban Design Planner
	Peter Cartwright	City of Guelph Manager of Economic Development and Tourism
	Bob Wheildon	Township of Puslinch (Gamsby and Mannerow)
	Gregg Cooke	Stantec Project Manager
	Maya Caron	Stantec Environmental Planner

Distribution: All attendees

Item: _____ **Action:**

PROJECT BACKGROUND

1. The purpose of the meeting was to present the displays for the first Public Information Centre (PIC) for review and comments from the City staff.
2. Gregg Cooke provided an overview of the project background and the study process.
3. The Ministry and UMA have completed a Draft Feasibility Study to address municipal access and secondary source environmental impacts.

Stantec

April 25, 2007
Municipal Meeting 2
Page 2 of 7

Item:

- 4. The Feasibility Study followed the principles of the EA process; however, it did not include consultation with the public and stakeholders.
- 5. This study is following the "Group B" process under the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) and will take the project alternatives through the Class EA process, including public consultation.
- 6. The first Public Information Centre (PIC) for this project is scheduled for Thursday, May 10, 2007 at the Holiday Inn on Scottsdale Drive. The purpose of this PIC is to present a range of alternatives for a improvements to the Hanlon Expressway between Matlby Road and the Speed River, including access, side road connections and grade-separations.
- 7. Stantec and the Ministry will be making a presentation to the City of Guelph Community Development and Environmental Services Committee on Friday, May 4, 2007. The purpose of this presentation is to present the PIC information to the Committee. Councillors from the Township of Puslinch and County of Wellington have also been invited to attend the Committee Meeting.

PIC DISPLAYS

- 8. The following PIC displays were presented and discussed:

Text Panels:

- Welcome Panel
- Environmental Assessment Process
- Project Background
- Evaluation Process
- Preliminary Evaluation Criteria
- Existing Environmental Conditions

Action:

Stantec

April 25, 2007
Municipal Meeting 2
Page 3 of 7

Item:

PIC Displays:

- Existing Conditions
- Existing Environmental Conditions
- Potential Interchange Locations

Maltby Road and Clair Road have been identified for closure, and Laird Road and Stone Road have been identified for full interchanges. A partial interchange or flyover is being considered at Kortright Road, and a flyover is being proposed at College Avenue.

- Central Section Alternatives (Maltby Road, Clair Road, and Laird Road)
- North Section Alternatives (Kortright Road, Stone Road, and College Avenue)
- Municipal Road Alternatives

- 9. Laird Road and Stone Road have been identified for full interchanges; grade separations will be provided at Kortright Road and College Avenue; a partial interchange will be considered at Kortright Avenue; and Maltby Road and Clair Road will be closed at Highway 6.

- 10. The following revisions to the displays were suggested:

Action:

Stantec

Existing Conditions Plan

- Modify boundary of the South Guelph Industrial Lands according to discussions at the meeting. The TDL property should be added to the Hanlon Business Park. 'Future' should be added to the name of the area.

Existing Environmental Conditions Plan/Text Panel

- Separate trails displayed into 'future' and 'existing' trails.
- Remove 'set to be demolished'

Project Background

- Include interim milestones between 1972 and 2004, such as the Environmental Assessment for the North Section and Highway 6 from Freerton to Guelph.

Potential Interchange Locations

- Include key plan to show the linework for a standard interchange underneath the shaded area

Stantec

April 25, 2007
Municipal Meeting 2
Page 4 of 7

Item:

Central Section Alternatives

- Identify hotel under construction

North Section Alternatives

- Add note to indicate that alternatives can be considered in conjunction with Municipal Road Alternatives

Municipal Road Alternatives

- Link plan with North Section Alternatives so that the public can identify which alternatives work with which interchanges
- Remove Niska Road improvements – these are not included in the City’s Official Plan
- The College Avenue Alternatives will be replaced with an arrow, similar to the City’s Official Plan

Additional Displays

- Stantec will develop a display identifying proposed MTO interim improvements at intersections
- PIC Materials will include a plan showing the Provincial Highway Network

Stantec will include a display identifying a Problem Statement

11. The PIC displays should indicate that proposed improvements are consistent with City initiatives, including:

- The Hanlon Creek Business Park, South Guelph Industrial Lands, and other employment lands
- The City of Guelph’s Transportation Master Plan

12. The displays should also refer to the Province’s ‘Places to Grow’ plan that identifies Guelph as an area of future employment lands and industrial areas.

13. The City noted that the future improvements are required for the build-out of the Business Parks and could provide additional tax assessment base for the City.

14. During the City’s Strategic Growth Management Planning Sessions, many citizens are resistant to growth in the City. The most controversial scenarios are related to roads and infrastructure.

Action:

Stantec

Stantec

April 25, 2007
Municipal Meeting 2
Page 5 of 7

Item:

15. The improvements are consistent with the City’s objectives for economic growth and the future transportation initiatives in the Official Plan.

16. The City will provide the project team with an overview of expected concerns, frequently asked questions or issues that may be expected from the public. It was noted that the Kortright Hills residents may be expecting direct access to the Hanlon.

17. The City noted that there may be Groundwater Source Protection Areas in the study area – a contact will be provided for the City’s water resources department.

18. It was noted that field investigations for the proposed College Avenue extension are not part of this assignment. A discussion followed regarding the required EA process for a College Avenue extension. A Municipal Class EA would be required.

19. It was noted that Kortright Road is identified as an arterial road in the City’s Official Plan.

20. MTO has consistently identified to developers that Maltby Road will ultimately be closed. Maltby Road will not be closed until the Wellington Road 34 interchange is constructed – this is clearly stated on the PIC displays.

21. The Wellington Road 34 interchange (which is part of the Highway 6 Freerton to Guelph project) is currently under review by the Ministry of the Environment. Any minor changes required would be carried out as a TESR Addendum during detail design.

22. Residents may be interested in the use of roundabouts instead of interchanges, rotary interchanges, and roundabouts at ramp terminals.

23. The highway improvements will have implications on the municipal road network, especially in the Kortright Hills neighbourhood – Municipal road network improvements should be considered in when evaluating alternatives.

24. The City will provide MTO and Stantec with a copy of the Information Note on the Hanlon Expressway that was provided to Council.

25. During the discussions the City posed the following questions. MTO and Stantec provided responses.

Action:

City

City

City

City

Stantec

April 25, 2007
Municipal Meeting 2
Page 6 of 7

Item:

Action:

The public will wonder why this section has become a priority – why has MTO identified this section for improvements?

The Hanlon Expressway has been identified as a major north-south connection in the provincial transportation system. A need to upgrade the at-grade intersections to grade-separations or interchanges has been identified.

This study is not necessarily a priority, but improvements fit into adjacent plans for improvements to Highway 6, including a new corridor for Highway 6 to Hamilton, and the Highway 6 Freerton to Guelph Study, which is complete and is waiting for approval from the Ministry of the Environment.

The public may not understand the traffic volumes provided on the displays – is there a better way of showing which intersections are experiencing higher volumes?

Traffic volumes are to be used by the project team during conversations at the PIC.

Can Municipal Road Alternative D (Hanlon Road Extension) be constructed with the diamond interchange at Stone Road?

No. This option only works with a Parclo B interchange.

Why have the loops on the Parclo B Interchange Alternatives been expanded?

The interchanges are drawn to current MTO geometric standards.

What is the highway standard for the Hanlon Expressway?

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 redesign requirements for a controlled access freeway and a posted speed limit of 100 km/hr.

Stantec

April 25, 2007
Municipal Meeting 2
Page 7 of 7

Item:

Action:

Can the highway standard be lowered between College Avenue and Wellington Street to accommodate a partial interchange at College Avenue?

A safety review has been carried out for the partial interchange with northbound ramps at College Avenue. Preliminary results indicate that the partial interchange would result in a 20 to 25 % increase in collisions along this section of the expressway.

The Ministry will not consider reducing the highway standards for a short section of the highway.

OTHER BUSINESS

26. The City will consider initiating a Municipal Class EA for the College Avenue Extension. City

27. Representatives from the City will attend the PIC

28. Stantec will forward electronic copies of the plans to the City for review.

The meeting adjourned at 12:30 PM.

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



Stantec

Meeting Notes

City of Guelph Councillors Meeting

Highway 6 (Hanlon Expressway) Improvements,
from the Speed River to Maltby Road
GWP 3002-05-00, Agreement 3006-E-0030 / FILE 1650.00631

Date: July 17, 2007
Place/Time: Evergreen Centre
683 Woolwich Street
Guelph ON
Next Meeting: To be determined, if required
Attendees: Karen Farbridge Mayor, City of Guelph
City of Guelph Councillors
Rajan Philips Transportation Engineer, City of Guelph
Jennifer Graham-Harkness Head, Planning and Design, MTO
Brian Goudeseune Project Manager, MTO
David McCann Project Consultant, Stantec
Tim Belliveau Transportation EIT, Stantec
Maya Caron Environmental Planner, Stantec
Distribution: Project File

Item: **Action:**

A meeting was held to provide City of Guelph Councillors the opportunity to review the alternatives that were displayed at the first Public Information Centre (PIC) and to familiarize them with the current study. The displays from the PIC were available at the meeting.

1. J. Graham-Harkness provided an introduction to the study which emphasized the Hanlon Expressway as an important road for the local community as well as a vital provincial link. A plan was shown that emphasized the highway's importance from a provincial point of view by showing all of the existing and future connections in the provincial highway system.
2. D. McCann provided a PowerPoint presentation (copy attached) focusing on the following topics:
 - Provincial Class EA Process and Public Consultation
 - Project History
 - Maltby Road/Clair Road
 - Laird Road Alternatives
 - Kortright Road Alternatives
 - Stone Road Alternatives
 - College Avenue Alternatives
 - Summary of Public Information Centre 1 Comments

One Team. Infinite Solutions.

tb v:\01650\active\165000631\preliminary\correspondence\meetings\mtg_631_council_mtg_17jul07.doc

Stantec

July 17, 2007
City of Guelph Councillors Meeting
Page 2 of 6

Throughout the presentation, the following questions and comments were noted:

3. **When is the point when "core design principles" can no longer be contributed to the study?**
Input is always being considered, however the character of the Hanlon Expressway has been determined. The goal of the assignment is to convert Highway 6 to a fully-controlled access freeway.
4. **What is the purpose of the timing of this study?**
This study is being completed now to gain environmental clearance for improvements to the Hanlon Expressway. It is expected that construction will start on the Laird Road interchange in 2009, prior to the full completion of the new Hanlon Creek Business Park on the west side of Highway 6.
5. **Were roundabouts considered as interchange alternatives or at ramp terminal intersections at the first PIC?**
Roundabouts were not considered as an alternative.
6. **Why were roundabouts not considered?**
MTO is actively considering possible locations for a modern roundabout and has recommended the implementation of a 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.

In terms of implementing roundabouts on the Hanlon Expressway, there is concern that a roundabout cannot accommodate the high traffic volumes (including trucks) and anticipated travelling speeds.
7. **Does the Class EA Process not require that roundabouts be considered as an alternative?**
The Class EA Process requires that all reasonable alternatives be considered.
8. **Does a Parclo A interchange cost the most and require the most amount of property of all the interchange alternatives?**
No, a Parclo B alternative is typically the most costly interchange alternative due to the larger radius exit ramps that are required. As such, the property impacts associated with Parclo B interchanges are usually greater than those with a Parclo A interchange.
9. **What are the effects on the existing traffic with the closures of Maltby Road and Clair Road? When will they be closed?**
The Highway 6 intersection at Maltby Road will be closed when the Wellington Road 34 intersection is replaced with a new interchange proposed to the north of the existing intersection in the Freulton to

tb v:\01650\active\165000631\preliminary\correspondence\meetings\mtg_631_council_mtg_17jul07.doc

Guelph EA study.

The Highway 6 intersection at Clair Road would be closed when the Laird Road intersection is replaced with a new interchange.

10. Is the Hanlon being converted from an Expressway to a Freeway?

Yes, the objective is to have a staged conversion of the facility from an expressway to a freeway with access limited to interchange locations only from Highway 401 to Highway 7. The existing volumes on Highway 6 currently warrant the facility becoming a freeway.

11. Has the process involved balancing safety and “community sense”? Rather than providing underpasses, the Hanlon Expressway should be lowered and the municipal roads kept at their existing elevation.

The details of the crossing roads have not been determined as of yet, but will be presented at the second PIC. Consideration will be given to numerous factors in determining the Preferred Plan including social impacts, environmental impacts, and topography.

12. With the closure of existing intersections, isn't emergency access being compromised?

Emergency service providers are contacted throughout the process and are made aware of any proposed changes to make sure that emergency response times are maintained.

13. Who will be paying for the municipal roads?

The details of any cost-sharing agreements between the Ministry and the City of Guelph have not been determined.

14. Is it possible to change the configuration of the Laird Road interchange?

All of the interchange alternatives at Laird Road are being considered. It is noted however that the City's Official Plan and the Plan for the new Business Park provide a Parclo A interchange at this location.

15. The predominant movement at the Kortright Road intersection is to and from the north. Why are there possible ramps shown to and from the south?

Ramps cannot be provided on the north side because they would overlap with the interchange ramps at Stone Road. In addition, the City has requested that the ramps to and from the south be considered since they have the potential to improve traffic operations.

16. What will be the impact to local roads following the implementation of the interchanges?

As part of this study, traffic volumes will be reassigned to determine the effects on local roads. In addition, the City is modeling the effects

of closing the existing intersections and providing interchanges.

17. Why does a diamond interchange have less capacity than a Parclo A interchange?

Diamond interchanges typically have less capacity because of the signalized ramp terminal intersections. With a Parclo A interchange, several of the movements are free-flow movements resulting in an increased overall capacity.

18. Roundabouts should be considered at ramp terminal intersections.

Property requirements for roundabouts can be significant. Notwithstanding this, roundabouts at ramp terminal intersections will be further reviewed.

Stantec

19. Once the new Highway 6 from Freelon to Guelph is completed, how much of an increase in traffic will be experienced on the Hanlon Expressway?

The traffic models have assumed that an increase in traffic will occur on the Hanlon Expressway. However, this increase is not significant and has been considered in all of the analysis.

20. Providing interchanges is not consistent with the City's goals to “green” the community.

The ultimate goal of the improvements is to improve the safety along the Hanlon Expressway. Stantec and the Ministry will continue to work with the City to make sure that all of the concerns are addressed.

21. Are High-Occupancy Vehicle (HOV) lanes being considered?

HOV lanes are not being considered at the moment. These lanes are typically only provided on freeways with at least six lanes.

22. Any improvements to the Hanlon Expressway and the adjacent roads should consider other modes of transportation (i.e. bikes or transit).

The Ministry will consider this during the evaluation of alternatives.

23. Additional property should be acquired adjacent to Highway 6 to allow flexibility for future transportation needs.

Comment noted and will be considered.

24. Interchanges will destroy the flowers planted as part of the Communities in Bloom Program.

The impacts will be considered in the evaluation of alternatives. Landscaping options are further reviewed at the detail design phase of the study.

Stantec

July 17, 2007
City of Guelph Councillors Meeting
Page 5 of 6

25. The City of Guelph Council has removed the College Avenue Extension from the Transportation Master Plan.

Comment noted. Stantec and the Ministry will continue to work with the city to investigate reasonable alternatives for providing access on the west side of the Hanlon Expressway. The extension shown on the PIC displays was intended to be conceptual only, and not show a proposed alignment of such an extension.

26. Are noise impacts being considered as part of this project?

Yes, a Noise Study is being carried out as part of this assignment. The Noise Study will identify existing and predicted future noise levels in the study area at noise sensitive receivers. The evaluation criteria that will be used to select a Preferred Plan will include consideration for noise impacts. Results of the Noise Study will be available at the second PIC.

The Ministry will provide the City with locations that are currently listed under the retrofit program.

MTO

27. B. Goudeseune provided an overview of Related Provincial Projects. The following questions and comments were noted:

28. What is happening to Highway 6 north of the Speed River?

The portion of Highway 6 north of the Speed River has already been the subject of previous planning and preliminary design studies. In order to move forward, however, approval would be required under the Class Environmental Assessment Act. A number of interim improvements are being considered at the intersections on this section of Highway 6.

29. If the portion of Highway 6 south of the Speed River is built shortly, when will the north portion be completed?

Construction is based on a prioritization program. The south portion is being considered at the moment to accommodate the anticipated increase in traffic associated with the new Hanlon Creek Business Park on the west side of Highway 6 at Laird Road.

30. Why aren't the signals along the Hanlon Expressway synchronized?

Synchronization of the existing signals is included as part of the interim improvements scheduled to be completed over the next few years.

31. When will Highway 6 be extended northerly?

The Highway 6 north extension is conceptual at the moment. It will be further investigated when the need arises.

Stantec

July 17, 2007
City of Guelph Councillors Meeting
Page 6 of 6

32. Winter control seems to be an issue on the Hanlon Expressway. Last year, the OPP had the city snow removal crews clear the highway because of safety concerns.

MTO

The Ministry's Contract Office will be advised of the concern who will then discuss the issue with the contractor responsible for winter maintenance. Contractors are required to meet pre-determined Maintenance Quality Contract Standards.

The meeting adjourned at 9:00 PM.

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.

Tim Belliveau, B.Eng. & Mgmt., EIT
Engineer-in-Training, Transportation
tim.belliveau@stantec.com



Stantec

Meeting Notes

Municipal / Emergency Services Meeting

TPM Planning Services
Highway 6 (Hanlon Expressway) Improvements (GWP 3002-05-00)
from the Speed River to Maltby Road
GWP 3002-05-00, Agreement 3006-E-0030 / FILE 1650 00631

Date: February 21, 2008
Place/Time: Stantec Guelph Office
361 Southgate Drive / 1:00 PM

Attendees:	Brian Goudeseune John Small	MTO Project Manager MTO Environmental Planner
	Rajan Philips	City of Guelph Transportation Planning Engineer
	Geoffrey Keyworth	City of Guelph Transportation Planner
	Jim Howlett	Township of Puslinch Roads Supervisor
	Brenda Law	Township of Puslinch Clerk
	Bob Wheildon	Township of Puslinch (Gamsby and Mannerow)
	Gary Cousins	Wellington County Director of Planning
	Brad Young	Guelph Fire Platoon Chief
	Robert Gordon	Puslinch Fire Deputy Chief
	Dan Pavlicik	Guelph Police Service
	Gregg Cooke	Stantec Project Manager
	David McCann	Stantec Senior Consultant
	Maya Caron	Stantec Environmental Planner

Absentees: Dan Quinnell Puslinch Fire Chief
David Hosker Guelph Fire Department Deputy Chief

Distribution: Attendees

Item:

Action:

Project Background

- Brian Goudeseune provided an overview of the two projects to be discussed at the meeting.
- The Highway 6 Freelon to Guelph Study has been completed and is currently under review by the Minister of the Environment. The project includes a new alignment of Highway 6 to connect the existing sections north and south of Highway 401 and a new mid-block interchange between Maltby Road and Wellington Road 34.

One Team. Infinite Solutions.

Stantec

February 21, 2008
Highway 6 (Hanlon Expressway) Improvements Municipal / Emergency Services Meeting
Page 2 of 4

- The current project being undertaken by MTO and Stantec Consulting Ltd. is for improvements to Highway 6 (Hanlon Expressway) between Maltby Road and the Speed River (GWP 3002-05-00). The project includes converting the current highway to a fully controlled access freeway, with access at interchanges only. Clair Road and Maltby Road are proposed to be closed as part of this assignment.
- It was noted that the purpose of the meeting is 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) and to provide an update about the Freelon to Guelph study.
- Correspondence was recently received from Puslinch Fire indicating concern about future access to the Forestell Road area via the future Wellington Road 34 overpass and Regional Road 20.

The Puslinch Deputy-Chief indicated the following at the meeting:

- There is some concern about future access to for Forestell Road area due to out-of-way travel required and need to travel on Sideroad 20. The current route would be to travel across Maltby Road
 - The current travel time to this area from the fire depot is approximately 7-8 minutes. The goal is to keep response times within 10 minutes.
 - 25% of response calls are for incidents related to Highway 401
 - Currently the Fire Station uses Brock Road to access the westbound Highway 401 lanes and the Hanlon Expressway to access the eastbound Highway 401 lanes
- Following a brief discussion it was determined that minimal out-of-way travel will be required to reach the Forestell Road area since the future mid-block (Wellington Road 34) interchange will have improved traffic operations compared to the existing at-grade intersections on the Hanlon Expressway. The additional distance traveled will be approximately 1 kilometre which should not significantly increase response times.
 - It was noted that direct access to the Hanlon Expressway at the future grade-separated crossing at Wellington Road 34 is not feasible.

Stantec

February 21, 2008
Highway 6 (Hanlon Expressway) Improvements Municipal / Emergency Services Meeting
Page 3 of 4

8. The development of the Southgate Business Park and potential future extension of Southgate Road would require interim improvements at Maltby Road and the Hanlon Expressway. The developer has submitted a Traffic Impact Study that is currently under review by MTO and indicates that turning lanes and temporary traffic signals may be required.
9. The Township of Puslinch expressed concern that improvements would be required to Concession Road 7 to access the Maltby Road intersection.
10. The County of Wellington expressed an interest in extending Southgate Drive to the future Wellington Road 34 interchange.
11. MTO noted that there may be opportunities to review the future municipal road network connections to the Wellington Road 34 interchange after the project receives environmental clearance.
12. A copy of the *Highway 6 Freelon to Guelph* Recommended Plan was provided to the Puslinch Fire Department.

MTO

During the meeting the following questions were posed. MTO and Stantec provided responses.

The design of interchange ramp loop radii should consider that the fire trucks may have a slower turning movement and larger turning radius when filled with water. (Guelph Fire)

The loop ramps will be similar to the Wellington Street interchange ramps, which are designed to accommodate emergency vehicles.

Is there a plan for an overpass at Maltby Road?

The current planning, preliminary design, and environmental assessment project for improvements to Highway 6 (Hanlon Expressway) between Maltby Road and the Speed River (GWP 3002-05-00) includes the closure of Maltby Road and Clair Road. However, the closures will not be finalized until the project receives Environmental Clearance. The intersections will not be closed until the mid-block interchange at Wellington Road 34 is constructed to provide the required connectivity to the Hanlon Expressway.

There are no known issues regarding the road closures. However, MTO and Stantec would appreciate it if the Township, City, and Emergency Service providers could advise the project team if there are any concerns.

Stantec

February 21, 2008
Highway 6 (Hanlon Expressway) Improvements Municipal / Emergency Services Meeting
Page 4 of 4

What is the timeline for the construction of the mid-block interchange?

The Highway 6 Freelon to Guelph study is currently under review by the Minister of the Environment and has yet to obtain environmental clearance. It is a long-term project and construction timing is not currently known.

Who would maintain the future municipal road connection?

Maintenance of municipal roads would be determined through negotiations with the local municipality during the detail design phase.

Why add lights at Clair Road and Maltby Road if there are plans to convert Highway 6 to an access-controlled highway?

Temporary traffic signals will be installed where warranted and based on existing needs to accommodate development until the conversion of the remaining highway can be completed.

The meeting adjourned at 2:30 PM.

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



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

Item: **Action:**

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.

m v:\01650\active\165000631\preliminary\correspondence\meetings\mtg_631_mnr_mar31_08.doc

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.

m v:\01650\active\165000631\preliminary\correspondence\meetings\mtg_631_mnr_mar31_08.doc

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

Meeting Notes

City of Guelph Meeting - Mayor and Council

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



Stantec

Date: April 15, 2008
Place/Time: Guelph City Hall - Boardroom A / 3:00 PM
Attendees: Karen Farbridge City of Guelph Mayor
Leanne Piper City of Guelph Councillor
Lise Burcher City of Guelph Councillor
Christine Billings City of Guelph Councillor
Karl Wettstein City of Guelph Councillor
Rajan Phillips City of Guelph Transportation Engineer
Dan Leake MTO Project Engineer
Brian Goudeseune MTO Project Engineer
Donna Hinde Facilitator, The Planning Partnership
Gregg Cooke Stantec Project Manager
Maya Caron Stantec Environmental Planner

Item: **Action:**

1. The purpose of this meeting was to review the purpose and details for the proposed Community Workshop for the Highway 6 (Hanlon Expressway) Improvements.
2. Donna Hinde provided an overview of the workshop participants. Residents from each community in the North study area will be represented, along with relevant stakeholder groups
3. The workshop involves three components:
 - May 1, 2008 5:30 PM
Kick-off Meeting
 - May 3, 2008 8 AM to 4 PM
Workshop
 - May 13, 2008 6 PM
Follow-up Meeting

Councillors are welcome at all of the sessions.

One Team. Infinite Solutions.

Stantec

April 15, 2008
City of Guelph Meeting - Mayor and Council
Page 2 of 3

4. It was noted that for the workshop to be successful, the project team will identify key assumptions that will not be considered during the workshop activities. The assumptions, their background, and rationale will be identified at the kick-off session. Specialists will be available to answer the participants' questions about the assumptions or any other concerns at the kick-off meeting.
5. A discussion regarding the key assumptions followed and is summarized below:

The Hanlon will be a Grade Separated Controlled- Access Freeway

It was agreed that workshop participants will be developing interchange and grade-separation alternatives within the North Study Area.

Alternatives to the undertaking will not be considered at the workshop. The project does not preclude the development of alternative modes of transportation in the City of Guelph in the future or as separate assignments.

Stone Road Extension

Workshop participants will be shown traffic models of future interchanges with and without the traffic volumes for the Stone Road Extension.

It was noted that a wider range of interchange configurations could be considered if the future traffic volumes for the proposed Stone Road Extension are not included in the predicted future traffic volumes.

The City will confirm whether the Stone Road Extension will be required for the future regional transportation network.

City

Stantec

April 15, 2008
City of Guelph Meeting - Mayor and Council
Page 3 of 3

Design Speed

MTO indicated that Highway 6 is a vital part of the Provincial Highway Network and that a Design Speed of 120 km/hr will be maintained, according to the desired MTO standards. MTO standards are based on experience and the history of highway development in Ontario.

The City noted that the Red Hill Expressway has a Design Speed that is lower than 120 km/hr – MTO noted that the Red Hill Expressway is a municipal road and that standards could be different than the required standard for a provincial highway.

A safety specialist will be available at the kick-off meeting to provide an overview of how changes to the design speed can impact highway design and the overall safety of a facility.

6. At the conclusion of the meeting the Project Team reminded the Mayor and Council that they are welcome at all of the Workshop events. They will also receive copies of a Briefing Package to review in advance of the workshop.

The meeting adjourned at 4:30 PM.

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



Stantec

Meeting Notes

City of Guelph Councillors Meeting

Highway 6 (Hanlon Expressway) Improvements,
from the Speed River to Maltby Road
GWP 3002-05-00, Agreement 3006-E-0030 / FILE 1650.00631

Date: October 23, 2008

Place/Time: Holiday Inn
Oakwood Ballroom
601 Scottsdale Drive
Guelph ON / 12:00 PM

Attendees: Bob Bell City of Guelph Councillor
Christine Billings City of Guelph Councillor
Vicki Beard City of Guelph Councillor
Kathleen Farrelly City of Guelph Councillor
Lise Burcher City of Guelph Councillor
June Hofland City of Guelph Councillor
Karl Wettstein City of Guelph Councillor
Rajan Phillips Guelph Transportation Engineer
Jim Riddell Guelph Director, Planning and Building Services
Rob Bakalarczyk Project Manager, MTO
Brian Goudeseune Operations Officer, MTO
John Small Environmental Planner, MTO
David McCann Project Consultant, Stantec
Gregg Cooke Project Manager, Stantec
Tim Belliveau Transportation Engineer, Stantec
Maya Caron Environmental Planner, Stantec

Distribution: Project Team

Item: **Action:**

A meeting was held to provide City of Guelph Councillors the opportunity to review the Preferred Plan to be displayed at the fourth Public Information Centre (PIC) and to review the issues that have been raised during the study, and how the issues have been addressed by the Preferred Plan.

1. D. McCann provided a PowerPoint presentation (copy attached) focusing on the following topics:
 - Project Purpose
 - Study Process
 - Public Consultation
 - Public Concerns and Issues
 - Workshop Alternatives – Common Features
 - Evaluation of Workshop Alternatives
 - Preferred Plan – North Section
 - How Issues have been Addressed

One Team. Infinite Solutions.

Stantec

October 23, 2008
City of Guelph Councillors Meeting
Page 2 of 4

▪ Next Steps

During the presentation, the following questions and comments were noted:

2. **Are there impacts to the Hanlon Creek Floodplain?**
There is a minor encroachment to the Hanlon Creek Floodplain for the ramp from Downey Road to southbound Highway 6. The project team met with the GRCA and MNR in advance of the community workshop to discuss potential impacts to the floodplain and the PSW. At the meeting, the GRCA indicated that there could be minor encroachment to the floodplain if there were no other reasonable alternatives. The ramp has been realigned to this location to address operational and safety concerns regarding sight distance for an intersection located close to the Kortright Road underpass. The project team will continue to work with GRCA to develop stormwater management and stormwater storage mitigation in this location.
3. **Why does the Service Road intersection with Downey Road have to be signalized?**
A review of the future traffic volumes at this location has indicated that there is a requirement for traffic signals.
4. **Are there any impacts to the YMCA?**
No, the minor realignment of the Woodland Glen intersection does not impact the YMCA property or adjacent culverts.
5. **When does MOE provide Environmental Clearance for the project?**
An overview of the EA process was provided. Environmental Clearance is obtained after the project TESR is filed and clears a 30-day Public Review Period.
6. The project team committed to providing City Councillors with additional information regarding the evaluation of alternatives and a copy of the Preferred Plan. Stantec
7. **Is the Public Review Period the last time the public can comment on the project?**
Additional consultation opportunities regarding project details and mitigation measures will be carried out during detail design. Additional PICs will be held at that time.
8. **Are there plans for similar improvements north of Wellington Street? Has the previous EA for the north section expired?**
The RFP for the north section of Highway 6 has been initiated. The project will include a review of the previous EA and consideration for changes, based on changes in the study area.

Stantec

October 23, 2008
City of Guelph Councillors Meeting
Page 3 of 4

9. How many residential properties are impacted (whole buy-out)?

10 – all of the impacted properties are located in the vicinity of the Stone Road interchange.

10. Will properties be expropriated?

Property owners are approached by MTO property representatives. The goal is to obtain a willing buyer/willing seller agreement. Expropriation is considered to be a last step, if an agreement cannot be reached.

11. Can Councillors be provided with names of impacted property owners?

Yes.

Stantec

12. What is the construction timing? Will construction be timed to coincide with the construction of Highway 7 improvements?

MTO recognizes the interaction between Highway 6 and Highway 7. Construction timing for the proposed improvements will not be scheduled until the project receives Environmental Clearance.

13. Has MTO planned for the future extension of Highway 6 to Marden?

The future extension of Highway would be a future project. Timing of the EA for the project has not been identified.

14. Is there a chance that MTO would complete detail design for the improvements, and then wait a number of years before construction?

No, detail design is generally carried out just in advance of construction.

15. Councillor Burcher noted that Council is happy with the study process, and that local residents have been engaged during the study.

16. Gregg Cooke provided an overview of concerns regarding existing external traffic concerns on the municipal road network, and noted that traffic calming on Downey Road and Woodland Glen could minimize this issue.

17. At the conclusion of the meeting, Stantec noted that the project team will ultimately be seeking a resolution from Council, and the Preferred Plan will likely be brought to the Community Development and Environmental Services Committee on December 5, 2008.

The meeting adjourned at 1:15 PM.

Stantec

October 23, 2008
City of Guelph Councillors Meeting
Page 4 of 4

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

committee AGENDA



TO **Community Development & Environmental Services
Committee**

DATE March 30, 2009

LOCATION Council Chambers/Committee Room B

TIME 12:30 p.m.

disclosure of pecuniary interest

confirmation of minutes

February 17, 2009

CONSENT AGENDA

- a) Reports from Administrative Staff
- b) Items for Direction of Committee

Items to be extracted from the Community Development & Environmental Services Committee Consent Agenda.

Resolution to adopt the Community Development & Environmental Services Committee Consent Agenda.

"THAT the balance of the Community Development & Environmental Services Committee Consent Agenda be adopted."

PRESENTATIONS/DELEGATIONS

- a) The Urban Forest Management Plan
 - Ric Jordan on behalf of Guelph Urban Forest Friends
- b) New Path at Westminster Woods (*see attached correspondence*)
 - Peter Ballantine
- c) CDES-2009.A.7 Hanlon Expressway Environmental Assessment
 - Presentation by Rajan Philips, Manager of Transportation Planning & Development Engineering
 - Paul Burley
 - Ben Bennett
 - Paul St. Denis
 - Doug Gruber (*see attached*)
 - Jim Rooney
 - Brian Cockwell

- Judy Chow
- Patricia Van Asten
- Paul Edwards
- Paul Kraehling
- Marshall Rodgers
- Bill Mullin
- Zlata Kraehling

- d) CDES-2009.A.8 Expansion of the Municipal Register of Cultural Heritage Properties to Include Non-Designated Burcher-Stokes Properties Including a Review Process
 - Presentation by Joan Jylanne, Senior Policy Planner

IN-CAMERA

THAT the Community Development and Environmental Services Committee now hold a meeting that is closed to the meeting, pursuant to Section 239 (2) (b) of the Municipal Act with respect to:

- personal matters about identifiable individuals.

Other business

Next meeting

April 20, 2009

**The Corporation of the City of Guelph
Community Development & Environmental Services
Committee
Tuesday, February 17, 2009, 12:30 p.m.**

A meeting of the Community Development and Environmental Services Committee was held on Tuesday, February 17, 2009 in Council Chambers at 12:30 p.m.

Present: Councillors Burcher, Bell, Piper, Salisbury and Mayor Farbridge

Also Present: Councillors Beard, Farrelly, Findlay, Hofland, and Wettstein

Staff in Attendance: Mr. H. Loewig, Chief Administrative Officer; Mr. J. Riddell, Director of Community Design and Development Services; Mr. R. Philips, Manager of Transportation Planning & Development Engineering; Ms. A. Pappert, Director of Community Services; Mr. S. Hannah, Manager of Development & Parks Planning; Ms. J. Pathak, District Park Planner; Mr. G. Atkinson, Policy Planner; Mr. R. Templeton, Park Planner; Mr. I. Panabaker, Urban Design Program Manager; Ms. T. Agnello, Deputy Clerk; and Ms. D. Black, Assistant Council Committee Coordinator.

There was no disclosure of pecuniary interest.

1. Moved by Councillor Piper
Seconded by Mayor Farbridge
THAT the minutes of the Community Development and Environmental Services Committee meeting held on December 5, 2008 be confirmed as recorded and without being read.

Carried

Consent Agenda

2. Moved by Mayor Farbridge
Seconded by Councillor Piper
THAT the balance of the February 17, 2009 Consent Agenda as identified below, be adopted.

a) **Sign By-law Variance for Days Inn at 785 Gordon Street**

THAT Report 09-16, regarding a sign variance for 785 Gordon Street from Community Design and Development Services, dated February 17, 2009, be received;

AND THAT, the request for a variance from the Sign By-law for 785 Gordon Street to permit one building sign to be situated on the 2nd storey of the building face in lieu of the by-law requirement of the 1st storey only, be approved.

REPORT

February 17, 2009

Carried
**Community Development & Environmental Services Page 2
Committee**

Eastview Community Park: Update Report

Ms. J. Pathak outlined the process pertaining to the development of the park. She highlighted the features of the pollinator park, and explained the details of the design. She also explained the existing site infrastructure and described the issues surrounding the current infrastructure. She then described the proposed community park components, the phasing and timelines. She also explained existing funding and required funding to complete the community park component and reviewed the staff recommendations.

She advised that the sports fields should be completed in 2009 and be ready for bookings in 2010. Staff will examine the toboggan runs and the types of plantings to occur in that area before a plan is finalized.

Staff was directed to reconsider the pedestrian access point of the east side of the trail, specifically as it pertains to environmental concerns and traffic issues.

Mr. Kevin Butt, Chair, Pollination Guelph provided background regarding the establishment of Pollination Guelph and its membership. He outlined their past accomplishments and current undertakings as well as their future direction. He explained why Guelph needs the Pollinator Park and the relationship of their organization to the City. He then described their potential funding opportunities.

Ms. Karen Landman, University Professor, expressed support for the program and advised the pollinator park will also provide a research opportunity for the university students. She advised the impact of the toboggan runs on the plants would be an excellent opportunity for the students to research and assist.

3. Moved by Mayor Farbridge
Seconded by Councillor Salisbury
THAT the Community Design and Development Services Update Report 09-09 dated February 17, 2009, pertaining to the Proposed Eastview Community Park be received;

AND THAT the proposal for the use of the clay capped land-filled part of the site to develop a Pollinator Park, as outlined in Community Design and Development Services Report 09-09 dated February 17, 2009 be approved;

REPORT

AND THAT the Mayor and Clerk be authorized to sign a license agreement between Pollination Guelph and the City as outlined in

Community Design and Development Services Report 09-09 dated February 17, 2009, subject to the form and content being satisfactory to the Director of Community Design and Development Services and the

February 17, 2009

Community Development & Environmental Services Page 3 Committee

City Solicitor, prior to the implementation of the Pollinator Park Master Plan;

AND THAT staff be directed to identify additional funding needs in the 10 year capital forecast, for the implementation of the

Master Plan,

during the 2010 budget process to ensure a timely implementation of all phases of the plan.

Carried

Alternative Development Standards

Mr. R. Philips, Manager of Transportation Planning & Development Engineering explained the development types and development standards. He outlined why the review is being proposed and the components to be included within the review including:

- water conservation and management
- community energy
- transportation
- brownfield development and
- design standards

He outlined the organization of the study and explained what outcomes the review should accomplish.

4. Moved by Councillor Piper
Seconded by Councillor Salisbury

REPORT

THAT the Community Design and Development Services Report 09-08, dated February 17, 2009, on 'Alternative Development Standards Review' be received;

AND THAT staff be authorized to undertake the proposed Alternative Development Standards Review as presented in this report 09-08 dated February 17, 2009.

Carried

Proposed Renaming of Wellington Street to the 'John Galt Parkway'

Mr. Ross Irwin, President of Guelph Historical Society, stated that he would like to see John Galt recognized by creating 'The John Galt Parkway'. He is suggesting Wellington Street because he believes it would have been the path taken by John Galt and that it would be low cost and low impact since it is short and mostly commercial. He would like to see it happen in time to be announced at the next John Galt Day in Guelph.

February 17, 2009

Community Development & Environmental Services Page 4 Committee

5. Moved by Councillor Piper
Seconded by Mayor Farbridge

Mr. J. Riddell

THAT staff be directed to investigate the feasibility of renaming Wellington Street and report back to the Community Design and Development Services Committee.

Carried

2008 Ipsos Reid Future Growth Survey Results

Mr. G. Atkinson, Policy Planner, outlined the objectives of the Ipsos Reid Public Affairs Future Growth Survey and advised the results are based on a survey of 500 random residents.

Ms. Jacqueline Boukydis, Senior Research Manager, Ipsos Reid Public Affairs explained the methodology and highlighted the key findings of the survey as follows:

- satisfaction with aspects of life in Guelph
- awareness of support for future growth
- thoughts on future land use and development
- knowledge of greenbelt plan
- GO transit rail service

6. Moved by Mayor Farbridge
Seconded by Councillor Piper

Mr. J. Riddell

THAT Report 09-10 dated February 17, 2009 from Community Design and Development Services regarding the results of the 2008 Ipsos Reid Future Growth Survey be received.

Carried

Trans Canada Trail Update

Mr. R. Templeton, Park Planner outlined the proposed trail locations and showed the registered Trans Canada Trail Alignment. He also reviewed the public process to date. He provided details regarding the revised layout to the overall trail alignment and explained the various options and their cost estimates. He then reviewed the

various implications of each option.

Staff was directed to report back if Armtec would receive the first right of refusal for lands.

The Mayor left the meeting at 2:37 p.m.

Mr. S. Hannah, Manager of Development and Parks Planning advised that staff are reviewing the issue of a pedestrian crosswalk on Eramosa Road at the railroad tracks that was requested at an earlier **Community Development & Environmental Services Page 5 Committee**

February 17, 2009

meeting and staff will be reporting back to the Committee.

Staff was directed to advise the adjacent property owners to the trail that they have an opportunity to request buffers.

Mr. Terry Petrie was not present.

Ms. Patricia Jansen advised that her property adjoins the proposed trail on the west side. She is concerned with the increase of foot traffic and the likely increase of garbage, vandalism and theft of garden produce. She requested that the proposed trail be to the east of the existing rail line, and if that is not feasible that they would receive a fence high enough to prevent the above-noted issues. She would like a clearing between the property line and the fence to allow her access to their garden. She stated she would rather see money put toward addressing the incline on George Street and fixing the potholes.

7. Moved by Councillor Bell
Seconded by Councillor Piper
THAT Mr. John Ryan be permitted to address the Committee.

Carried

Mr. Ryan lives within the area and stated that he believes the parameters of the trail are not conducive to creating the best trail. He believes the trail is too wide and that the trail should go on the east side of the river. He does not want the trail to be paved throughout.

8. Moved by Councillor Bell
Seconded by Councillor Salisbury

THAT the Trans Canada Trail be referred to staff to investigate:

- the realignment of the railway between Marcon and Pipe
- the realignment from John to Earl
- the cost of completing the section between Eramosa and

Norwich

Defeated

REPORT

9. Moved by Councillor Salisbury
Seconded by Councillor Piper
THAT the Community Design and Development Services Report 09-14 dated February 17, 2008, be received;

February 17, 2009

AND THAT the Conceptual Alignment of the Trans Canada Trail Project Design be approved as outlined in Report 09-14, dated February 17th,
Community Development & Environmental Services Page 6 Committee

2009, in keeping with Segment A (Appendix 8), Segment B (Appendix 9) and Option #1 for Segment C and Segment D (Appendix 10);

AND THAT the Mayor and Clerk be authorized to sign any agreements regarding Conditions of Use and Maintenance for the proposed trail, with Guelph Junction Railway (GJR) and the City, to the satisfaction of the City Solicitor.

Carried

Heritage Redevelopment Reserve Application Update: The Gummer Building, 1 Douglas Street

Mr. Panabaker clarified that the reason for the update is because the owner has added a third building that includes the whole building and not just the façade. He also stated that the assessment of the property has increased to over 10 million dollars.

REPORT

10. Moved by Councillor Bell
Seconded by Councillor Salisbury
THAT the Heritage Redevelopment Reserve grant for the property known as 1 Douglas Street, The Gummer Building, be increased to an upset limit of \$2.05M over a ten year period following completion of the project;

AND THAT the Finance Department reallocate \$30,000 per year from the Brownfields Reserve to the Heritage Redevelopment Reserve to accommodate the increase in the 1 Douglas Street grant;

AND THAT staff ensure that the Financial Assistance Agreement for 1 Douglas Street be structured so that the release of funds from the Reserve does not start until the increased assessment value has been added to the assessment roll and has been billed accordingly;

AND THAT, subject to the final form and content of the agreements being satisfactory to the Director of Community Design and Development Services and the City Solicitor; the Mayor and City Clerk be authorized to execute the Financial Assistance Agreement, in substantially the form attached to the October 15, 2007 report (07-102) but including the updated terms outlined in this report (09-024), and the execution of the Heritage Easement Agreement based on the revised project which now includes the restoration of 65 Wyndham Street North, 67-71 Wyndham Street North and 1-7 Douglas Street.

Carried

February 17, 2009

Community Development & Environmental Services Page 7 Committee

11. Moved by Councillor Salisbury
Seconded by Councillor Bell
THAT the Community Development and Environmental Services Committee now hold a meeting that is closed to the public, pursuant to Section 239 (2) (b) of the Municipal Act with respect to:
- personal matters about identifiable individuals

The remainder of the meeting was held In-Camera.

REPORT TO COMMITTEE
OF THE WHOLE

1. Moved by Councillor Bell
Seconded by Councillor Salisbury
THAT Anna Bortolon and Katharine Demolder-Carere be appointed to the Eastview Public Liaison Committee for a term ending November, 2009.

Carried

2. Moved by Councillor Bell
Seconded by Councillor Salisbury
THAT Karen Landman be appointed to the River Systems Advisory Committee for a term ending November, 2009.

Defeated

The Committee recessed at 3:55 p.m.

The meeting reconvened at 10:44 p.m.

REPORT TO COMMITTEE
OF THE WHOLE

3. Moved by Councillor Piper
Seconded by Councillor Salisbury
THAT Julie Anne Lamberts and Don McDonell be appointed to the River Systems Advisory Committee for a term ending November, 2009.

Carried

Next Meeting: March 30, 2009

The meeting adjourned at 10:45 p.m.

.....
Chairperson

COMMITTEE REPORT



TO Community Development and Environmental Services
Committee

SERVICE AREA Community Design and Development Services
DATE March 30, 2009

SUBJECT Hanlon Expressway Environmental Assessment
REPORT NUMBER 09-33

RECOMMENDATION

"THAT the Community Design and Development Services Report 09-33, on the 'Hanlon Expressway Environmental Assessment, dated March 30, 2009', be received; and

"THAT Council support the interchange upgrade of the Hanlon Expressway and Laird Road intersection identified through the Hanlon EA process, and request the Ministry of Transportation (MTO) to give priority to the design and construction of the new interchange to enable the full development of the Hanlon Creek Business Park and Southgate Industrial lands, as described in this report; and

"THAT Council support the improvements to the Hanlon Expressway intersections at Kortright Road, Stone Road and College Avenue identified through the Hanlon EA process, and request MTO to continually liaise with City staff and area residents in the implementation of these improvements including mitigation of impacts, as described in this report;

"AND THAT the Mayor advise the Minister of Transportation and Guelph MPP Liz Sandals of the City's support of the proposed improvements to the Hanlon Expressway, and the City's request that (a) MTO give priority to completing the interchange at Laird Road to support the development of the Hanlon employment lands; and (b) Ministry staff continually liaise with City staff and area residents in the implementation of the improvements and mitigation measures in the residential areas of Kortright Road, Stone Road and College Avenue."

BACKGROUND

In March, 2008, Staff presented an information report on the status of the current Hanlon Expressway Environmental Assessment (EA). The March 2008 report outlined the development of the Hanlon Expressway and adjacent neighbourhoods between 1966 and 2000, and initiatives undertaken by the Ministry of

Transportation (MTO) to upgrade the Hanlon as a freeway. The report also outlined the purpose of the current EA study, study progress at that time, and the main issues identified through public consultation, which are summarized herein:

- 1) MTO initiated the current EA study in February 2007, for the upgrading of the Hanlon from 0.5 km south of Maltby Road to the Speed River, with Stantec Consulting Ltd. as the study consultant.
- 2) The scope of the undertaking involves only changes to the existing at-grade intersections at Laird Road, Kortright Road, Stone Road and College Avenue. It does not envisage a widening of the Hanlon Expressway, which will remain as a 4-lane roadway as it currently is.
- 3) Two Public Information Centres (PICs) were held on May 10, 2007, and December 5, 2007. A preferred plan of improvements was presented at the second PIC.
- 4) The proposed improvements were identified in two sections: (a) improvements to upgrade the Hanlon/Laird Road intersection as a new interchange including the closure of Clair Road at the Hanlon Expressway; and (b) improvements to upgrade the Hanlon/Kortright Road intersection as a partial interchange, the Hanlon/Stone Road intersection as a full interchange and the Hanlon/College Avenue intersection as grade-separation.
- 5) A Special Council Meeting was held on January 14, 2008, to hear public comments on the proposed improvements. Nearly 400 people attended the meeting and about 30 people made representations. Additional comments were provided in writing by many residents to the MTO Project Team, as part of the EA process.
- 6) The issues and concerns raised were mainly in regard to the modifications proposed in the Preferred Plan of December, 2007, for the Hanlon Expressway intersections at Kortright Road and Stone Road. These concerns included:
 - impact on John Gamble Park due to the ramp in the southeast quadrant of the Kortright-Downey/Hanlon intersection
 - not accommodating to/from-north movements at Kortright Road/Downey Road and the Hanlon Expressway. This would impact the residents of Kortright Hill Community, and patrons of the YMCA living in the northern parts of the City. It would also result in significant traffic infiltration on Woodland Glen Drive.
 - Proposed interchange at Stone/Hanlon: (a) expansive interchange configuration that was incompatible with the residential character of the area; (b) insensitive to the needs of pedestrians and cyclists who cross the Hanlon Expressway on Stone Road in significant numbers; and (c) provides for the westerly extension of Stone Road.
 - Property and noise impacts specific to a number of identified properties in the College-Stone-Kortright section of the Hanlon Expressway.
 - Traffic impacts on municipal roads on the west side of the Hanlon Expressway

The more general issues raised included those pertaining to design matters such as design speed and drainage, impacts on water resources and air quality, as well as the broader question of upgrading the Hanlon Expressway as a freeway for vehicular traffic at the expense of promoting alternative and sustainable

transportation modes.

Community Workshop

To address the issues and concerns raised by residents, MTO, with the City's support, organized a facilitated community workshop of residents and stakeholders. The workshop was held in three parts on May 1, 3 and 13 of 2008. The participants included 20 residents from the College-Stone-Kortright/Downey area ('area residents'), 5 residents from other areas, and 10 stakeholders. The stakeholders included representatives of environmental groups, YMCA, businesses, the Guelph Chamber of Commerce and law enforcement agencies.

A list of workshop participants was prepared from the names of residents and stakeholders who had been communicating with the MTO Project Team and City staff, providing comments and raising issues. The list was circulated among City Councillors and names were added based on feedback. The geographical distribution of the 20 'area residents' was as follows: six from the east side of the Hanlon Expressway, and 14 were from the west side – four of whom were from the Kortright Hill area (south of Kortright Road-Downey Road), five from the Woodland Glen neighbourhood (between Stone Road and Kortright Road-Downey Road) and five from the College Heights area (between College Avenue and Stone Road).

The first session of the Workshop (May 1, 2008) was devoted to providing a comprehensive background to the Hanlon EA undertaking, including Provincial initiatives for transportation improvement in the Guelph-Wellington area and the City of Guelph's transportation planning framework and initiatives. Technical experts dealt with specific design issues such as speed, spacing between interchanges, noise and air quality impacts, drainage and impact on water resources.

The second session (May 3) was a full day exercise in developing evaluation criteria and design solutions. The participants were divided into four groups, and each group independently developed evaluation criteria and their relative weights for evaluating alternative solutions. Remarkably, the criteria and the weights identified by each group were almost identical to one another, as well as to the set of criteria and weights previously developed by the Project Team and used in the EA study.

With assistance from technical experts, the groups then proceeded to develop design concepts to address the concerns at the two intersections at Kortright Road and Stone Road. The four concepts developed by the workshop groups were refined by the Project Team to conform to design standards. On the third day of the workshop (May 13), the groups reviewed each other's concept and exchanged comments and ideas. Refinements were made to the original design concepts.

The New Preferred Plan

It is important to note that the workshop participants did not directly generate alternative solutions that led to the selection of a preferred plan. That task was performed by the MTO Project Team in keeping with the technical requirements of the project and the transparency requirements of the EA process. The Project Team

reviewed the design concepts from the workshop, technically refined them as appropriate, and incorporated each concept as well as combinations of concepts into seven new alternatives for improving the College-Stone-Kortright section of the Hanlon Expressway. One of the seven alternatives was the first Preferred Plan presented in December 2007. The seven alternatives were presented for public review and input at PIC #3 held on June 18, 2008.

The MTO Project Team refined some of the alternatives based on input received at PIC #3, evaluated the seven alternatives using the evaluation criteria that were validated at the Workshop, and identified a new Preferred Plan. The new plan was presented to the public at the 4th PIC held on October 23, 2008. Following PIC #4, additional consultations were held with residents of Old Colony Trail and Woodland Glen Road, as well as the YMCA. MTO and City staff met with Old Colony Trail residents on November 18, 2008, and February 11, 2009. Further refinements were made to the new Preferred Plan to address concerns raised following PIC #4 and meetings with area residents.

At this point, MTO wants to proceed with completing the EA study and is asking for the City's support of the proposed improvements based on the Preferred Plan that has been presented to the public and is outlined in this report. The purpose of this report, dated March 30, 2009, is to provide a detailed description of the Preferred Plan, indicate how the previously raised concerns are addressed in the new Plan, and recommend that the City support the Preferred Plan. In addition, the report provides a summary of the impacts that have been identified and how they will be mitigated during the detailed design and construction of the proposed improvements.

REPORT

Description of the Preferred Plan

Between the first Preferred Plan presented in December, 2007, and the new Preferred Plan presented in October, 2008, there have no changes to the improvements proposed for the Laird/Hanlon and College/Hanlon intersections. On the other hand, significant changes were made to the improvements for the Kortright/Hanlon and Stone/Hanlon intersections to address the issues and concerns raised in regard to the earlier Plan. The following paragraphs describe the Preferred Plan improvements for Laird/Hanlon and College/Hanlon as originally proposed in 2007, and for the Kortright/Hanlon and Stone/Hanlon intersections as modified in the new Plan.

A) Improvements at Hanlon Expressway and Laird Road

A full interchange is required at Laird Road to accommodate the development of employment lands east and west of the Hanlon Expressway in the Southgate Industrial Lands (SGI) and the Hanlon Creek Business Park (HCBP), respectively. Interim improvements were recently completed at the Laird Road and Clair Road intersections to allow a maximum 3.2 M sq ft of development in the HCBP and 1.9 M

sq ft in SGI Phase 1. The recently approved SGI Phase 2 will require interim improvements including signalization at the Hanlon/Maltby intersection to accommodate additional 1.5 M sq ft of development. With a full interchange at Laird Road, the employment lands east and west of the Hanlon Expressway can be developed to their full potential of 12 M to 14 M sq ft.

The proposed interchange upgrade at Laird Road (see design concept in Attachment 1) and associated changes include the following:

- a) New Laird Road bridge spanning the Hanlon Expressway.
- b) Bike lanes and sidewalks on both sides of the bridge, and connected to bicycle/pedestrian trails in the HCBP and SGI lands.
- c) The bridge will be built to accommodate an ultimate cross-section of six lanes on Laird Road, but it can function as a four lane roadway until full capacity is required.
- d) Ramp connections between Laird Road and the Hanlon Expressway to accommodate all movements.
- e) Closing of Clair Road on both sides of the Hanlon Expressway. Maltby Road will also be closed on both sides of the Hanlon Expressway, but only after the new interchange to the south is completed.

The City and MTO have entered into a cost-sharing agreement for the construction of the proposed interchange. The City's share which is being collected through Development Charges will be paid after the completion of the interchange. MTO can obtain budget allocation for this project only after EA approval, although the preparation for the design of the improvements could commence sooner. The earlier target date for building the new interchange was 2011, but subject to the completion of the current EA process, the new interchange is unlikely to be in place before 2012/13.

B) Improvements to the Hanlon Expressway at Kortright Road

The existing at-grade intersection will be upgraded as a partial interchange (see Attachment 2). The partial interchange will provide to/from south access to the Hanlon Expressway from Downey Road and Kortright Road respectively. The main elements of the proposed partial interchange will include the following:

- a) An overpass structure allowing the Hanlon Expressway to be elevated over Kortright Road and Downey Road. This arrangement is necessitated by existing grades on the two roadways. Ramp connections between Downey Road/ Kortright Road and the Hanlon Expressway will be provided to accommodate to/from South movements.
- b) Bike lanes and sidewalks on both sides of Kortright Road and Downey Road under the Hanlon Expressway, along with two travel lanes in each direction.
- c) The geometry of the off-ramp in the southeast quadrant has been adjusted to minimize the impact on the trees in the John Gamble Park. The provision of this ramp will lead to the closing of the old Hanlon Road at Kortright Road, and to the loss of a part of the parking area used by Park visitors. However, alternative access to the Park is available and an alternative parking area can be created to the south of the proposed ramp. Also, residents of Shadybrook

Crescent use the old Hanlon Road during winter months to avoid going uphill on Shadybrook Drive. To address the loss of access to the old Hanlon Road, Shadybrook Drive will be added to the City's "Salt Roads" list for winter maintenance when the Kortright/Hanlon ramp gets constructed.

- d) The on-ramp in the southwest quadrant is located in a floodplain area, but the Grand River Conservation Authority (GRCA) has not identified any significant concerns with the proposed ramp alignment. The ramp will not affect the City's Downey Road water-supply well located further south of the ramp. These issues will again be monitored during the design and construction phase, especially in regard to the design construction of stormwater management facilities.

There will be no direct ramp connection to the Hanlon Expressway to accommodate to/from North movements. These movements will be accommodated by existing north-south roadways (e.g. Scottsdale Drive) on the east side of the Hanlon Expressway, and by the proposed Service Road between Stone Road and Woodland Glen Drive link on the west side of the Hanlon Expressway.

C) Service Road between Stone Road and Woodland Glen Drive

As illustrated in Attachments 3(a) and 3(b), the proposed Service Road will be a north-south, 2-lane, municipal collector road connecting Stone Road to the southerly section of Woodland Glen Drive fronting the YMCA. This section of Woodland Glen Drive will be aligned at Downey Road with the new off-ramp in the southwest corner to create a signalized intersection. In consultation with the YMCA, its existing northerly driveway will be moved further to create a 4-way intersection with the new Service Road and the two legs of Woodland Glen Drive. At its northerly terminus, the proposed Service Road will be part of a new signalized intersection at Stone Road.

The Service Road will be built within the existing Hanlon right-of-way, and behind the backyards of Old Colony Trail properties to the west. The grading for the roadway will impact the backyards of three properties (two on Old Colony Trail, and one on Woodland Glen Road) at the south end of the new road. In the middle section, grading will be confined to the Hanlon right-of-way by a retaining wall, while in the north section the Service Road will be well within the property line. Noise barriers are required along the backyards of the Old Colony Trail properties as part of the Hanlon Expressway improvements and regardless of the location of the Service Road. The location and other details of the retaining wall and noise mitigation measures will be finalized during the detailed design and construction phase in consultation with the residents of Old Colony Trail.

D) Improvements to the Hanlon Expressway at Stone Road

The existing at-grade intersection will be replaced by a full interchange comprising Parclo A and Diamond interchange elements as illustrated in Attachment 4. The Parclo-Diamond combination is an improvement on the originally proposed Parclo-A interchange to address the many concerns raised by area residents. The main

components of the new configuration include:

- a) A grade-separated crossing with Stone Road going over the Hanlon Expressway with a minor shift to the south to minimize impacts on adjacent properties on the north side.
- b) Bike lanes and sidewalks on both sides of Stone Road
- c) Stone Road will have 3 travel lanes in each direction on the bridge, which will continue as far as Scottsdale Drive on the east side. The road will narrow down to one lane in each direction on the west side of the Hanlon Expressway.
- d) Accommodation of all movements through southbound and northbound off-ramps, northbound on-ramp and a southbound loop on-ramp. The proposed Service Road is located in the southwest quadrant.
- e) As in the case of the Kortright Road partial interchange, the southbound off-ramp will lead to the closing of the old Hanlon Road (in the southeast quadrant) at Stone Road. However, this section of the old Hanlon Road is not used for access purposes, and there is opportunity to provide future trail connection between Stone Road and the old Hanlon Road avoiding the new ramp.
- f) The new ramps in the northwest quadrant will remove the existing sidewalk paralleling the Hanlon Expressway and extending up to the existing at-grade Stone/Hanlon intersection. A new 'midblock' pedestrian/bicycle access to the sidewalk on the reconstructed Stone Road will be provided from Bishop Court along the westerly edge of the Mary Phelan School property. City staff will coordinate with the School Board and school authorities in providing this new connection.
- g) The interchange configuration does not provide for the westerly extension of Stone Road.

E) Improvements to the Hanlon Expressway at College Avenue

The existing intersection will be converted into a grade-separation with College Avenue going under the Hanlon Expressway. This arrangement (see Attachment 5) is required to maintain existing property accesses on College Avenue, as accesses cannot be maintained with the alternative flyover arrangement – i.e. College Avenue crossing over the Hanlon Expressway. After the grade-separation of College Avenue, the access to the Hanlon Expressway will be provided by the new interchange at Stone Road. There will be bike lanes and sidewalks on both sides of College Avenue at the Hanlon crossing, along with one traffic lane in each direction as traffic volumes on College Avenue will significantly decrease after College Avenue is grade-separated from the Hanlon Expressway.

Issues Relating to the Kortright-Stone-College Area

Design Speed/Posted Speed

Workshop participants as well as City Councillors raised the issue of using a lower than 120 km/h design speed and lower than 100 km/h posted speed for the upgraded Hanlon Expressway, especially around residential areas. MTO has indicated that safety considerations do not permit using lower than 120 km/h for

design purposes; however, it is willing to consider lowering the posted speed after the improvements are completed.

Traffic Issues to the West of the Hanlon Expressway

The physical constraints against providing to/from north ramps at Kortright Road-Downey Road created the challenge of accommodating to/from traffic generated, on the west side of the Hanlon Expressway, by the Kortright Hill community, sections of the Woodland Glen neighbourhood and the YMCA. Although, the College Avenue extension (south of Stone Road connecting with Ptarmigan Drive at Niska Road) was included in the Official Plan (Attachment 6) to accommodate this traffic, it would not have accommodated all of it, especially traffic emanating from the YMCA. On the other hand, a College Avenue extension would encourage external traffic from Wellington Road 35 (WR-35) and Downey Road to funnel through the Kortright Hill area. In addition, the College Avenue extension poses significant environmental problems. For these reasons and in light of the Council Resolution that College Avenue extension is not a future option, it was not included in the Preferred Plan presented in December 2007. This left Woodland Glen Drive as the principal road for accommodating to/from north traffic emanating from south of Stone Road and west of the Hanlon Expressway. The Community Workshop addressed this issue and developed a number of concepts based on a service road either on the east or on the west side of the Hanlon Expressway. The Project Team evaluated alternatives incorporating these concepts and selected the Preferred Plan that includes the Service Road to the west side as described earlier in this report. The west side location was selected as part of the Preferred Plan and it avoids operational problems associated with a service road on the east side as well as making local traffic crisscross a freeway. The proposed Service Road will be a collector road, will have no residential frontage, and will carry primarily local (Kortright Hill, Woodland Glen and YMCA) traffic. At present, Downey Road carries a significant amount of external traffic from WR-35 to the Hanlon Expressway. With the construction of the Laird interchange the external traffic will be diverted to the Hanlon Expressway at Laird Road, and supplementary traffic calming measures could be undertaken if necessary to further discourage external traffic infiltrating Kortright Hill and Woodland Glen neighbourhoods.

Reasons for Removing the Option of Stone Road Extension

One of the concerns with the first Preferred Plan was that the design for the interchange at Stone Road provided for the westerly extension of Stone Road as identified in the Official Plan (Attachment 6). The removal of the Stone Road extension is one of the reasons for the new interchange design included in the revised Preferred Plan. There are also other considerations that are supportive of removing the Stone Road extension as a future option from the City's OP. First, with a fully upgraded Hanlon Expressway there will be neither need nor justification, from a network standpoint, for extending Stone Road across the Speed River. Second, the primary reason for considering Stone Road extension to access development lands on the west side of the Speed River, outside the City limits, is no longer valid. Stone Road may have been required in the past when WR-124 was an access controlled Provincial highway (old Hwy 24). The subject lands can now be served by WR-124, which is a county road with connections to a realigned WR-124 as well as the Hanlon Expressway. The lands would appear to have limited

development potential given their designations as prime agricultural and core environmental in the County OP. Third, removing the Stone Road extension as a future option also removes the potential for impacting a sensitive environmental area including a new crossing of the Speed River. Lastly, removing the Stone Road extension will protect the Woodland Glen and College Heights communities from external vehicular and truck traffic. The existing Niska Road Bridge is included as a project in the 10-year Capital Forecast for upgrading as a 2-lane crossing following an Environmental Assessment. The proposed improvement to the Niska Road Bridge is sufficient to accommodate the cross-river travel needs of the Kortright Road-Downey Road communities. A staff report recommending the removal of the Stone Road extension from the Official Plan will be presented to Council following the approval of the Hanlon EA.

Property Impacts/Noise Impacts

The properties impacted by the proposed improvements have been identified and their breakdown is as follows:

- Industrial Properties (at Laird Road): 7 properties on the east side (3 of them limited to grading impacts), and 2 on the west side of the Hanlon Expressway. These are addressed either through the development process or directly with property owners.
- Residential Properties (Kortright-Stone-College area): 7 properties on the east side (2 of which are limited to grading impacts), and 12 properties on the west side (3 of which are limited to grading).

MTO officials are dealing with property issues on a property by property basis and have started discussions owners of affected properties. MTO has also identified the areas where noise mitigation measures will be required. The implementation of the mitigation measures will be undertaken in consultation with adjacent property owners. A number of residents on the east side are concerned with the technical determination that mitigation measures in certain areas are either unwarranted or impractical. MTO and City staff will continue to work with these residents during the detailed design and construction phase to address their concerns.

General Issues and Concerns Raised in the Hanlon EA

A number of issues of a general nature pertaining to sustainable transportation environmental practices were raised during the EA process. City staff have at various times provided clarifications and pointed out the overall context for upgrading the Hanlon Expressway. The context and the clarifications provided are summarized herein.

General Criticism

The most general criticism of upgrading the Hanlon Expressway was that it would facilitate the increase in auto usage at the expense of alternative modes. City staff have clarified that the planning and expansion of transportation infrastructure should not be based on an either/or choice between rail and road, but a sustainable

and practical mix of several components. Specifically, the upgrading of the Hanlon Expressway should be seen in conjunction with other initiatives to promote the use of alternative modes in Guelph. These include the Transportation Demand Management (TDM) initiatives particularly the initiatives to triple cycling usage from its current share of 1.1%, promote walking, and to increase transit ridership. The City is also starting the 'Transit System Growth Strategy and Plan' initiative to provide the framework for enhancing future transit service and achieving higher ridership levels. Under the Provincial initiative to extend GO rail service from GTA to Guelph, the City is working closely with GO Transit to have the new service commence in 2011, which would be well before any of the proposed Hanlon improvements are in place.

Accommodating Alternative Modes

The upgrading of the Hanlon Expressway will also directly and indirectly contribute to accommodating alternative modes in the City. First, an upgraded Hanlon Expressway will divert auto and truck traffic from the City arterial roads thereby enhancing safety and creating capacity on these roads for transit and active transportation (cycling/walking) modes. Second, the changes identified in the Preferred Plan for the intersections at Laird Road, Kortright Road, Stone Road and College Avenue provide for pedestrian and cycling crossing of the Hanlon Expressway with improved levels of service and safety from what are currently available. And third, an upgraded Hanlon Expressway could potentially be used for providing rapid bus service in Guelph. This will have to be identified through the Transit Growth Strategy study that the City is currently initiating. MTO is supportive of the City exploring the possibility of using the Hanlon Expressway for providing bus rapid transit in Guelph.

Air Quality

A few participants at the Community Workshop and during public consultations raised the issue of impacts on air quality as a result of the proposed Hanlon Expressway improvements. Theoretical air quality assessments carried out by the MTO indicate that changes in air quality along the Hanlon Expressway will be within allowable limits. In addition, the removal of traffic lights on the Hanlon Expressway after its upgrading will eliminate the current patterns of stop-go traffic which is a significant contributor to adverse air quality changes. However, given the growing interest in monitoring air quality changes in Guelph and other municipalities, particularly at the street level, City Council has authorized staff to initiate an Air Quality Monitoring Program (AQM) to monitor air quality changes both before and after the Hanlon upgrades, as well as changes associated with other road works and development activities in Guelph.

Natural Heritage/Wildlife

Guelph is currently preparing a Natural Heritage Strategy including an inventory of wildlife habitats and locations of wildlife crossings on roadways in Guelph, with the expectation that roadway improvements will provide for safe crossing features to the extent that it is practical. One of the crossings identified is on the Hanlon Expressway, in the area of an existing culvert, between Kortright Road and Laird Road. This information has been shared with MTO, and MTO has indicated that as

there will be no changes (widening or reconstruction) to the Hanlon Expressway at the identified crossing location, specific crossing features cannot be undertaken as part of the planned improvements. City staff will follow up on this matter and ask MTO to explore the feasibility of providing a safe crossing feature during future expansion or reconstruction. City staff will also coordinate with MTO on landscaping and tree replacements during the detailed design and construction phase.

Summary and Conclusion

In summary, the Hanlon Expressway EA process has engaged the community and has benefited from their input. Significant changes have been made to the original Preferred Plan based on public consultation and input. The new Preferred Plan addresses most of the issues and concerns raised about its predecessor plan, and represents a significantly improved undertaking. However, given location of the proposed improvements in the midst of residential areas between College Avenue and Kortright Road, there are unavoidable impacts on some of the adjacent properties. These impacts will be mitigated on a property by property basis during the detailed design and construction phase of the project. MTO and City staff will liaise with affected residents to mitigate impacts in a practical and acceptable.

The proposed improvements at Laird Road could proceed to design and construction immediately following the completion of the current Environmental Assessment. This would enable the completion of the Laird interchange by 2012 or 2013. On the other hand, the commencement of construction of the proposed improvements at Kortright Road, Stone Road and College Avenue is likely to be after 2015. In the interim period following the completion of the EA, MTO and City staff will work with area residents to proactively address issues relating to property and noise impacts. A successful completion of the EA process will enable the commencement of the mitigation process sooner than later.

The Ministry of Transportation would like to receive Council's support of the Preferred Plan before proceeding to complete the Transportation Environmental Study Report for submission to the Ministry of the Environment and for public review. During the 30-day public review period, residents and stakeholders will have the opportunity to provide comments as well as to file objections with the Minister of the Environment.

CORPORATE STRATEGIC PLAN

Strategic Direction #1: To Manage Growth in a Balanced Sustainable Manner

- Ensure the City's infrastructure is appropriate for current and anticipated growth
- Work with neighbouring municipalities and all levels of government on policy and direction

FINANCIAL IMPLICATIONS

The 2010-2018 Capital Forecast allocates \$15.9 M (RD0139) as City's share for the Hanlon/Laird interchange, and \$2.5 M (RD0165) for municipal road improvements in the Kortright-Stone-College area. Both amounts are paid by Development Charges. The construction timing for the Laird interchange is 2012-13 and the City's share is to be paid after MTO completes the construction. The timing of the Kortright-Stone-College area improvements is unknown at this time.

DEPARTMENTAL CONSULTATION

This report was circulated to the Operations Department, Development and Parks Planning Division, and Policy Planning Division for their review.

COMMUNICATIONS

Notice of the March 30, CDES meeting was advertized in the media and distributed to residents/stakeholders on the mailing list. City staff will present the report at the meeting; MTO Project Team Members will be present to answer questions.

ATTACHMENTS

- Attachment 1 – Laird Road Interchange
- Attachment 2 – Downey Road / Kortright Road Grade Separation
- Attachments 3(a) & 3 (b) – Proposed (Westside) Service Road
- Attachment 4 – Stone Road Interchange
- Attachment 5 – College Avenue Grade Separation
- Attachment 6 – Guelph Official Plan, Transportation Schedule (9B)



Prepared By:

Rajan Philips, P.Eng.,
Manager, Transportation Planning & Development Engineering
(519) 837-5604, ext. 2369
rajan.philips@guelph.ca



Endorsed By:

Richard Henry, P.Eng.,
City Engineer
Development Services



Recommended By:

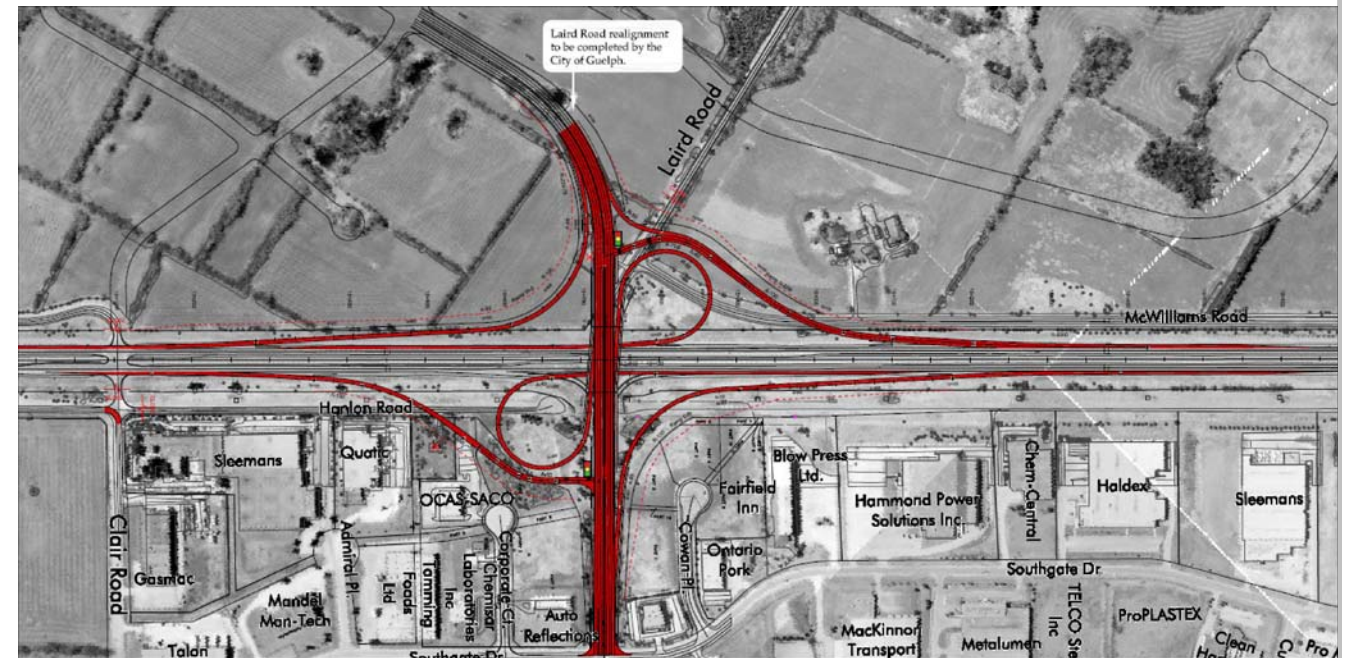
James N. Riddell
Director, Community Design and
(519) 837-5617, Ext. 2361

(519) 837-5604, ext. 2248
richard.henry@guelph.ca

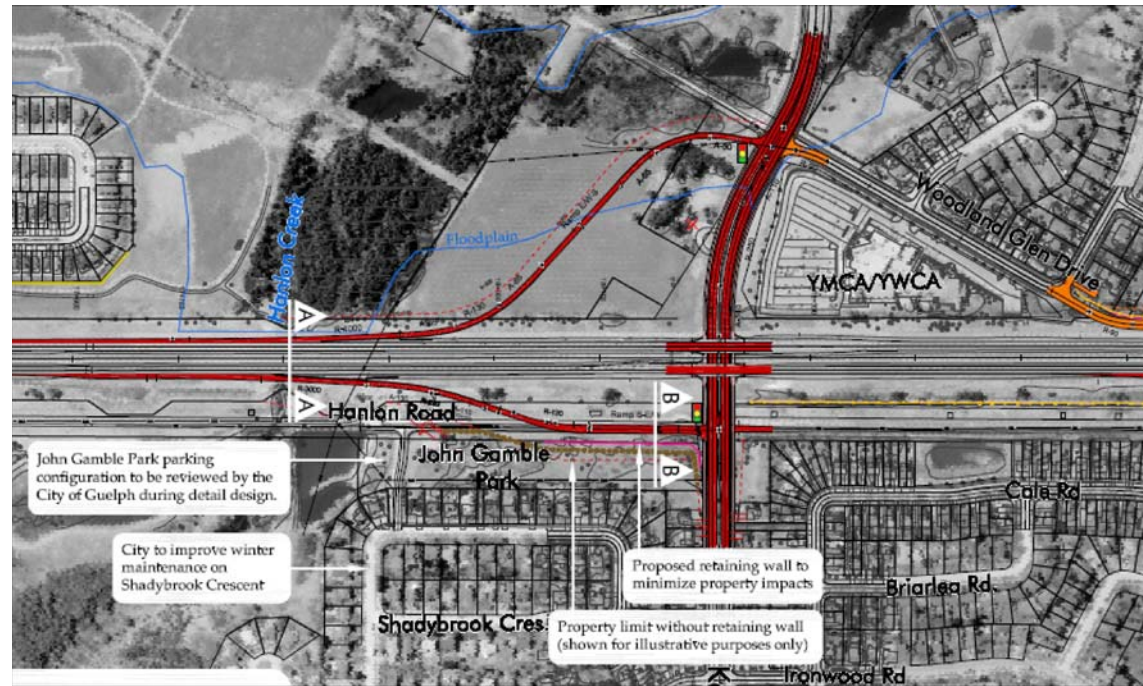
jim.riddell@guelph.ca

T:\ENGINEER\Engineering Council\2009

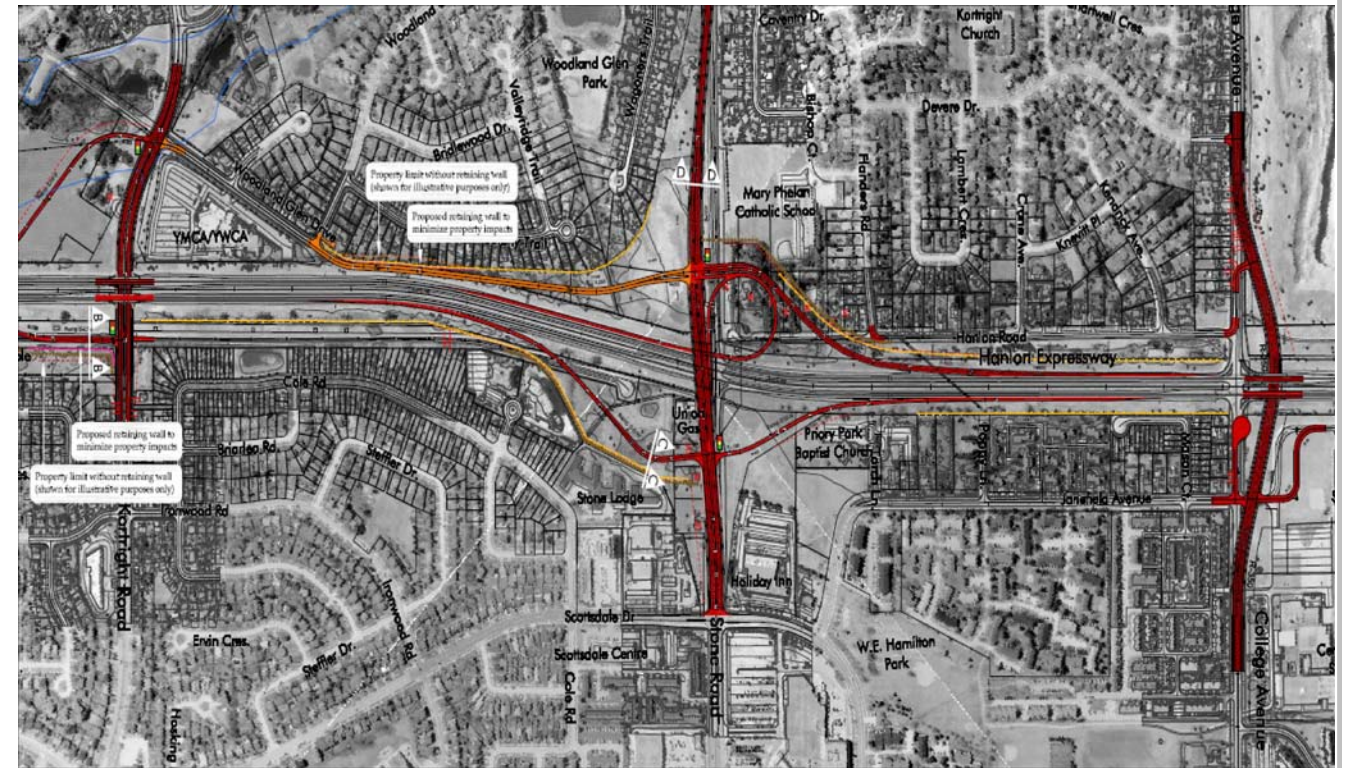
COMMITTEE REPORT



Attachment 1: Laird Road Interchange



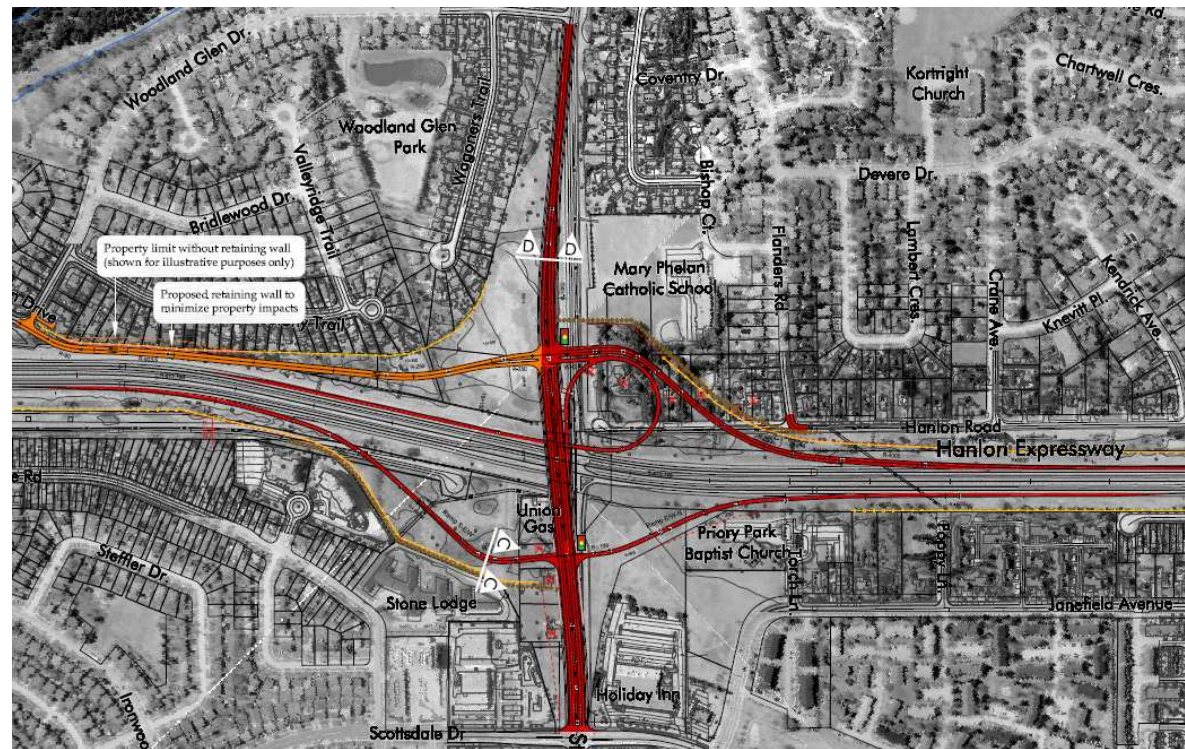
Attachment 2: Downey Road / Kortright Road Grade Separation



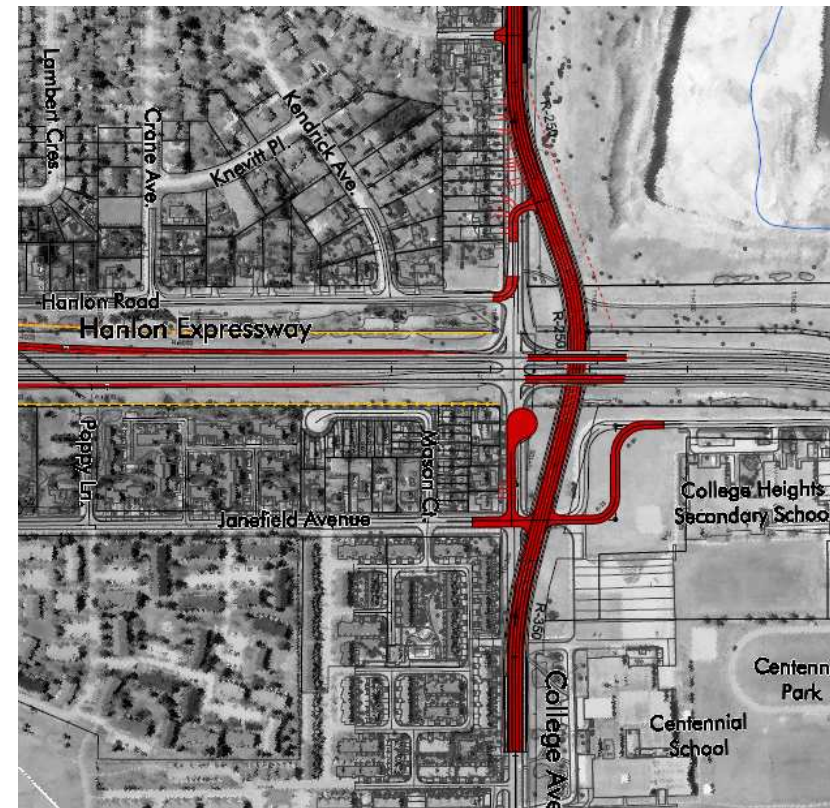
Attachment 3(a): Proposed (Westside) Service Road



Attachment 3(b): Proposed (Westside) Service Road



Attachment 4: Stone Road Interchange



Attachment 5: College Avenue Grade Separation

COMMITTEE REPORT

Attachment 6: Guelph Official Plan, Transportation Schedule (9B)

HANLON EXPRESSWAY MAY BE EXTENDED TO LINK INTO HIGHWAY 7 PROPOSAL TO KITCHENER

WIDENING OF WOODLAWN ROAD TO 6 LANES BETWEEN HANLON EXPRESSWAY AND WOOLWICH ST. IS AN ALTERNATIVE TO HANLON EXPRESSWAY EXTENSION. (REFER TO POLICY No. 8.2.27)

ROAD SEGMENTS REQUIRING "SPECIAL STUDY" (SEE POLICY No. 8.2.28)

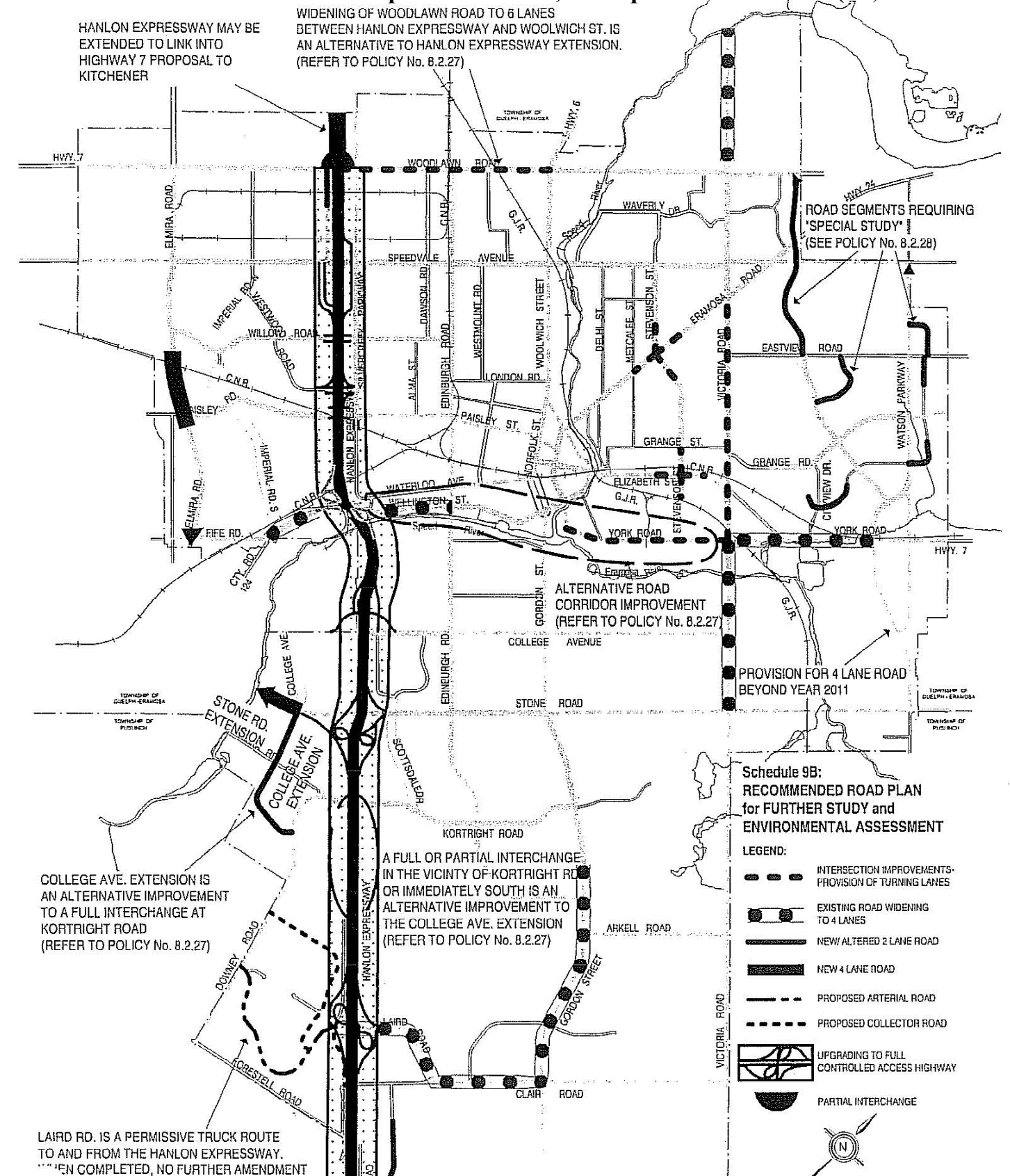
ALTERNATIVE ROAD CORRIDOR IMPROVEMENT (REFER TO POLICY No. 8.2.27)

PROVISION FOR 4 LANE ROAD BEYOND YEAR 2011

COLLEGE AVE. EXTENSION IS AN ALTERNATIVE IMPROVEMENT TO A FULL INTERCHANGE AT KORTRIGHT ROAD (REFER TO POLICY No. 8.2.27)

A FULL OR PARTIAL INTERCHANGE IN THE VICINITY OF KORTRIGHT RD OR IMMEDIATELY SOUTH IS AN ALTERNATIVE IMPROVEMENT TO THE COLLEGE AVE. EXTENSION (REFER TO POLICY No. 8.2.27)

LAIRD RD. IS A PERMISSIVE TRUCK ROUTE TO AND FROM THE HANLON EXPRESSWAY. WHEN COMPLETED, NO FURTHER AMENDMENT



Schedule 9B:
RECOMMENDED ROAD PLAN
for FURTHER STUDY and
ENVIRONMENTAL ASSESSMENT

- LEGEND:
- INTERSECTION IMPROVEMENTS- PROVISION OF TURNING LANES
 - EXISTING ROAD WIDENING TO 4 LANES
 - NEW/ ALTERED 2 LANE ROAD
 - NEW 4 LANE ROAD
 - PROPOSED ARTERIAL ROAD
 - PROPOSED COLLECTOR ROAD
 - UPGRADING TO FULL CONTROLLED ACCESS HIGHWAY
 - PARTIAL INTERCHANGE

CITY COUNCIL AGENDA



DATE April 27, 2009

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

**O Canada
Silent Prayer
Disclosure of Pecuniary Interest**

CONFIRMATION OF MINUTES (Councillor Wettstein)

"THAT the minutes of the Council Meetings held March 23 and April 6, 2009 and the minutes of the Council meetings held in Committee of the Whole on March 23 and 30, 2009 be confirmed as recorded and without being read."

CONSENT REPORTS – ITEMS TO BE EXTRACTED

Reports from: Community Development & Environmental Services
Emergency Services, Community Services & Operations
Finance, Administration & Corporate Services
Governance
Council Consent

Resolution to adopt the Consent Agenda

"THAT the balance of the April 27, 2009 Consent Agenda be adopted."

PRESENTATION

- a) Presentation of the 2009 Pinnacle Award for Internal Communications to Marina Grassi
- b) Presentation of the CPRS-Hamilton Award of Merit for the 2009 City of Guelph Conservation Calendar to Laurie Watson
- c) Presentation by representatives of Maple Reinders with respect to the Selection of Preferred Proponent to Design, Build and Operate a New Organics Waste Processing Facility (CDES Consent Report #8)
Delegations:
 - Eugene Gromczynski
 - Lidia Sienkowska
- d) Margaret Neubauer with respect 2009 Tax Operating Budget Adjustments (FACS Consent Report #4 and Consent Report A-3)

DELEGATIONS (Councillor Beard)

"THAT persons desiring to address Council be permitted to do so at this time."
(limited to a maximum of five minutes)

- a) Hanlon Expressway Environmental Assessment (CDES Consent Report Clause 1)
 - Jennifer Graham Harkness, Ontario Ministry of Transportation
 - Paul Muller
 - Doug Gruber
 - Steve Barnhart
 - Jim Rooney
 - Paul Edwards
 - Susan Edwards
 - Valerie Burley
 - Paul Burley

COMMITTEE OF THE WHOLE (Councillor Bell)

"THAT Council now go into Committee of the Whole to consider reports and correspondence."

ITEMS EXTRACTED FROM REPORTS FROM COMMITTEES OF COUNCIL AND OTHER COMMITTEES

- a) Community Development and Environmental Services Committee
"THAT the Second Report of the Community Development and Environmental Services Committee be received and adopted."
- b) Emergency Services, Community Services and Operations Committee
"THAT the Third Report of the Emergency Services, Community Services & Operations Committee be received and adopted."
- c) Finance, Administration and Corporate Services Committee
"THAT the Second Report of the Finance, Administration & Corporate Services Committee be received and adopted."
- d) Governance and Economic Development Committee
"THAT the Second Report of the Governance and Economic

Development Committee be received and adopted.”

ITEMS EXTRACTED FROM CONSENT AGENDA

- a) Reports from Administrative Staff
- b) Items for Direction of Council
- c) Items for Information of Council

Resolution – Councillor Billings

"THAT the Committee rise with leave to sit again."

Resolution – Councillor Burcher

"THAT the action taken in Committee of the Whole in considering reports and correspondence, be confirmed by this Council."

BY-LAWS

Resolution – Adoption of By-laws (Councillor Farrelly)

QUESTIONS

MAYOR'S ANNOUNCEMENTS

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

NOTICE OF MOTION

ADJOURNMENT

**CONSENT REPORT OF THE
COMMUNITY DEVELOPMENT AND ENVIRONMENTAL SERVICES COMMITTEE**

April 27, 2009

Her Worship the Mayor and
Councillors of the City of Guelph.

Your Community Development and Environmental Services Committee beg leave to present their SECOND CONSENT REPORT as recommended at its meetings of March 30, April 7, and April 20, 2009.

If Council wishes to address a specific report in isolation please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Report of the Community Development & Environmental Services Committee will be approved in one resolution.

1) HANLON EXPRESSWAY ENVIRONMENTAL ASSESSMENT

THAT the Community Design and Development Services Report 09-33, on the `Hanlon Expressway Environmental Assessment`, dated March 30, 2009, be received;

AND THAT staff be directed to address the comments received at the March 30, 2009 Community Development and Environmental Services Committee meeting and that a recommendation be brought forward to be placed on the next Council agenda.

Recommendation resulting from direction given at the March 30, 2009 Community Development and Environmental Services Committee (see attached Memo and report from Rajan Philips):

THAT the Council Report 09-42, on the `Hanlon Expressway Environmental Assessment`, dated April 27, 2009, be received;

AND THAT Council support the interchange upgrade of the Hanlon Expressway and Laird Road intersection identified through the Hanlon EA process, and request the Ministry of Transportation (MTO) to give priority to the design and construction of the new interchange to enable the full development of the Hanlon Creek Business Park and Southgate Industrial lands, as described in this report;

AND THAT Council support the improvements to the Hanlon Expressway intersections at Kortright Road, Stone Road and College Avenue identified through the Hanlon EA process, and request MTO to set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents, during the design and construction phase of the project, to coordinate the implementation of the proposed improvements and mitigation of impacts as described in this report;

AND THAT Council direct staff to work with MTO to develop and implement an advanced tree replacement program in the study area, in consultation with area

residents, following the completion and approval of the EA;

Page No. 2
April 27, 2008

Community Development and Environmental Services Committee Report Consent

AND THAT Council request MTO to include for future reference and record the City of Guelph Report 09-42, dated April 27, 2009, and the Memo to Council dated April 27, 2009, in the final Transportation Environmental Study Report (TESR) for the Hanlon Expressway (Provincial Highway 6);

AND THAT the Mayor request MTO to initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives;

AND THAT the Mayor advise the Minister of Transportation and Guelph MPP Liz Sandals of the City's support of the proposed improvements to the Hanlon Expressway, and the City's request that MTO (a) give priority to completing the interchange at Laird Road to support the development of the Hanlon employment lands; (b) set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents to coordinate the implementation of the proposed improvements and mitigation of impacts including an advanced tree replacement program in the residential areas of Kortright Road, Stone Road and College Avenue; and (c) initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives."

2) 2009 DEVELOPMENT PRIORITIES PLAN (DPP)

THAT the Community Design and Development Services Report 09-05 regarding the 2009 Development Priorities Plan (DPP), dated March 30, 2009, be received.

AND THAT Guelph City Council approve the ninth annual Development Priorities Plan 2009, attached to Community Design and Development Services Report 09-05 dated March 30, 2009;

AND THAT staff be directed to use the Development Priorities Plan to manage the timing of development within the City for the year 2009;

AND THAT amendments to the timing of development, as outlined by Schedules 2, 3 and 4 of the plan, be permitted only by Council approval, unless it can be shown that there is no impact on the capital budget and that the dwelling unit targets for 2009 are not exceeded.

3) EXPANSION OF THE MUNICIPAL REGISTER OF CULTURAL HERITAGE PROPERTIES TO INCLUDE NON-DESIGNATED BURCHER-STOKES PROPERTIES INCLUDING A REVIEW PROCESS

THAT Report No. 09-032, dated March 30, 2009 from Community Design and Development Services, regarding the expansion of the Municipal Register of Cultural Heritage Properties to include the "non-designated" City of Guelph Inventory of Heritage Structures (Burcher-Stokes Properties) be received;

Page No. 3
April 27, 2008

Community Development and Environmental Services Committee Report Consent

AND THAT the Review Process included in Attachment 2 to provide property owners with a review process to seek corrections to listed information which could lead to the possible removal of the property from the "Municipal Register of Cultural Heritage Properties" be endorsed;

AND THAT a progress report on the Review Process be presented to Council within the first year of implementing the process;

AND THAT the Municipal Register of Cultural Heritage Properties be expanded to include the "non-designated" City of Guelph Inventory of Heritage Structures (Burcher-Stokes Properties) listed in Attachment 3 of Report 09-32, dated March 30, 2009.

4) PROPOSED AMENDMENTS TO BROWNFIELDS REGULATION (O. Reg. 153/04)

THAT the report 09-23 entitled "Proposed Amendments to Brownfields Regulation (O.Reg. 153/04) be received;

AND THAT the City comments on the proposed amendments to the Brownfields Regulation be endorsed.

AND THAT the Mayor write letters requesting and encouraging the provincial and federal governments to provide financial incentives to clean up brownfield projects.

5) APPROVAL FOR REVISIONS TO THE 2009 OUTSIDE WATER USE PROGRAM AND BY-LAW

THAT Council approves revisions to the Outside Water Use Program and By-law as outlined in the report of the Director of Environmental Services, dated April 20, 2009.

6) 2009 HEALTHY LANDSCAPES PROGRAM

THAT the update report of the Director of Environmental Services dated April 20, 2009 entitled "2009 Healthy Landscapes Program" be received;

AND THAT Council approve the conversion of the Healthy Landscapes Technician position from a full-time contracted position to a full-time staff position.

7) WASTEWATER TREATMENT MASTER PLAN

THAT the Wastewater Treatment Master Plan Study be approved;

AND THAT staff undertake the proposed initiatives in accordance with the recommendations of the Wastewater Treatment Master Plan Study, as outlined in Section 3.0 (Preferred Solutions) of the attached report;

AND THAT staff bring forward for Council approval, as required and through the annual budget approval process, projects arising out of these initiatives for approval

prior to implementation;

Page No. 4
April 27, 2008

Community Development and Environmental Services Committee Report Consent

AND THAT staff continue to support the conservation goals approved in the Water Supply Master Plan (and Water Conservation and Efficiency Strategy) with water conservation and inflow and infiltration reduction programs in conjunction with optimization activities at the treatment plant as measures to defer the need to expand the existing Wastewater Treatment Plant (WWTP);

AND THAT staff continue to integrate the results of the Wastewater Treatment Master Plan with other City master plans including the Water and Wastewater Servicing Master Plan Study, Water Supply Master Plan and Stormwater Management Master Plan;

AND THAT Don Drone, Chair, and the members of the Wastewater Treatment Master Plan Study Public Advisory Committee be thanked for their work and the successful completion of the Master Plan.

8) SELECTION OF PREFERRED PROPONENT TO DESIGN, BUILD AND OPERATE A NEW ORGANICS WASTE PROCESSING FACILITY

THAT the report of the Director of Environmental Services dated April 20, 2009 entitled Selection of Preferred Proponent to Design, Build and Operate a New Organics Waste Processing Facility be received;

AND THAT the recommendation of the Organic Facility Evaluation Team to proceed with the first-ranked proponent (Maple Reinders) be approved;

AND THAT, subject to a satisfactory value engineering review of Maple Reinders' proposal, Council authorizes the Mayor and Clerk to enter into a construction contract with Maple Reinders Ltd. to design and build a new Organics Waste Processing Facility, based on the construction parameters appended to the approved RFP;

AND THAT Council commits to identifying a source for the funding of the construction of the Organics Facility through utilization of its investment in Hydro Note Receivable or in the alternative, from a long term debenture, with the method of funding to be determined by the end of July, 2009;

AND THAT Council directs staff to prepare an Operations and Maintenance Agreement with Maple Reinders and bring back to Council for their consideration.

9) PHASE IV – IMPLICATIONS ANALYSIS OF THE CITY OF GUELPH'S LOCAL GROWTH MANAGEMENT STUDY

THAT the Community Design and Development Services Report 08-122 dated April 20, 2009 concerning Phase IV – Implications Analysis of the City of Guelph's Local Growth Management Strategy be received;

AND THAT this report serve as the foundation for the preparation of the update to the City's Official Plan to implement the Local Growth Management Strategy in response to the Provincial Growth Plan for the Greater Golden Horseshoe (Provincial

Growth Plan).

Page No. 5
April 27, 2008

Community Development and Environmental Services Committee Report Consent

All of which is respectfully submitted.

Councillor Lise Burcher, Chair
Community Development & Environmental
Services Committee

PLEASE BRING THE MATERIAL THAT WAS DISTRIBUTED WITH THE AGENDA FOR THE MARCH 30, APRIL 7 & APRIL 20, 2009 MEETINGS.



Engineering Services

Making a Difference

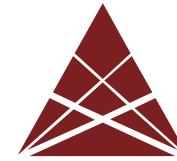
File No. 22.122.001A

To: Mayor and Councillors
From: Rajan Philips, Manager Transportation Planning and Development Engineering
Department: CDDS Division: Engineering
Date: April 23, 2009
Subject: Hanlon Expressway: Greenhouse Gas Emissions Estimates

Attached please find the Technical Memorandum prepared by Paradigm Transportation Solutions Limited on the Hanlon Expressway Greenhouse Gas Emissions. The Memorandum outlines the methodology used in preparing the greenhouse gas emissions estimates for the Hanlon Expressway under three scenarios, each corresponding to afternoon peak hour traffic conditions: (a) existing Hanlon Expressway (i.e 2009) with at-grade intersections; (b) Hanlon Expressway with at-grade intersections with 2031 traffic projections; and (c) Hanlon Expressway upgraded as freeway with 2031 traffic projections.

The Memorandum provides the background to the information included as part of Council Report 09-42 on the Hanlon Expressway Environmental Assessment.

Memo



Memorandum

To: Rajan Phillips, P.Eng.
From: Jim Mallett, M.A.Sc., P.Eng., PTOE
Date: April 17, 2009
Re: Hanlon Expressway Greenhouse Gas Emissions Estimates

Transportation Planning

Transit Planning

Traffic Engineering

Parking Planning

Philip E. Grubb
B.A.Sc., P.Eng.
President

William B. O'Brien
M.A.Sc., P.Eng.
Vice President

James J.L. Mallett
M.A.Sc., P.Eng., PTOE
Vice President

www.ptsl.com

45 Grosvenor Lane
Cambridge ON N1R 8N2

Email: jmallett@ptsl.com
Phone: 519-896-3163
905-381-2229
Fax: 1-866-722-5117

Paradigm Transportation Solutions Limited

Further to your recent request, we have prepared estimates of Greenhouse Gas Emissions in terms of CO2e that are projected to occur in the Hanlon Expressway corridor under three scenarios:

- 2009 PM Peak Hour;
2031 PM Peak Hour with existing infrastructure (i.e. at-grade);
2031 PM Peak Hour assuming the Hanlon is converted to a fully grade-separated facility.

The following details the information sources and assumptions used in preparing these estimates.

Traffic Volumes

Existing Traffic volume estimates were prepared based on data provided in the "Highway 6 - Highway 401 to Woodlawn Road (The Hanlon Expressway) Traffic Operations Study". The report provided 2003 PM Peak Hour traffic volumes throughout the length of the corridor. These volumes were adjusted to 2009 conditions through assuming that volumes have increased at 2% per annum over to 2003 to 2009 period (i.e. about 12.6%).

Traffic projections for the corridor were prepared using the model developed for the Guelph-Wellington Transportation Master Plan. These projections were based on City of Guelph land use estimates prepared to 2031. The resultant increases average about 2.2% per annum over the 2009 to 2031 period, resulting in an estimated 60% increase in traffic flows.

Table 1 summarizes the distances, traffic volumes and vehicle-kilometres travelled (VKMT) between the listed intersections along the Hanlon Expressway from Woodlawn Road to Wellington Road 34. It is noted that for the purpose of this assessment, it has been assumed that future traffic flows would be similar on the Hanlon Expressway regardless of whether it operated at-grade, or was grade-separated.



Table 1: Existing and Projected Volumes and VKMT

Section	From	To	Distance (km)	2009		2031	
				PM Peak Hour Volume	VKMT	PM Peak Hour Volume	VKMT
1	Woodlawn	Speedvale	1.05	2000	2100	3200	3360
2	Speedvale	Willow	0.85	2800	2380	4480	3808
3	Willow	Paisley	0.80	3000	2400	4800	3840
4	Paisley	Wellington	1.05	3800	3990	6080	6384
5	Wellington	College	1.55	4500	6975	7200	11160
6	College	Stone	0.90	3600	3240	5760	5184
7	Stone	Kortright	1.00	3300	3300	5280	10032
8	Kortright	Laird	2.50	2700	6750	4320	19008
9	Laird	WCR 34	4.60	2200	10120	3520	16192
Total			14.30		41255		78968

The results indicate that in 2009 during the PM peak hour, there is an estimated 41,200 VKMT occurring. Projections to 2031 indicate that this value will increase by about 90% to nearly 79,000 VKMT during the PM peak hour.

Operating Speeds

Vehicle emissions are directly linked to the operating speed of vehicles. Therefore, in order to project the impact on operating speeds in the future, an assessment of the existing distribution of operating speeds was needed. In early April 2009, operating speed data were collected on the Hanlon Expressway using the "Average Car Method" (the probe vehicle tries to capture the average of the traffic stream by passing as many vehicles as those passing it) and GPS transponders. The average operating speed was collected throughout the length of the corridor in each direction. Several runs in each direction were made during the PM peak hour to obtain a representative sample (Figure 1 and Figure 2).

These data were then reduced to match the sectioning established for volume estimates. Table 2, (Figure 3 and Figure 4) summarize the distribution of the existing operating speeds within each section. The following is noted:

- The overall average operating speed for the corridor was about 78 km/h;
- South of Laird Road the average operating speed was about 86 km/h;
- the section between Paisley Road and College Avenue also experienced higher average operating speed in the order of 81-84 km/h;
- The section between College Avenue and Kortright Road experienced lower



average operating speeds between 60 and 72 km/h;

- The section north of Paisley Road experienced the lowest average operating speeds between 65 and 68 km/h;
- Overall, about 64% of the observed operating speed were between 60 and 90 km/h;
- the section between Paisley Road and College Avenue and the section south of Laird Road experiencing speeds in excess of 90 km/h; and
- the section between Stone Road and Kortright Road appears to experience the most congestion with about 45% of the operating speeds being less than 60 km/h.

Table 2: Existing Operating Speed Distribution

Section	Idle	1-15 (km/h)	16-30 (km/h)	31-45 (km/h)	46-60 (km/h)	61-75 (km/h)	76-90 (km/h)	91-105 (km/h)	> 106 (km/h)	Total	Average Speed (km/h)
Woodlawn to Speedvale	3%	3%	3%	8%	20%	55%	8%	0%	0%	100%	65.3
Speedvale to Willow	2%	3%	4%	6%	20%	45%	20%	0%	0%	100%	68.1
Willow to Paisley	3%	4%	5%	8%	15%	45%	20%	0%	0%	100%	66.5
Paisley to Wellington	1%	1%	2%	5%	8%	17%	55%	11%	0%	100%	81.6
Wellington to College	1%	1%	2%	3%	5%	15%	60%	13%	0%	100%	84.0
College to Stone	3%	2%	2%	5%	12%	44%	32%	0%	0%	100%	72.2
Stone to Kortright	5%	10%	10%	10%	10%	30%	25%	0%	0%	100%	60.4
Kortright to Laird	1%	1%	1%	3%	5%	15%	44%	30%	0%	100%	87.2
Laird to WCR 34	1%	1%	2%	4%	7%	13%	45%	27%	0%	100%	85.4
Corridor	1%	3%	3%	5%	10%	26%	38%	14%	0%	100%	77.9

Emission Estimates

Emission estimates stemming from automobile travel are conducted in a number of ways. Three of the most common methods include:

- Link Level Emissions – This method makes use of emission factors that are generated from a vehicle emissions model such as MOBILE, MOVES or EMFAC. These models include fleet variables, temperature variables, cold start activity among others.
- Total Vehicle Emissions – This method makes use of emission factors that are derived from a speed-emission curve, table or equation and relate vehicles travel activity such as speed or vehicle type.
- Fuel Consumption Surrogate – This method makes use of estimates from vehicle fuel consumption and relates this information to emissions.

In the case of the Hanlon Expressway, the method employed was a hybrid of the first two approaches. The corridor was discretized into sections (as above) and the speed distributions were estimated on each segment using the existing speed distribution profile, the forecast volume and the intersection control type (i.e. at-grade vs. grade separated).



Using emission-speed curves developed by the Federal Highway Administration (FHWA) through the MOBILE 6 emissions model (Figure 5, Figure 6 and Figure 7) and the forecast speed distribution, a blended emission rate for each segment was achieved. This was then multiplied by the forecast volume and summed over the corridor to achieve the projected emissions. (Table 4, Table 5 and Table 6)

Using data available from Natural Resources Canada, the above information were converted to CO_{2e} values (Carbon Dioxide Equivalent).

Fuel Consumption Estimates

Fuel consumption rates vary by vehicle time, operating conditions, weather among other factors. Generalized rates published by the United States Environmental Protection Agency (US EPA) were used to relate fuel consumption to operating speed. (Figure 8)

Results

Table 3 summarizes the three scenarios reviewed and some important measures of effectiveness that have been derived from the above calculations.

Table 3: Emissions, Fuel Consumption and other Measure

Comparators	Hanlon with at-grade Intersections		Hanlon as Freeway
	2009	2031	2031
Traffic Volumes (vph)	2000 - 4500	3200-7200	3200-7200
Speed (speed range for % vehicles)	20-35% < 60 km/h 50-85% < 75 km/h	55-75% < 60 km/h 90-95% < 75 km/h	75% > 90 km/h
Travel time (minutes)	11 - 15	17 - 22	11
Energy Consumption (Litres)	3500 - 4000	6400 - 8000	5500 - 6000
Greenhouse Gas Emissions kg of CO ₂ Eq	37,000 - 42,000	65,000 - 80,000	60,000 - 70,000

The following key observations have been made:

- Retaining the intersections along the Hanlon Expressway at-grade until 2031 would result in a 14% decrease in the average travel speed in the corridor, a 40% increase in the travel time in the corridor and a doubling of the fuel consumption and GHG's experienced during the PM peak hour compared to today's conditions;
- Conversion of the intersections to fully-grade separated freeways would result in an increase in the average operating speed of about 32% with a 24% decrease in travel time, an 8% decrease in fuel consumption and a 5% decrease in GHG emissions over the at-grade conditions.



- When extended to annual basis, the GHG savings of the freeway solution would be expected to exceed 3 kilotonnes of CO_{2e}.



Table 4: 2009 Emission Estimates

Section	From	To	Distance (km)	Blended PM Rate (g/km)	Blended CO2 Rate (g/km)	Blended Nox Rate (g/km)	Blended Fuel Consumption (l/100 km)	PM Peak Hour Volume	PM (kg)	CO2 (kg)	NOx (kg)	Fuel (L)	Average Speed (km/h)	Travel Time (min)	VMT
1	Woodlawn	Speedvale	1.05	0.82	13.62	1.24	8.63	2000	1.7	28.6	2.6	181.3	65.3	0.96	2100.0
2	Speedvale	Willow	0.85	0.80	13.67	1.25	8.49	2800	1.9	32.5	3.0	202.1	68.1	0.75	2380.0
3	Willow	Paisley	0.80	0.83	13.77	1.27	8.70	3000	2.0	33.0	3.0	208.8	66.5	0.72	2400.0
4	Paisley	Wellington	1.05	0.74	14.06	1.34	8.33	3800	3.0	56.1	5.4	332.4	81.6	0.77	3990.0
5	Wellington	College	1.55	0.73	14.16	1.36	8.35	4500	5.1	98.7	9.5	582.4	84.0	1.11	6975.0
6	College	Stone	0.90	0.80	13.83	1.28	8.57	3600	2.6	44.8	4.1	277.7	72.2	0.75	3240.0
7	Stone	Kortright	1.00	0.91	14.20	1.33	9.38	3300	3.0	46.9	4.4	309.7	60.4	0.99	3300.0
8	Kortright	Laird	2.50	0.73	14.32	1.40	8.51	2700	4.9	96.6	9.5	574.4	87.2	1.72	6750.0
9	Laird	WCR34	4.60	0.73	14.26	1.39	8.49	2200	7.4	144.3	14.1	859.2	85.4	3.23	10120.0
Total			14.30						31.6	581.6	55.5	3527.9	77.9	11.01	41255.0

Table 5: 2031 Emission Estimates (At-Grade)

Section	From	To	Distance (km)	Blended PM Rate (g/km)	Blended CO2 Rate (g/km)	Blended Nox Rate (g/km)	Blended Fuel Consumption (l/100 km)	PM Peak Hour Volume	PM (kg)	CO2 (kg)	NOx (kg)	Fuel (L)	Average Speed (km/h)	Travel Time (min)	VMT
1	Woodlawn	Speedvale	1.05	1.06	14.34	1.34	10.48	3200	3.6	48.2	4.5	352.3	39.4	1.60	3360.0
2	Speedvale	Willow	0.85	1.06	14.34	1.34	10.48	4480	4.0	54.6	5.1	399.2	39.4	1.29	3808.0
3	Willow	Paisley	0.80	1.06	14.34	1.34	10.48	4800	4.1	55.1	5.2	402.6	39.4	1.22	3840.0
4	Paisley	Wellington	1.05	0.91	14.20	1.33	9.38	6080	5.8	90.7	8.5	599.1	60.4	1.04	6384.0
5	Wellington	College	1.55	0.91	14.20	1.33	9.38	7200	10.1	158.5	14.8	1047.3	60.4	1.54	11160.0
6	College	Stone	0.90	1.06	14.34	1.34	10.48	5760	5.5	74.4	7.0	543.5	39.4	1.37	5184.0
7	Stone	Kortright	1.90	1.06	14.34	1.34	10.48	5280	10.6	143.9	13.5	1051.8	39.4	2.89	10032.0
8	Kortright	Laird	4.40	1.06	14.34	1.34	10.48	4320	20.2	272.6	25.5	1992.9	39.4	6.70	19008.0
9	Laird	WCR34	4.60	0.91	14.15	1.32	9.35	3520	14.7	229.0	21.4	1514.0	60.0	4.60	16192.0
Total			17.10						78.5	1127.0	105.4	7902.7	46.1	22.26	78968.0

Table 6: 2031 Emission Estimates (Freeway)

Section	From	To	Distance (km)	Blended PM Rate (g/km)	Blended CO2 Rate (g/km)	Blended Nox Rate (g/km)	Blended Fuel Consumption (l/100 km)	PM Peak Hour Volume	PM (kg)	CO2 (kg)	NOx (kg)	Fuel (L)	Average Speed (km/h)	Travel Time (min)	VMT
1	Woodlawn	Speedvale	1.05	0.72	14.26	1.39	8.36	3200	2.4	47.9	4.7	280.9	88.1	0.72	3360.0
2	Speedvale	Willow	0.85	0.72	14.26	1.39	8.36	4480	2.7	54.3	5.3	318.3	88.1	0.58	3808.0
3	Willow	Paisley	0.80	0.72	14.26	1.39	8.36	4800	2.7	54.8	5.4	321.0	88.1	0.55	3840.0
4	Paisley	Wellington	1.05	0.72	14.26	1.39	8.36	6080	4.6	91.0	8.9	533.7	88.1	0.72	6384.0
5	Wellington	College	1.55	0.72	14.26	1.39	8.36	7200	8.0	159.2	15.6	933.0	88.1	1.06	11160.0
6	College	Stone	0.90	0.72	14.26	1.39	8.36	5760	3.7	73.9	7.2	433.4	88.1	0.61	5184.0
7	Stone	Kortright	1.90	0.72	14.26	1.39	8.36	5280	7.2	143.1	14.0	838.7	88.1	1.29	10032.0
8	Kortright	Laird	4.40	0.72	14.26	1.39	8.36	4320	13.6	271.1	26.5	1589.1	88.1	3.00	19008.0
9	Laird	WCR34	4.60	0.72	14.26	1.39	8.36	3520	11.6	230.9	22.6	1353.7	88.1	3.13	16192.0
Total			17.10						56.5	1126.2	110.1	6601.7	88.1	11.65	78968.0



Conclusions

Based on the foregoing analysis it apparent that in the case of the Hanlon Expressway, there are potentially significant GHG savings at the 2031 planning horizon when compared to the at-grade intersection approach.

It must be remembered, however, that air quality modelling is a complex science and that the above exercise has been conducted to provide a comparison between the two methods. It is not intended to precisely estimate the GHG emissions around the Hanlon Expressway.

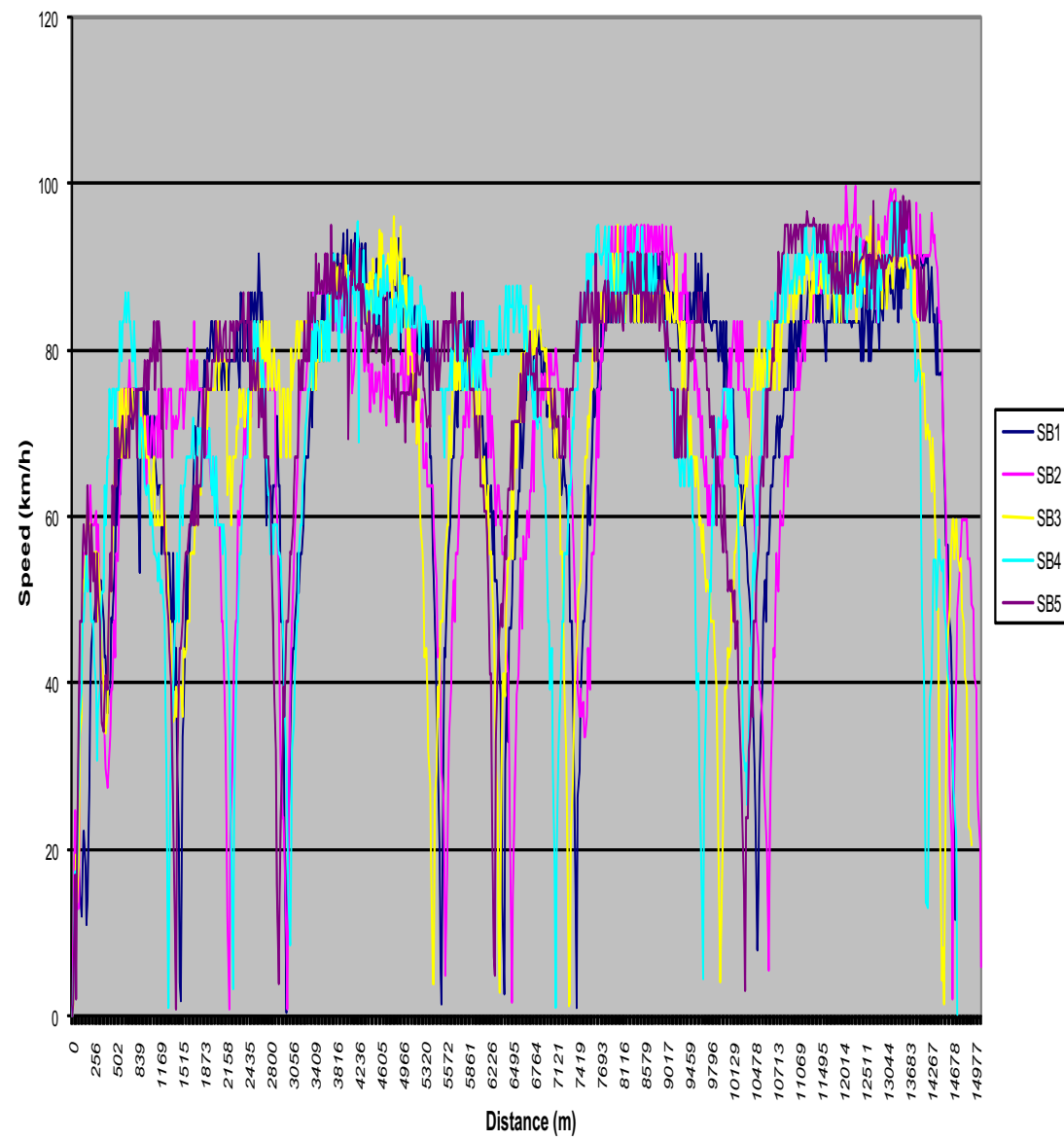
I trust that these comments are useful to you at this time. Please do not hesitate to contact me should you require clarification of the above.

Yours very truly,

Paradigm Transportation Solutions Limited

James J.L. Mallett
M.A.Sc., P.Eng., PTOE
Vice President

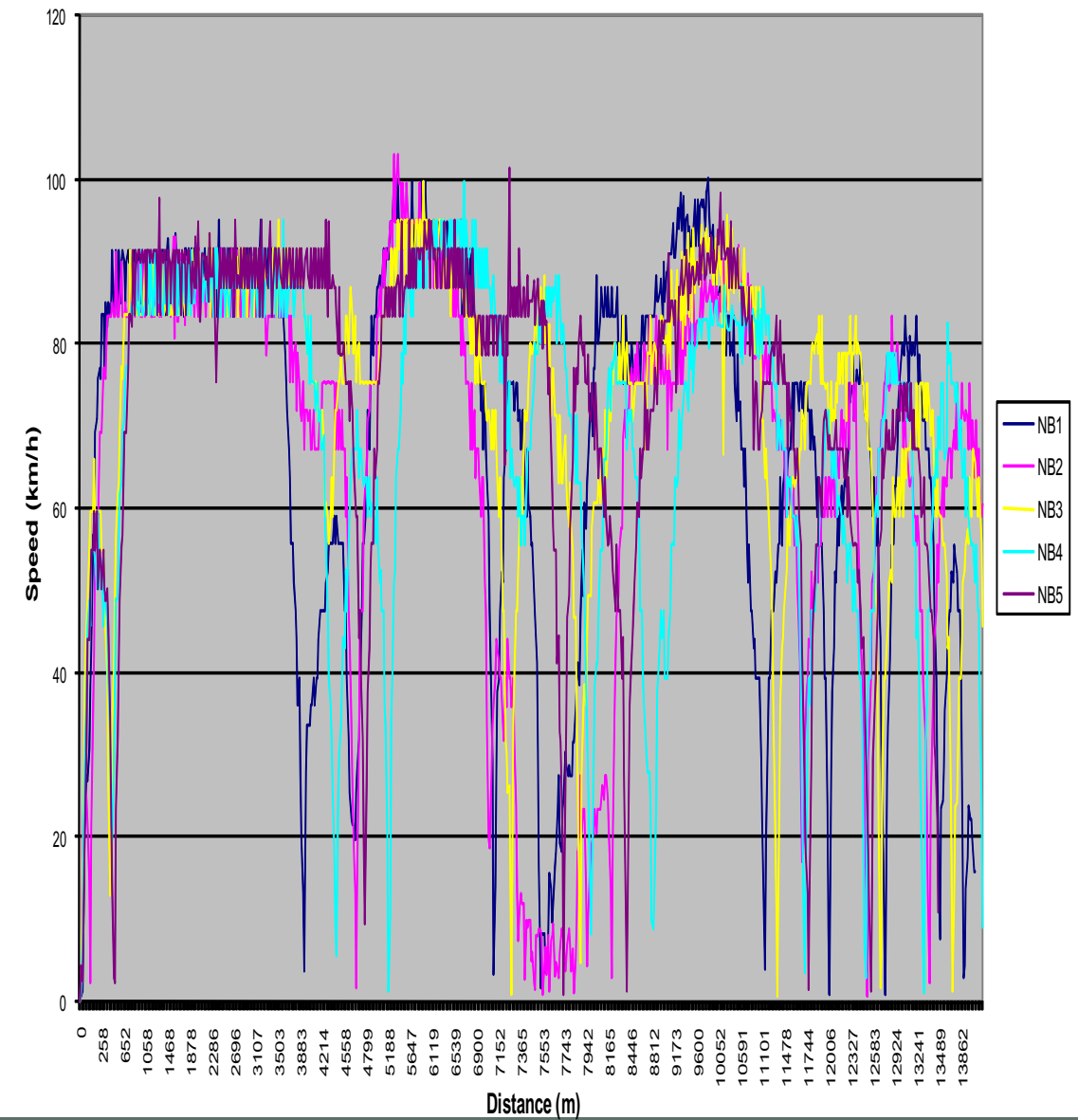
Distance vs Speed



Hanlon GHG Estimates

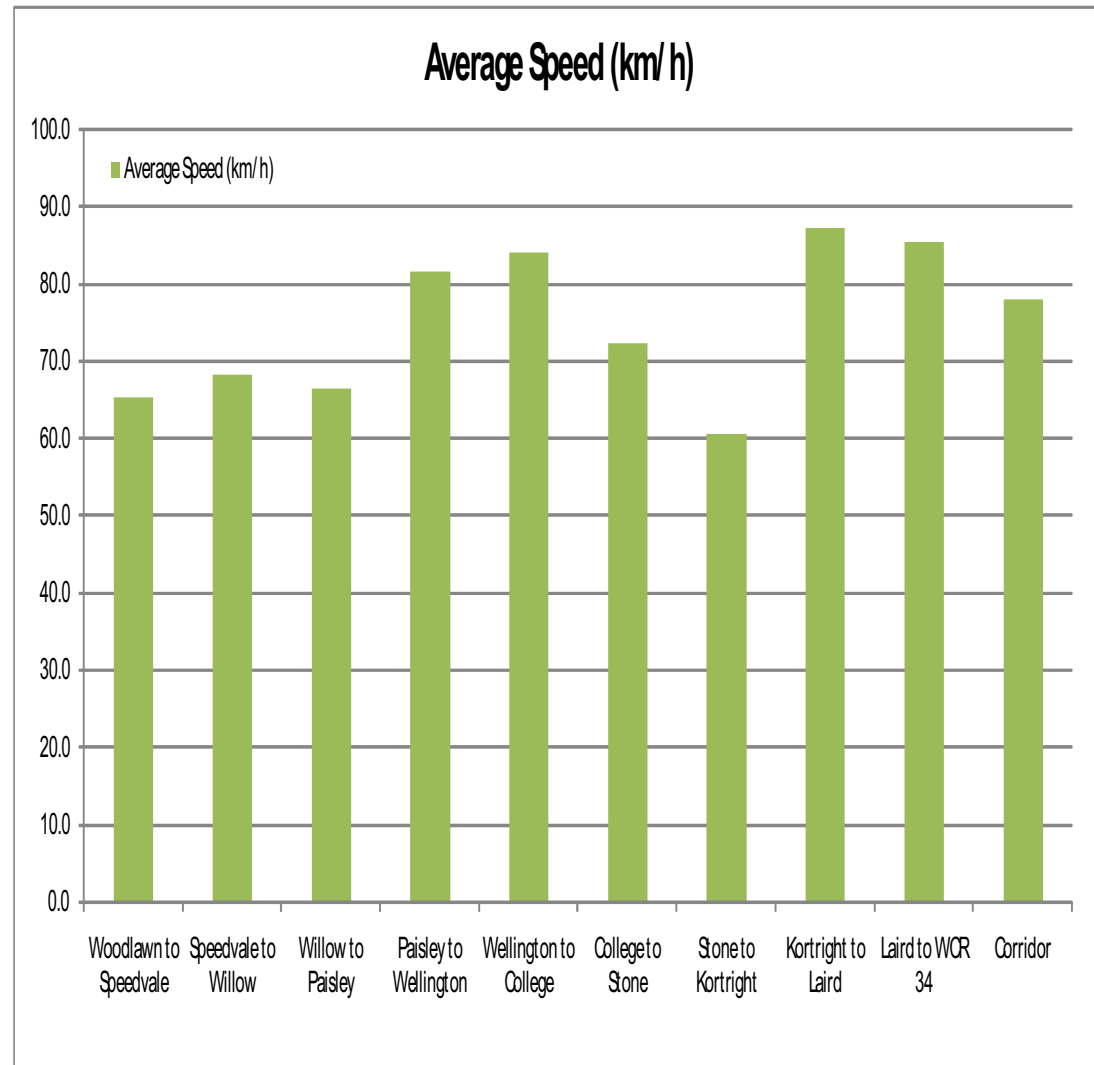
Figure 1

Distance vs Speed



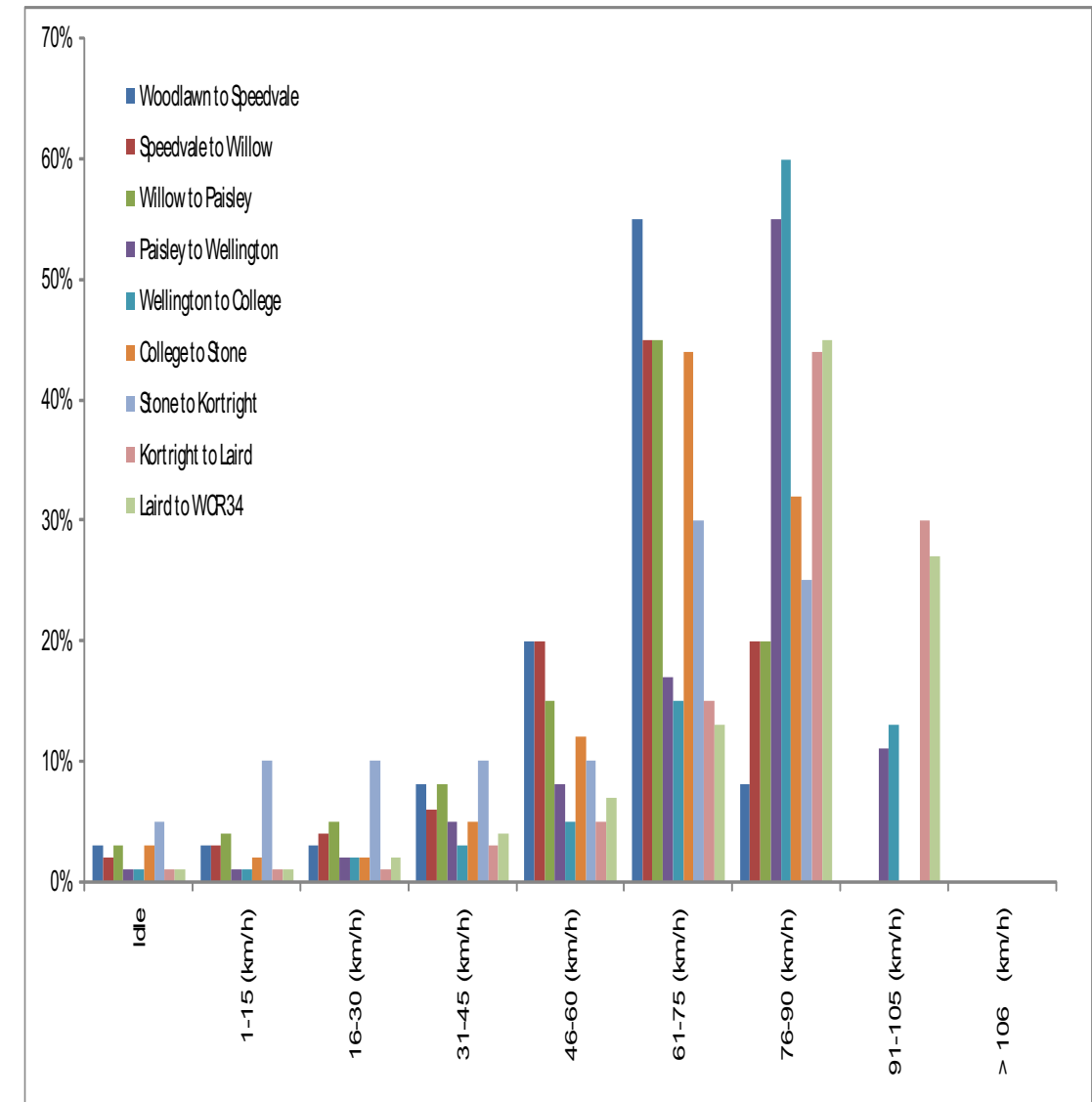
Hanlon GHG Estimates

Figure 2



Hanlon GHG Estimates

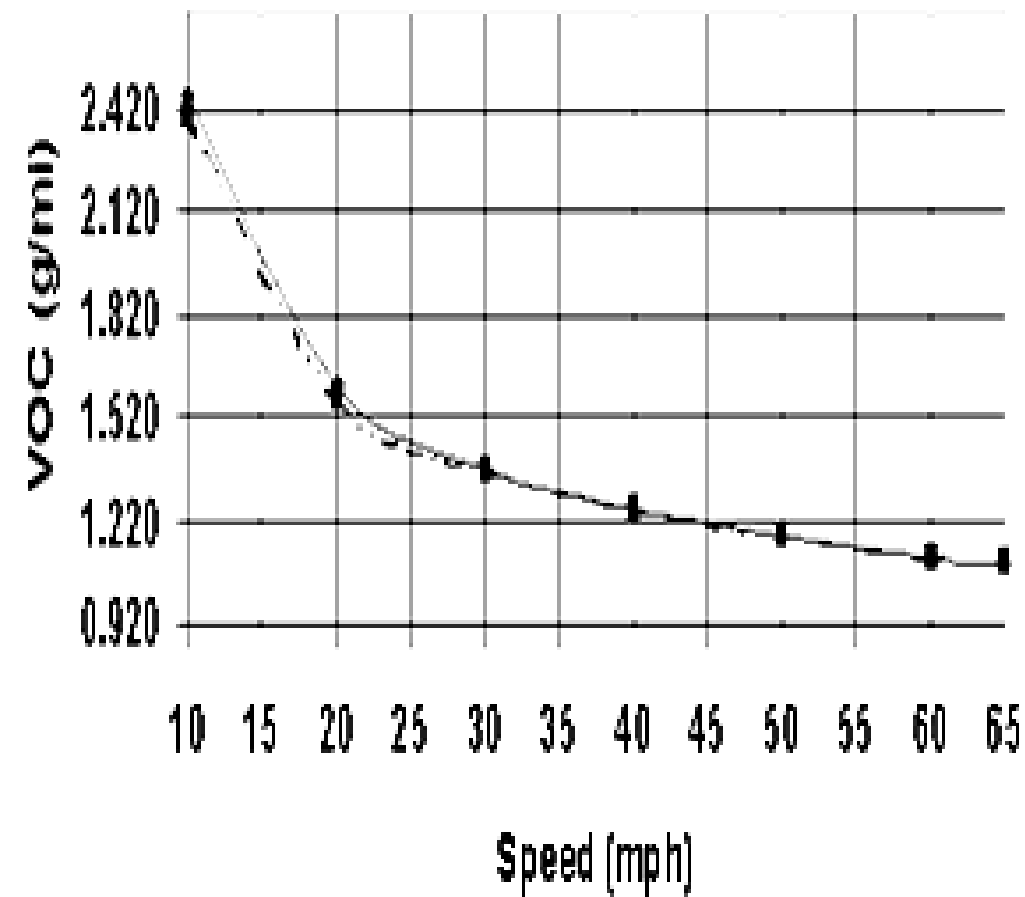
Figure 3



Hanlon GHG Estimates

Figure 4

--■-- 100% freeway mainline VMT → 100% arterial VMT



Source: U.S. Environmental Protection Agency, MOBILE6.2 Model run 24 September 2003

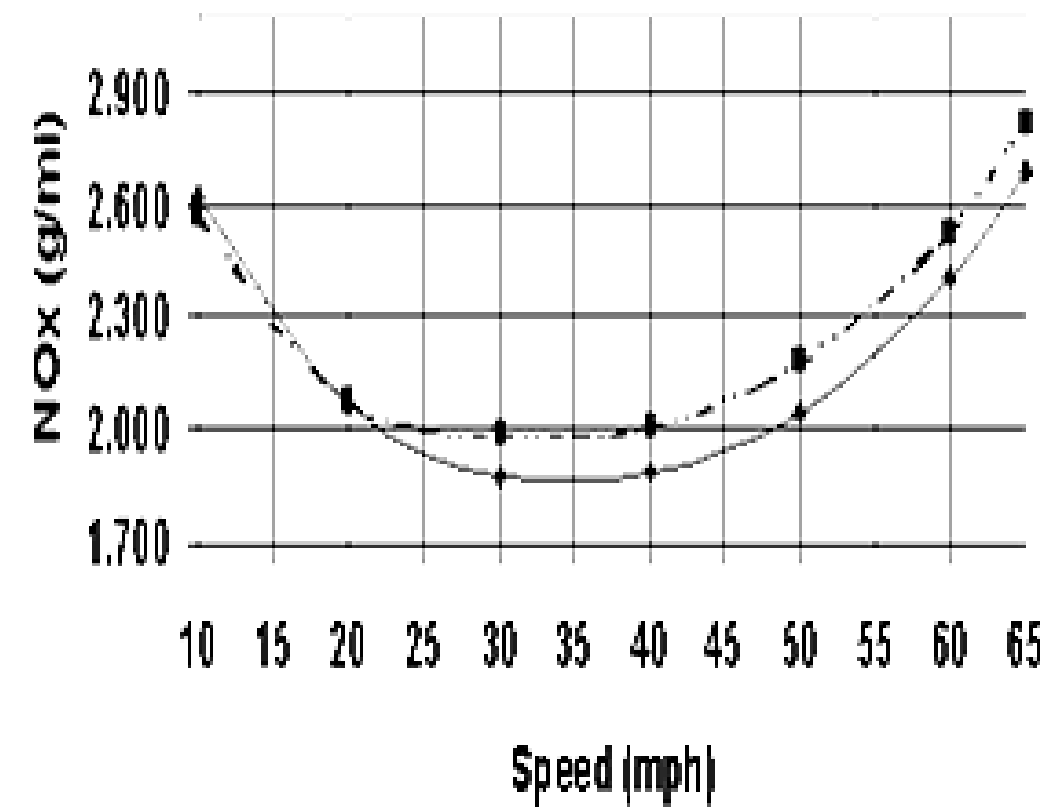
Hanlon GHG Estimates

Figure 5



VOC Emission Rates Based on Speed

--■-- 100% freeway mainline VMT → 100% arterial VMT



Source: U.S. Environmental Protection Agency, MOBILE6.2 Model run 24 September 2003

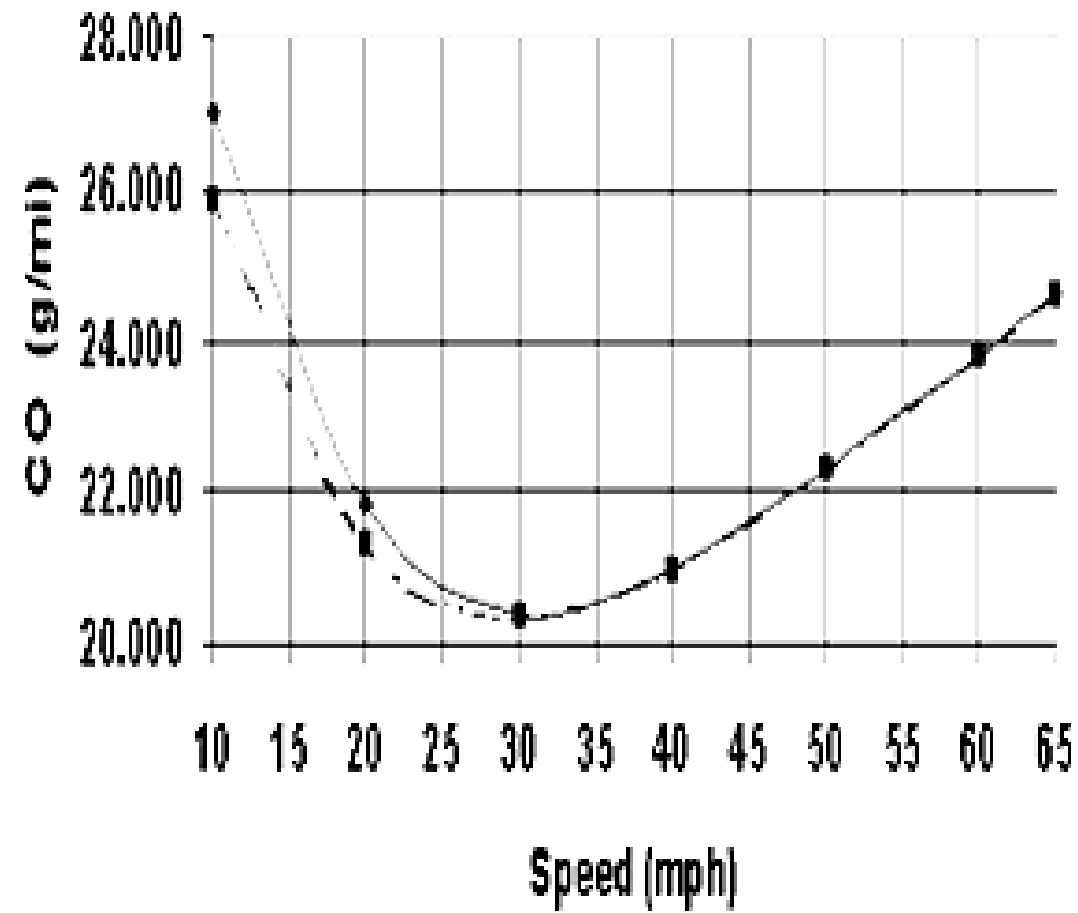
Hanlon GHG Estimates

Figure 6



Nox Emission Rates based on Speed

--■-- 100% freeway mainline VMT →→→ 100% arterial VMT

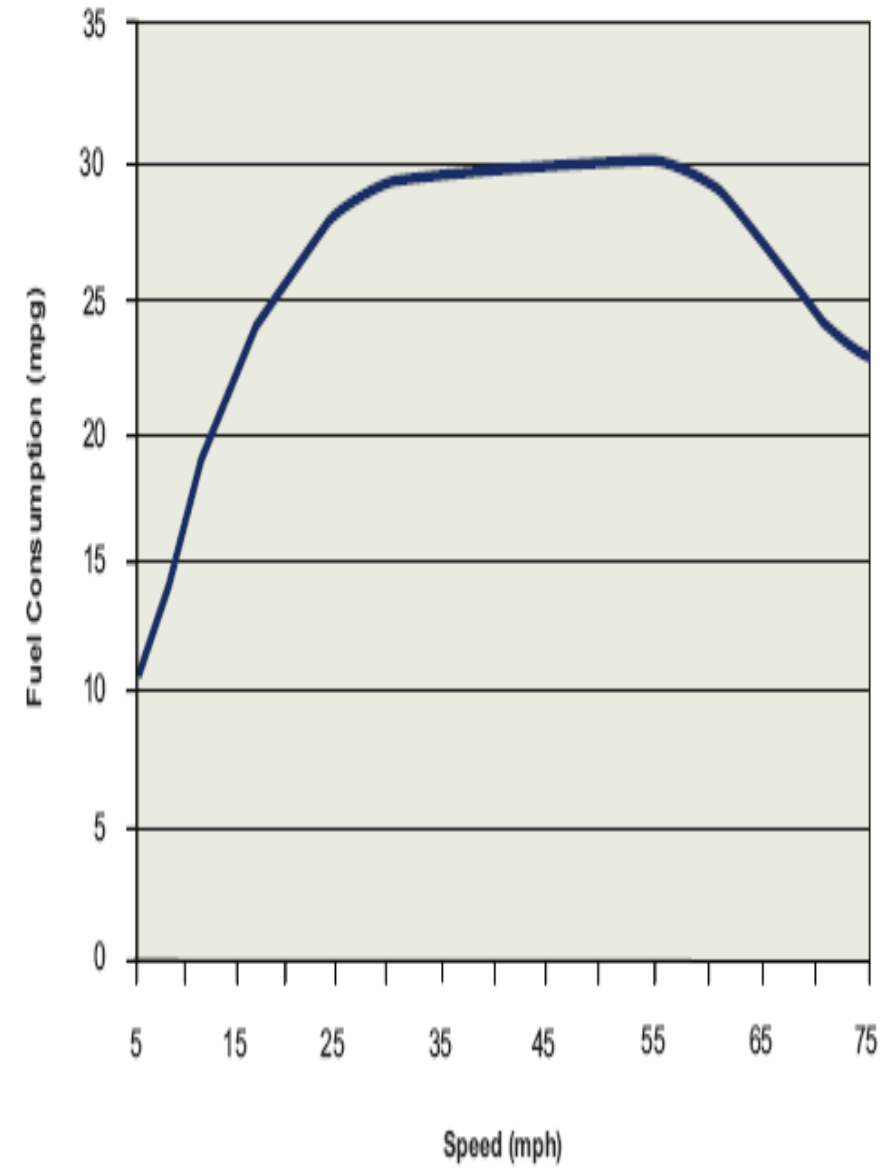


Source: U.S. Environmental Protection Agency, MOBILE6.2 Model run 24 September 2003

Hanlon GHG Estimates

Figure 7

CO Emission Rates Based on Speed



Source: U.S. Department of Energy www.fueleconomy.gov/feg/drivehabits

Hanlon GHG Estimates

Figure 8

Fuel Consumption Rates Based on Speed



Making a Difference

File No. 22.122.001A

To: Mayor and Councillors
From: Rajan Philips, Manager Transportation Planning and Development Engineering
Department: CDDS Division: Engineering Services
Date: April 27, 2009
Subject: Additional Information on the Hanlon Expressway Environmental Assessment

The following additional information is provided in response to matters raised by Councillors and delegations at the March 30, 2009, CDES Committee meeting following the presentation of the CDDS Report (09-33) on the Hanlon Expressway Environmental Assessment.

As outlined in this Memo, the recommendations originally included in Report 09-33, have been revised to address some of the concerns raised at the March 30 CDES meeting. Report 09-33 has been changed to include the new recommendations and is presented to Council as Report 09-42 along with this Memo, dated April 27, 2009.

1. Hanlon Expressway upgrades in the broader context of Regional Transportation Planning

The planning of the Hanlon Expressway upgrades is one of a number of Provincial highway initiatives that are currently underway in the Guelph-Wellington area and Kitchener-Waterloo-Cambridge region. There are also a number of other Provincial transportation studies/initiatives such as GO Transit extension and the GTA West Corridor study. However, there appears to be no integrative framework interconnecting these initiatives and assessing their implications for alternative mode choices in these areas.

An integrated assessment of transportation needs in the Grand River municipalities could be achieved by expanding the ongoing GTA West Corridor study to include all the areas to the west of Guelph and interregional travel needs in these areas. Alternatively, a new initiative focused on the Grand River commutershed could be undertaken. To that end, staff are proposing the following recommendation to Council:

THAT Council request MTO to initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas, in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives.

Memo

2. Ensuring that the consultations and input provided by Guelph residents and Council are kept on record and addressed during the detailed design and construction phases of the Hanlon undertaking.

In regard to public input and EA recommendations for mitigating impacts involving properties, noise, trees and water resources, it is important that these are not lost sight of due to lack of continuity or staff changes during the considerable time interval that is likely between the completion of the current EA process and the implementation of the proposed improvements in the Kortright-Stone-College section of the Hanlon Expressway. Although the EA documentation will include all the transactions during the EA process, the following additional measures are recommended to make sure that the understandings reached during the EA process are kept in focus even after the completion of the EA:

- Include the City of Guelph Report 09-42, dated April 27, 2009, and the Memo to Council dated April 27, 2009, in the final Transportation Environmental Study Report (TESR) for the Hanlon Expressway (Provincial Highway 6).
• City staff to work with MTO to develop and implement an advanced tree replacement program in the study area, in consultation with area residents, following the completion and approval of the EA.
• Establish a Citizens Liaison Committee comprising MTO staff, City staff and area residents to coordinate the implementation of improvements and mitigation of impacts in the Kortright-Stone-College area, during the design and construction phase of the project.

Accordingly, the relevant recommendations are revised as follows:

THAT Council support the improvements to the Hanlon Expressway intersections at Kortright Road, Stone Road and College Avenue identified through the Hanlon EA process, and request MTO to set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents, during the design and construction phase of the project, to coordinate the implementation of the proposed improvements and mitigation of impacts as described in this report.

THAT Council direct staff work with MTO to develop and implement an advanced tree replacement program in the study area, in consultation with area residents, following the completion and approval of the EA.

THAT Council request MTO to include for future reference and record the City of Guelph Report 09-42, dated April 27, 2009, and the Memo to Council dated April 27, 2009, in the final Transportation Environmental Study Report (TESR) for the Hanlon Expressway (Provincial Highway 6).

THAT the Mayor advise the Minister of Transportation and Guelph MPP Liz Sandals of the City's support of the proposed improvements to the Hanlon Expressway, and the City's requests that MTO (a) give priority to completing the interchange at Laird Road to support the development of the Hanlon employment lands; (b) set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents to coordinate the implementation of the proposed improvements and mitigation of impacts including an advanced tree replacement program in the residential areas of Kortright Road, Stone Road and College Avenue; and (c) initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas, in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives.

Memo

3. Trail Connections in the Hanlon Corridor

The proposed improvements to the Hanlon Expressway are consistent with the Guelph Trails Master Plan (GTMP) and future potentials for trails in the Hanlon corridor. GTMP identifies the east side of the Hanlon Expressway as the primary trail route in the Hanlon Corridor, and provides for a continuous trail connection from north of College Avenue to Maltby Road in the south. The proposed trail can be accommodated with road crossings at the future interchanges at Stone Road, Kortright Road and Laird Road.

A similar trail alignment is not identified in the GTMP for the west side of the Hanlon Expressway. However, the local and collector roads in the Hanlon West neighbourhoods will provide links to the trail system in the Hanlon Creek Business Park. West of the Speed River, Whitelaw Road could serve a similar purpose. The proposed upgrading of the Niska Bridge will include bike lanes and sidewalks connecting Downey Road to Whitelaw Road.

4. Responses to Concerns/Issues raised by Delegations

Delegations at the CDES meeting of March 30, 2009, raised a number of issues pertaining to the public consultation process, noise impacts and mitigation, and the location of the proposed Service Road on the west side of the Hanlon Expressway.

The Hanlon EA has provided extensive public consultation and opportunities for public and stakeholder input. Residents from Kortright Hill, Woodland Glen and College Heights communities as well as residents from the east side of the Hanlon Expressway attended in large numbers the four Public Information Centres that were held as part of the EA. Four thousand invitations were mailed out for each of the last three Public Information Centres. Additional meetings were held with specific neighbourhood groups including Kortright Hill, Woodland Glen College Heights and Old Colony Trail residents. A community workshop was held in three sessions involving 35 area-resident and citywide participants who were able to attend all three sessions. Letters and comments received along with MTO’s responses will be on public record, as part of the EA documentations. As outlined earlier, MTO has agreed to coordinate with City staff and establish a Citizens Liaison Committee to engage area residents during the design and construction phase of the project.

The questions raised by delegates at the March 30, 2009, CDES meeting have been previously raised and addressed by Stantec, MTO’s project consultant. They have again provided their response to the specific questions raised at the March 30 meeting. The questions and responses are included in Attachment 1 to this Memo.

5. The implications of ‘Do Nothing’

The pros and cons of leaving the Hanlon Expressway with at-grade intersections and operational improvements were also raised at the CDES meeting, and staff were asked to provide information on the comparative performances of the Hanlon (a) in its current form as a controlled access roadway with at-grade intersections, and (b) as a future freeway, in regard to travel time, energy consumption, and Greenhouse Gas emissions. Paradigm Transportation Limited has carried out a comparison of three scenarios using observed and simulated data for afternoon peak hour travel conditions. The comparisons are summarized below:

Memo

Comparators	Hanlon with at-grade Intersections		Hanlon as Freeway
	2009	2031	2031
Traffic Volumes (vph) (range of volumes at different sections)	2000 - 4500	3200-7200	3200-7200
Speed (speed range for % vehicles)	20-35% < 60 km/h 50-85% < 75 km/h	55-75% < 60 km/h 90-95% < 75 km/h	75% > 90 km/h
Travel time (minutes)	11 - 15	17 - 22	11
Energy Consumption (Litres)	3500 - 4000	6400 - 8000	5500 - 6000
Greenhouse Gas Emissions - in kg of CO2 Eq	37,000 – 42,000	65,000 – 80,000	60,000 – 70,000

It should be noted that the EA process itself has considered the ‘Do Nothing’ option as part of establishing the ‘Need and Justification’ for the proposed improvements. Establishing ‘Need and Justification’ is a fundamental requirement of an EA undertaking, and the Transportation Environmental Study Report will document how the ‘Need and Justification’ has been addressed in the Hanlon EA. A brief synopsis of this is included in MTO’s response in Attachment 2. It is noted that even those who have indicated concerns about specific components of the Preferred Plan agree that the Hanlon Expressway needs to be upgraded and at-grade intersections replaced by interchanges or grade-separations.

The ‘Do Nothing’ option would also be inconsistent with the development approvals and cost-sharing agreements for the development of lands in the Hanlon Creek Business Park, the Southgate Industrial Lands, and the proposed development on Lafarge lands on Silvercreek Parkway.

From a technical as well as commonsense standpoint, there is little room for achieving additional operational efficiency on the Hanlon Expressway through signal coordination and/or geometric modifications (i.e. increasing storage lengths of turn lanes) at the existing at-grade intersections. A number of them are already at or above capacity. Signal coordination is not easily achievable on the Hanlon Expressway given the spacing between intersections and speed variations. Additionally, aggressive synchronizing of the Hanlon signals will

Memo

create problems for traffic operations on the City roads crossing the Hanlon.

In terms of policy, the 'Do Nothing' option is at best a passive policy that is unlikely to produce the desired effect of reducing automobile usage. It will also perpetuate the inefficient and increasingly unsafe use of the biggest transportation facility in Guelph. Transportation Demand Management (TDM), on the other hand, is an active policy promoting initiatives to reduce single-occupancy-vehicle usage. As discussed in the Report 09-33, in the specific context of Guelph and its road network, upgrading the Hanlon Expressway is not incompatible with promoting TDM practices. In fact, specific components in the Preferred Plan for accommodating pedestrian, cycling and transit uses, as well the overall effect of diverting vehicular and truck traffic from City roads to the Hanlon Expressway will support the promotion of TDM practices in Guelph. Essentially, the recommended improvements to the Hanlon Expressway will improve vastly the operation of the roadway and benefit the entire City.

Attachment (1)

1. Why are MTO/MOE permitted noise levels higher than for development applications?	There are different Ministry of the Environment rules with respect to the operation of stationary sources. MOE guideline (NPC-205) referred to at the CDES March 30 meeting, applies to stationary sources and highway traffic noise. The assessment of highway traffic noise impacts is governed by the MTO Noise Guide developed by MTO and MOE. The MTO provides noise mitigation in new construction projects at sound levels below 65 dBA if the increase in the predicted noise level resulting from a highway project is greater than 5 dBA, or if the total resulting noise level is predicted to exceed 65 dBA. The 65 dBA level is in place to recognize that as sound levels approach and exceed 65 dBA, extra care needs to be taken with respect to the provision of noise mitigation.
2. Clarify operational issues related to the East Service Road alternative	The East Side Service Road was presented as Alternative 5 at the third Public Information Centre. A service road on the east side does not adequately address the access requirements of the residents west of the Hanlon Expressway and presents operational problems since the northbound exit ramp at Stone Road can not be provided in conjunction with an east side Service Road. Therefore, 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. In contrast, on the west side, there is no operational conflict between the proposed service road and interchange ramps. A key benefit of the Preferred Plan is that the west side service road will provide a new north-south connection between Downey Road and Stone Road. Such a connection is not required on the east side as that function is already provide by Scottsdale Drive.
3. Interim traffic operations improvements	Improvements at Clair Road and Laird Road to support the first phase of the Hanlon Creek Business Park and Southgate Industrial Lands, including traffic signals and intersection improvements at the Clair Road intersection, and intersection improvements at the Laird Road intersection, were constructed in 2008. 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 (where warranted), removal of substandard directional islands, extension of existing turning lanes, upgrading of existing traffic signals, and illumination at the selected eight intersections within the corridor.

<p>4. Quantify greenhouse gas and energy impacts of project, including proposed ramps and overpasses, free-flow vs. signalized (including ramp terminals), temporary intersection improvements and reductions in the design/posted speed</p>	<p>In response to stakeholder and community concerns over Air Quality, a Local Air Quality Assessment has been undertaken as part of the project. An air quality assessment was carried out to determine air quality levels adjacent to the Hanlon based on the Preferred Plan involving the change from a highway with signalized intersections to a free-flow freeway and including the proposed service road on the west side. 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 are 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. Currently, the Province is planning to adopt new legislation that will limit truck speeds to 105 km/hr. This legislation is being implemented to increase safety and reduce greenhouse emissions. At this time there are no plans to reduce speed limits for motor vehicles. In general, reducing idling or stop/start conditions provides the best improvement to air emissions since it is the lower speeds that produce the greatest emissions. At higher speeds the difference in emissions is much less. Other provincial initiatives include continuing increased emphasis on integrated approaches to land use planning and transportation planning. Further improvements to public transportation, the introduction of federal fuel efficiency standards for motor vehicles are all part of the overall strategy to reduce greenhouse gas emissions and improve air quality for Ontario residents.</p>
<p>5. Comparison of noise berm vs. noise wall</p>	<p>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 noise specialist has carried out a preliminary investigation of the feasibility for three options for properties adjacent to the West Service Road:</p> <ul style="list-style-type: none"> • A noise wall along the property line • A noise wall adjacent to the service road (located at the top of the west ditch) • A noise wall/berm combination <p>Preliminary results indicate that all of the options are feasible and provide the required 5 dBA noise attenuation. 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 in consultation with the property owners.</p>

<p>6. Investigate feasibility of reduced design speed/posted speed</p>	<p>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 implications of design speed for highway safety and design were addressed at the community workshop by Gerry Forbes, an expert on safety in road design in the Province. The workshop participants were interested in knowing if lower design speeds would allow additional ramps on the Hanlon (e.g. north of College Avenue, and between Stone Road and Kortright Road) to maintain access to the Hanlon after upgrading. Mr. Forbes explained why these ramps could not be accommodated even with reduced speed. The new Preferred Plan based on the revised configuration for the Stone Road interchange and the new service road addresses these concerns without changing the design speed. The Ministry has also agreed to review the posted speed for the Hanlon during the detail design phase of the project.</p>
------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>7. Other methods of improving the highway, without developing a grade-separated freeway</p>	<p>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. 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.</p> <p>Issues leading to the need for improvements to the Hanlon Expressway Corridor include:</p> <ul style="list-style-type: none"> 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. Anticipated Growth –The City’s growth projections and their transportation impacts as assessed both in the 2005 Guelph-Wellington Transportation Study and, more recently, as part of Guelph’s Local Growth Strategy under Places to Grow, require the upgrading of the Hanlon Expressway to support the mobility of people and the movement of goods. In addition, the Hanlon Expressway also plays an important regional role in meeting the regional travel needs of the residents of Guelph-Wellington and Kitchener-Waterloo-Cambridge areas. Transportation Demand - increased demand on the existing transportation system in Guelph 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. 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. To satisfy these two requirements a balance has to be reached between the need for access and the need for conditions allowing an uninterrupted traffic flow. The City’s Official Plan and transportation studies over the years have recognized that this balance cannot be achieved without replacing the at-grade intersections with interchanges.
------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>8. Tree removal and landscape plans</p>	<p>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. Requirements for protection of vegetation can be found in MTO’s “Environmental Standards and Practices Guidelines”. Commitments to minimize tree and vegetation impacts will be included in the final Transportation Environmental Study Report (TESR). The normal practice is to develop a tree saving plan (including transplanting) and a landscaping plan during detail design. In regard to Hanlon improvements, MTO will cooperate with the City in developing and implementing an advanced tree planting plan following the approval of the EA and prior to design and construction, in consultation with area residents.</p>
<p>9. Potential to realign service road closer to the highway</p>	<p>The project team has attempted to move the Service Road as close to the highway as possible, without compromising the required design standards. The Service Road is located within the existing MTO highway right-of-way, and includes a retaining wall to minimize property impacts to residential properties on Old Colony Trail. Potential grading limits have been provided to illustrate the potential property requirements for the Preferred Plan if a retaining wall is not included in this location.</p>

COUNCIL REPORT



TO Guelph City Council

SERVICE AREA Community Design and Development Services
DATE April 27, 2009

SUBJECT Hanlon Expressway Environmental Assessment
REPORT NUMBER 09-42

RECOMMENDATION

"THAT the Council Report 09-42, on the 'Hanlon Expressway Environmental Assessment, dated April 27, 2009', be received; and

"THAT Council support the interchange upgrade of the Hanlon Expressway and Laird Road intersection identified through the Hanlon EA process, and request the Ministry of Transportation (MTO) to give priority to the design and construction of the new interchange to enable the full development of the Hanlon Creek Business Park and Southgate Industrial lands, as described in this report; and

"THAT Council support the improvements to the Hanlon Expressway intersections at Kortright Road, Stone Road and College Avenue identified through the Hanlon EA process, and request MTO to set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents, during the design and construction phase of the project, to coordinate the implementation of the proposed improvements and mitigation of impacts as described in this report; and

"THAT Council direct staff to work with MTO to develop and implement an advanced tree replacement program in the study area, in consultation with area residents, following the completion and approval of the EA; and

"THAT Council request MTO to include for future reference and record the City of Guelph Report 09-42, dated April 27, 2009, and the Memo to Council dated April 27, 2009, in the final Transportation Environmental Study Report (TESR) for the Hanlon Expressway (Provincial Highway 6); and

"THAT the Mayor request MTO to initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives;

"AND THAT the Mayor advise the Minister of Transportation and Guelph MPP Liz Sandals of the City's support of the proposed improvements to the Hanlon Expressway, and the City's request that MTO (a) give priority to completing the interchange at Laird Road to support the development of the Hanlon employment lands; (b) set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents to coordinate the implementation of the proposed improvements and mitigation of impacts including an advanced tree replacement program in the residential areas of Kortright Road, Stone Road and College Avenue; and (c) initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives."

BACKGROUND

In March, 2008, Staff presented an information report on the status of the current Hanlon Expressway Environmental Assessment (EA). The March 2008 report outlined the development of the Hanlon Expressway and adjacent neighbourhoods between 1966 and 2000, and initiatives undertaken by the Ministry of Transportation (MTO) to upgrade the Hanlon as a freeway. The report also outlined the purpose of the current EA study, study progress at that time, and the main issues identified through public consultation, which are summarized herein:

- 1) MTO initiated the current EA study in February 2007, for the upgrading of the Hanlon from 0.5 km south of Maltby Road to the Speed River, with Stantec Consulting Ltd. as the study consultant.
- 2) The scope of the undertaking involves only changes to the existing at-grade intersections at Laird Road, Kortright Road, Stone Road and College Avenue. It does not envisage a widening of the Hanlon Expressway, which will remain as a 4-lane roadway as it currently is.
- 3) Two Public Information Centres (PICs) were held on May 10, 2007, and December 5, 2007. A preferred plan of improvements was presented at the second PIC.
- 4) The proposed improvements were identified in two sections: (a) improvements to upgrade the Hanlon/Laird Road intersection as a new interchange including the closure of Clair Road at the Hanlon Expressway; and (b) improvements to upgrade the Hanlon/Kortright Road intersection as a partial interchange, the Hanlon/Stone Road intersection as a full interchange and the Hanlon/College Avenue intersection as grade-separation.
- 5) A Special Council Meeting was held on January 14, 2008, to hear public comments on the proposed improvements. Nearly 400 people attended the meeting and about 30 people made representations. Additional comments were provided in writing by many residents to the MTO Project Team, as part of the EA process.
- 6) The issues and concerns raised were mainly in regard to the modifications proposed in the Preferred Plan of December, 2007, for the Hanlon Expressway intersections at Kortright Road and Stone Road. These concerns

included:

- impact on John Gamble Park due to the ramp in the southeast quadrant of the Kortright-Downey/Hanlon intersection.
- not accommodating to/from-north movements at Kortright Road/Downey Road and the Hanlon Expressway. This would impact the residents of Kortright Hill Community, and patrons of the YMCA living in the northern parts of the City. It would also result in significant traffic infiltration on Woodland Glen Drive.
- Proposed interchange at Stone/Hanlon: (a) expansive interchange configuration that was incompatible with the residential character of the area; (b) insensitive to the needs of pedestrians and cyclists who cross the Hanlon Expressway on Stone Road in significant numbers; and (c) provides for the westerly extension of Stone Road.
- Property and noise impacts specific to a number of identified properties in the College-Stone-Kortright section of the Hanlon Expressway.
- Traffic impacts on municipal roads on the west side of the Hanlon Expressway.

The more general issues raised included those pertaining to design matters such as design speed and drainage, impacts on water resources and air quality, as well as the broader question of upgrading the Hanlon Expressway as a freeway for vehicular traffic at the expense of promoting alternative and sustainable transportation modes.

Community Workshop

To address the issues and concerns raised by residents, MTO, with the City's support, organized a facilitated community workshop of residents and stakeholders. The workshop was held in three parts on May 1, 3 and 13 of 2008. The participants included 20 residents from the College-Stone-Kortright/Downey area ('area residents'), 5 residents from other areas, and 10 stakeholders. The stakeholders included representatives of environmental groups, YMCA, businesses, the Guelph Chamber of Commerce and law enforcement agencies.

A list of workshop participants was prepared from the names of residents and stakeholders who had been communicating with the MTO Project Team and City staff, providing comments and raising issues. The list was circulated among City Councillors and names were added based on feedback. The geographical distribution of the 20 'area residents' was as follows: six from the east side of the Hanlon Expressway, and 14 were from the west side – four of whom were from the Kortright Hill area (south of Kortright Road-Downey Road), five from the Woodland Glen neighbourhood (between Stone Road and Kortright Road-Downey Road) and five from the College Heights area (between College Avenue and Stone Road).

The first session of the Workshop (May 1, 2008) was devoted to providing a comprehensive background to the Hanlon EA undertaking, including Provincial initiatives for transportation improvement in the Guelph-Wellington area and the City of Guelph's transportation planning framework and initiatives. Technical experts

dealt with specific design issues such as speed, spacing between interchanges, noise and air quality impacts, drainage and impact on water resources.

The second session (May 3) was a full day exercise in developing evaluation criteria and design solutions. The participants were divided into four groups, and each group independently developed evaluation criteria and their relative weights for evaluating alternative solutions. Remarkably, the criteria and the weights identified by each group were almost identical to one another, as well as to the set of criteria and weights previously developed by the Project Team and used in the EA study.

With assistance from technical experts, the groups then proceeded to develop design concepts to address the concerns at the two intersections at Kortright Road and Stone Road. The four concepts developed by the workshop groups were refined by the Project Team to conform to design standards. On the third day of the workshop (May 13), the groups reviewed each other's concept and exchanged comments and ideas. Refinements were made to the original design concepts.

The New Preferred Plan

It is important to note that the workshop participants did not directly generate alternative solutions that led to the selection of a preferred plan. That task was performed by the MTO Project Team in keeping with the technical requirements of the project and the transparency requirements of the EA process. The Project Team reviewed the design concepts from the workshop, technically refined them as appropriate, and incorporated each concept as well as combinations of concepts into seven new alternatives for improving the College-Stone-Kortright section of the Hanlon Expressway. One of the seven alternatives was the first Preferred Plan presented in December 2007. The seven alternatives were presented for public review and input at PIC #3 held on June 18, 2008.

The MTO Project Team refined some of the alternatives based on input received at PIC #3, evaluated the seven alternatives using the evaluation criteria that were validated at the Workshop, and identified a new Preferred Plan. The new plan was presented to the public at the 4th PIC held on October 23, 2008. Following PIC #4, additional consultations were held with residents of Old Colony Trail and Woodland Glen Road, as well as the YMCA. MTO and City staff met with Old Colony Trail residents on November 18, 2008, and February 11, 2009. Further refinements were made to the new Preferred Plan to address concerns raised following PIC #4 and meetings with area residents.

At this point, MTO wants to proceed with completing the EA study and is asking for the City's support of the proposed improvements based on the Preferred Plan that has been presented to the public and is outlined in this report. The purpose of this report, dated March 30, 2009, is to provide a detailed description of the Preferred Plan, indicate how the previously raised concerns are addressed in the new Plan, and recommend that the City support the Preferred Plan. In addition, the report provides a summary of the impacts that have been identified and how they will be mitigated during the detailed design and construction of the proposed

improvements.

REPORT

Description of the Preferred Plan

Between the first Preferred Plan presented in December, 2007, and the new Preferred Plan presented in October, 2008, there have no changes to the improvements proposed for the Laird/Hanlon and College/Hanlon intersections. On the other hand, significant changes were made to the improvements for the Kortright/Hanlon and Stone/Hanlon intersections to address the issues and concerns raised in regard to the earlier Plan. The following paragraphs describe the Preferred Plan improvements for Laird/Hanlon and College/Hanlon as originally proposed in 2007, and for the Kortright/Hanlon and Stone/Hanlon intersections as modified in the new Plan.

A) Improvements at Hanlon Expressway and Laird Road

A full interchange is required at Laird Road to accommodate the development of employment lands east and west of the Hanlon Expressway in the Southgate Industrial Lands (SGI) and the Hanlon Creek Business Park (HCBP), respectively. Interim improvements were recently completed at the Laird Road and Clair Road intersections to allow a maximum 3.2 M sq ft of development in the HCBP and 1.9 M sq ft in SGI Phase 1. The recently approved SGI Phase 2 will require interim improvements including signalization at the Hanlon/Maltby intersection to accommodate additional 1.5 M sq ft of development. With a full interchange at Laird Road, the employment lands east and west of the Hanlon Expressway can be developed to their full potential of 12 M to 14 M sq ft.

The proposed interchange upgrade at Laird Road (see design concept in Attachment 1) and associated changes include the following:

- a) New Laird Road bridge spanning the Hanlon Expressway.
- b) Bike lanes and sidewalks on both sides of the bridge, and connected to bicycle/pedestrian trails in the HCBP and SGI lands.
- c) The bridge will be built to accommodate an ultimate cross-section of six lanes on Laird Road, but it can function as a four lane roadway until full capacity is required.
- d) Ramp connections between Laird Road and the Hanlon Expressway to accommodate all movements.
- e) Closing of Clair Road on both sides of the Hanlon Expressway. Maltby Road will also be closed on both sides of the Hanlon Expressway, but only after the new interchange to the south is completed.

The City and MTO have entered into a cost-sharing agreement for the construction of the proposed interchange. The City's share which is being collected through Development Charges will be paid after the completion of the interchange. MTO can obtain budget allocation for this project only after EA approval, although the preparation for the design of the improvements could commence sooner. The

earlier target date for building the new interchange was 2011, but subject to the completion of the current EA process, the new interchange is unlikely to be in place before 2012/13.

B) Improvements to the Hanlon Expressway at Kortright Road

The existing at-grade intersection will be upgraded as a partial interchange (see Attachment 2). The partial interchange will provide to/from south access to the Hanlon Expressway from Downey Road and Kortright Road respectively. The main elements of the proposed partial interchange will include the following:

- a) An overpass structure allowing the Hanlon Expressway to be elevated over Kortright Road and Downey Road. This arrangement is necessitated by existing grades on the two roadways. Ramp connections between Downey Road/ Kortright Road and the Hanlon Expressway will be provided to accommodate to/from South movements.
- b) Bike lanes and sidewalks on both sides of Kortright Road and Downey Road under the Hanlon Expressway, along with two travel lanes in each direction.
- c) The geometry of the off-ramp in the southeast quadrant has been adjusted to minimize the impact on the trees in the John Gamble Park. The provision of this ramp will lead to the closing of the old Hanlon Road at Kortright Road, and to the loss of a part of the parking area used by Park visitors. However, alternative access to the Park is available and an alternative parking area can be created to the south of the proposed ramp. Also, residents of Shadybrook Crescent use the old Hanlon Road during winter months to avoid going uphill on Shadybrook Drive. To address the loss of access to the old Hanlon Road, Shadybrook Drive will be added to the City's "Salt Roads" list for winter maintenance when the Kortright/Hanlon ramp gets constructed.
- d) The on-ramp in the southwest quadrant is located in a floodplain area, but the Grand River Conservation Authority (GRCA) has not identified any significant concerns with the proposed ramp alignment. The ramp will not affect the City's Downey Road water-supply well located further south of the ramp. These issues will again be monitored during the design and construction phase, especially in regard to the design construction of stormwater management facilities.

There will be no direct ramp connection to the Hanlon Expressway to accommodate to/from North movements. These movements will be accommodated by existing north-south roadways (e.g. Scottsdale Drive) on the east side of the Hanlon Expressway, and by the proposed Service Road between Stone Road and Woodland Glen Drive link on the west side of the Hanlon Expressway.

C) Service Road between Stone Road and Woodland Glen Drive

As illustrated in Attachments 3(a) and 3(b), the proposed Service Road will be a north-south, 2-lane, municipal collector road connecting Stone Road to the southerly section of Woodland Glen Drive fronting the YMCA. This section of Woodland Glen Drive will be aligned at Downey Road with the new off-ramp in the southwest corner to create a signalized intersection. In consultation with the YMCA,

its existing northerly driveway will be moved further to create a 4-way intersection with the new Service Road and the two legs of Woodland Glen Drive. At its northerly terminus, the proposed Service Road will be part of a new signalized intersection at Stone Road.

The Service Road will be built within the existing Hanlon right-of-way, and behind the backyards of Old Colony Trail properties to the west. The grading for the roadway will impact the backyards of three properties (two on Old Colony Trail, and one on Woodland Glen Road) at the south end of the new road. In the middle section, grading will be confined to the Hanlon right-of-way by a retaining wall, while in the north section the Service Road will be well within the property line. Noise barriers are required along the backyards of the Old Colony Trail properties as part of the Hanlon Expressway improvements and regardless of the location of the Service Road. The location and other details of the retaining wall and noise mitigation measures will be finalized during the detailed design and construction phase in consultation with the residents of Old Colony Trail.

D) Improvements to the Hanlon Expressway at Stone Road

The existing at-grade intersection will be replaced by a full interchange comprising Parclo A and Diamond interchange elements as illustrated in Attachment 4. The Parclo-Diamond combination is an improvement on the originally proposed Parclo-A interchange to address the many concerns raised by area residents. The main components of the new configuration include:

- a) A grade-separated crossing with Stone Road going over the Hanlon Expressway with a minor shift to the south to minimize impacts on adjacent properties on the north side.
- b) Bike lanes and sidewalks on both sides of Stone Road
- c) Stone Road will have 3 travel lanes in each direction on the bridge, which will continue as far as Scottsdale Drive on the east side. The road will narrow down to one lane in each direction on the west side of the Hanlon Expressway.
- d) Accommodation of all movements through southbound and northbound off-ramps, northbound on-ramp and a southbound loop on-ramp. The proposed Service Road is located in the southwest quadrant.
- e) As in the case of the Kortright Road partial interchange, the southbound off-ramp will lead to the closing of the old Hanlon Road (in the southeast quadrant) at Stone Road. However, this section of the old Hanlon Road is not used for access purposes, and there is opportunity to provide future trail connection between Stone Road and the old Hanlon Road avoiding the new ramp.
- f) The new ramps in the northwest quadrant will remove the existing sidewalk paralleling the Hanlon Expressway and extending up to the existing at-grade Stone/Hanlon intersection. A new 'midblock' pedestrian/bicycle access to the sidewalk on the reconstructed Stone Road will be provided from Bishop Court along the westerly edge of the Mary Phelan School property. City staff will coordinate with the School Board and school authorities in providing this new connection.

-
- g) The interchange configuration does not provide for the westerly extension of Stone Road.

E) Improvements to the Hanlon Expressway at College Avenue

The existing intersection will be converted into a grade-separation with College Avenue going under the Hanlon Expressway. This arrangement (see Attachment 5) is required to maintain existing property accesses on College Avenue, as accesses cannot be maintained with the alternative flyover arrangement – i.e. College Avenue crossing over the Hanlon Expressway. After the grade-separation of College Avenue, the access to the Hanlon Expressway will be provided by the new interchange at Stone Road. There will be bike lanes and sidewalks on both sides of College Avenue at the Hanlon crossing, along with one traffic lane in each direction as traffic volumes on College Avenue will significantly decrease after College Avenue is grade-separated from the Hanlon Expressway.

Issues Relating to the Kortright-Stone-College Area

Design Speed/Posted Speed

Workshop participants as well as City Councillors raised the issue of using a lower than 120 km/h design speed and lower than 100 km/h posted speed for the upgraded Hanlon Expressway, especially around residential areas. MTO has indicated that safety considerations do not permit using lower than 120 km/h for design purposes; however, it is willing to consider lowering the posted speed after the improvements are completed.

Traffic Issues to the West of the Hanlon Expressway

The physical constraints against providing to/from north ramps at Kortright Road-Downey Road created the challenge of accommodating to/from traffic generated, on the west side of the Hanlon Expressway, by the Kortright Hill community, sections of the Woodland Glen neighbourhood and the YMCA. Although, the College Avenue extension (south of Stone Road connecting with Ptarmigan Drive at Niska Road) was included in the Official Plan (Attachment 6) to accommodate this traffic, it would not have accommodated all of it, especially traffic emanating from the YMCA. On the other hand, a College Avenue extension would encourage external traffic from Wellington Road 35 (WR-35) and Downey Road to funnel through the Kortright Hill area. In addition, the College Avenue extension poses significant environmental problems. For these reasons and in light of the Council Resolution that College Avenue extension is not a future option, it was not included in the Preferred Plan presented in December 2007. This left Woodland Glen Drive as the principal road for accommodating to/from north traffic emanating from south of Stone Road and west of the Hanlon Expressway. The Community Workshop addressed this issue and developed a number of concepts based on a service road either on the east or on the west side of the Hanlon Expressway. The Project Team evaluated alternatives incorporating these concepts and selected the Preferred Plan that includes the Service Road to the west side as described earlier in this report. The west side location was selected as part of the Preferred Plan and it avoids operational problems associated with a service road on the east side as well as making local traffic crisscross a freeway. The proposed Service Road will be a collector road, will

have no residential frontage, and will carry primarily local (Kortright Hill, Woodland Glen and YMCA) traffic. At present, Downey Road carries a significant amount of external traffic from WR-35 to the Hanlon Expressway. With the construction of the Laird interchange the external traffic will be diverted to the Hanlon Expressway at Laird Road, and supplementary traffic calming measures could be undertaken if necessary to further discourage external traffic infiltrating Kortright Hill and Woodland Glen neighbourhoods.

Reasons for Removing the Option of Stone Road Extension

One of the concerns with the first Preferred Plan was that the design for the interchange at Stone Road provided for the westerly extension of Stone Road as identified in the Official Plan (Attachment 6). The removal of the Stone Road extension is one of the reasons for the new interchange design included in the revised Preferred Plan. There are also other considerations that are supportive of removing the Stone Road extension as a future option from the City's OP. First, with a fully upgraded Hanlon Expressway there will be neither need nor justification, from a network standpoint, for extending Stone Road across the Speed River. Second, the primary reason for considering Stone Road extension to access development lands on the west side of the Speed River, outside the City limits, is no longer valid. Stone Road may have been required in the past when WR-124 was an access controlled Provincial highway (old Hwy 24). The subject lands can now be served by WR-124, which is a county road with connections to a realigned WR-124 as well as the Hanlon Expressway. The lands would appear to have limited development potential given their designations as prime agricultural and core environmental in the County OP. Third, removing the Stone Road extension as a future option also removes the potential for impacting a sensitive environmental area including a new crossing of the Speed River. Lastly, removing the Stone Road extension will protect the Woodland Glen and College Heights communities from external vehicular and truck traffic. The existing Niska Road Bridge is included as a project in the 10-year Capital Forecast for upgrading as a 2-lane crossing following an Environmental Assessment. The proposed improvement to the Niska Road Bridge is sufficient to accommodate the cross-river travel needs of the Kortright Road-Downey Road communities. A staff report recommending the removal of the Stone Road extension from the Official Plan will be presented to Council following the approval of the Hanlon EA.

Property Impacts/Noise Impacts

The properties impacted by the proposed improvements have been identified and their breakdown is as follows:

- Industrial Properties (at Laird Road): 7 properties on the east side (3 of them limited to grading impacts), and 2 on the west side of the Hanlon Expressway. These are addressed either through the development process or directly with property owners.
- Residential Properties (Kortright-Stone-College area): 7 properties on the east side (2 of which are limited to grading impacts), and 12 properties on the west side (3 of which are limited to grading).

MTO officials are dealing with property issues on a property by property basis and have started discussions owners of affected properties. MTO has also identified the areas where noise mitigation measures will be required. The implementation of the mitigation measures will be undertaken in consultation with adjacent property owners. A number of residents on the east side are concerned with the technical determination that mitigation measures in certain areas are either unwarranted or impractical. MTO and City staff will continue to work with these residents during the detailed design and construction phase to address their concerns.

General Issues and Concerns Raised in the Hanlon EA

A number of issues of a general nature pertaining to sustainable transportation environmental practices were raised during the EA process. City staff have at various times provided clarifications and pointed out the overall context for upgrading the Hanlon Expressway. The context and the clarifications provided are summarized herein.

General Criticism

The most general criticism of upgrading the Hanlon Expressway was that it would facilitate the increase in auto usage at the expense of alternative modes. City staff have clarified that the planning and expansion of transportation infrastructure should not be based on an either/or choice between rail and road, but a sustainable and practical mix of several components. Specifically, the upgrading of the Hanlon Expressway should be seen in conjunction with other initiatives to promote the use of alternative modes in Guelph. These include the Transportation Demand Management (TDM) initiatives particularly the initiatives to triple cycling usage from its current share of 1.1%, promote walking, and to increase transit ridership. The City is also starting the 'Transit System Growth Strategy and Plan' initiative to provide the framework for enhancing future transit service and achieving higher ridership levels. Under the Provincial initiative to extend GO rail service from GTA to Guelph, the City is working closely with GO Transit to have the new service commence in 2011, which would be well before any of the proposed Hanlon improvements are in place.

Accommodating Alternative Modes

The upgrading of the Hanlon Expressway will also directly and indirectly contribute to accommodating alternative modes in the City. First, an upgraded Hanlon Expressway will divert auto and truck traffic from the City arterial roads thereby enhancing safety and creating capacity on these roads for transit and active transportation (cycling/walking) modes. Second, the changes identified in the Preferred Plan for the intersections at Laird Road, Kortright Road, Stone Road and College Avenue provide for pedestrian and cycling crossing of the Hanlon Expressway with improved levels of service and safety from what are currently available. And third, an upgraded Hanlon Expressway could potentially be used for providing rapid bus service in Guelph. This will have to be identified through the Transit Growth Strategy study that the City is currently initiating. MTO is supportive of the City exploring the possibility of using the Hanlon Expressway for providing

bus rapid transit in Guelph.

Air Quality

A few participants at the Community Workshop and during public consultations raised the issue of impacts on air quality as a result of the proposed Hanlon Expressway improvements. Theoretical air quality assessments carried out by the MTO indicate that changes in air quality along the Hanlon Expressway will be within allowable limits. In addition, the removal of traffic lights on the Hanlon Expressway after its upgrading will eliminate the current patterns of stop-go traffic which is a significant contributor to adverse air quality changes. However, given the growing interest in monitoring air quality changes in Guelph and other municipalities, particularly at the street level, City Council has authorized staff to initiate an Air Quality Monitoring Program (AQM) to monitor air quality changes both before and after the Hanlon upgrades, as well as changes associated with other road works and development activities in Guelph.

Natural Heritage/Wildlife

Guelph is currently preparing a Natural Heritage Strategy including an inventory of wildlife habitats and locations of wildlife crossings on roadways in Guelph, with the expectation that roadway improvements will provide for safe crossing features to the extent that it is practical. One of the crossings identified is on the Hanlon Expressway, in the area of an existing culvert, between Kortright Road and Laird Road. This information has been shared with MTO, and MTO has indicated that as there will be no changes (widening or reconstruction) to the Hanlon Expressway at the identified crossing location, specific crossing features cannot be undertaken as part of the planned improvements. City staff will follow up on this matter and ask MTO to explore the feasibility of providing a safe crossing feature during future expansion or reconstruction. City staff will also coordinate with MTO on landscaping and tree replacements during the detailed design and construction phase.

Summary and Conclusion

In summary, the Hanlon Expressway EA process has engaged the community and has benefited from their input. Significant changes have been made to the original Preferred Plan based on public consultation and input. The new Preferred Plan addresses most of the issues and concerns raised about its predecessor plan, and represents a significantly improved undertaking. However, given location of the proposed improvements in the midst of residential areas between College Avenue and Kortright Road, there are unavoidable impacts on some of the adjacent properties. These impacts will be mitigated on a property by property basis during the detailed design and construction phase of the project. MTO and City staff will liaise with affected residents to mitigate impacts in a practical and acceptable.

The proposed improvements at Laird Road could proceed to design and construction immediately following the completion of the current Environmental Assessment. This would enable the completion of the Laird interchange by 2012 or 2013. On the other hand, the commencement of construction of the proposed improvements at Kortright Road, Stone Road and College Avenue is likely to be after 2015. In the

interim period following the completion of the EA, MTO and City staff will work with area residents to proactively address issues relating to property and noise impacts. A successful completion of the EA process will enable the commencement of the mitigation process sooner than later.

The Ministry of Transportation would like to receive Council's support of the Preferred Plan before proceeding to complete the Transportation Environmental Study Report for submission to the Ministry of the Environment and for public review. During the 30-day public review period, residents and stakeholders will have the opportunity to provide comments as well as to file objections with the Minister of the Environment.

CORPORATE STRATEGIC PLAN

Strategic Direction #1: To Manage Growth in a Balanced Sustainable Manner

- Ensure the City's infrastructure is appropriate for current and anticipated growth
- Work with neighbouring municipalities and all levels of government on policy and direction

FINANCIAL IMPLICATIONS

The 2010-2018 Capital Forecast allocates \$15.9 M (RD0139) as City's share for the Hanlon/Laird interchange, and \$2.5 M (RD0165) for municipal road improvements in the Kortright-Stone-College area. Both amounts are paid by Development Charges. The construction timing for the Laird interchange is 2012-13 and the City's share is to be paid after MTO completes the construction. The timing of the Kortright-Stone-College area improvements is unknown at this time.

DEPARTMENTAL CONSULTATION

This report was circulated to the Operations Department, Development and Parks Planning Division, and Policy Planning Division for their review.

COMMUNICATIONS

CDDS Report 09-33 on the Hanlon Expressway Environmental Assessment presented to the CDES Committee on March 30, 2009. Notice of the CDES meeting was advertised in the media and distributed to residents/stakeholders on the mailing list. Similar notification has been undertaken in regard to the Council meeting on April 27, 2009.

ATTACHMENTS

Attachment 1 – Laird Road Interchange
Attachment 2 – Downey Road / Kortright Road Grade Separation
Attachments 3(a) & 3 (b) – Proposed (Westside) Service Road

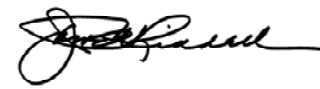
Attachment 4 – Stone Road Interchange
Attachment 5 – College Avenue Grade Separation
Attachment 6 – Guelph Official Plan, Transportation Schedule (9B)
Schedule 1 – Memo to Mayor and Council re; additional info. on the Hanlon



Prepared By:
Rajan Philips, P.Eng.,
Manager, Transportation Planning & Development Engineering
(519) 837-5604, ext. 2369
rajan.philips@guelph.ca



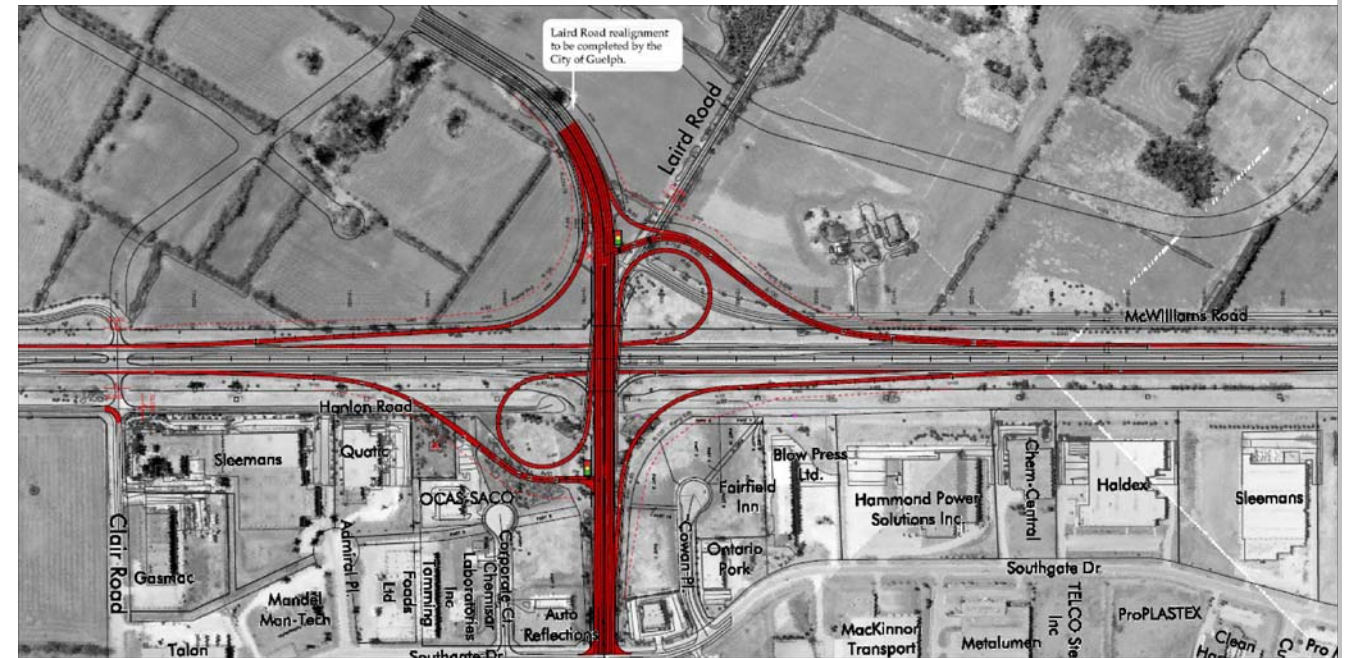
Endorsed By:
Richard Henry, P.Eng.,
City Engineer
837-5604, ext. 2248
richard.henry@guelph.ca



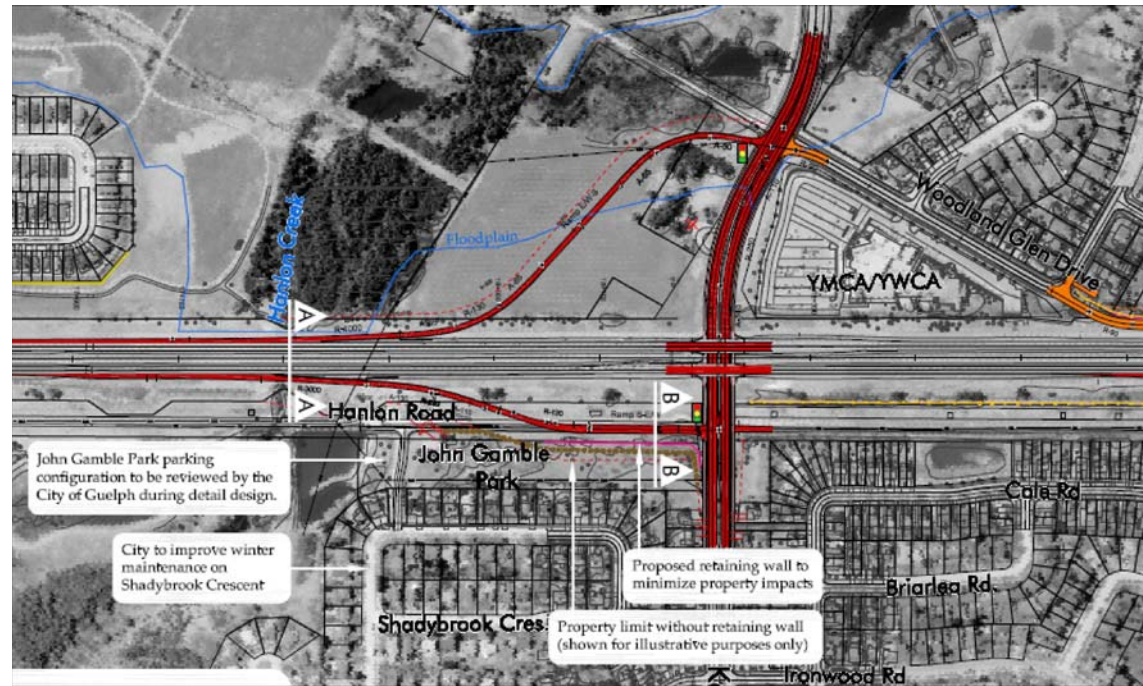
Recommended By:
James N. Riddell
Director, Community Design and (519)
Development Services
(519) 837-5617, ext. 2361
jim.riddell@guelph.ca

T:\ENGINEER\Engineering Council\2009

COUNCIL REPORT



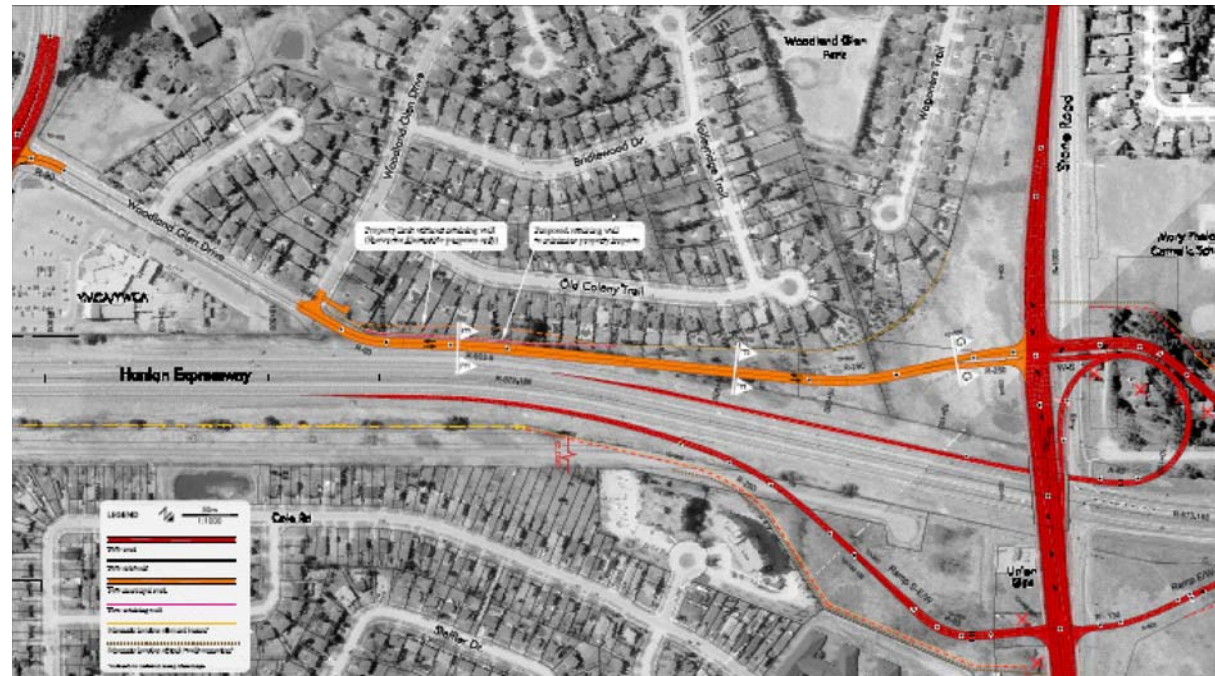
Attachment 1: Laird Road Interchange



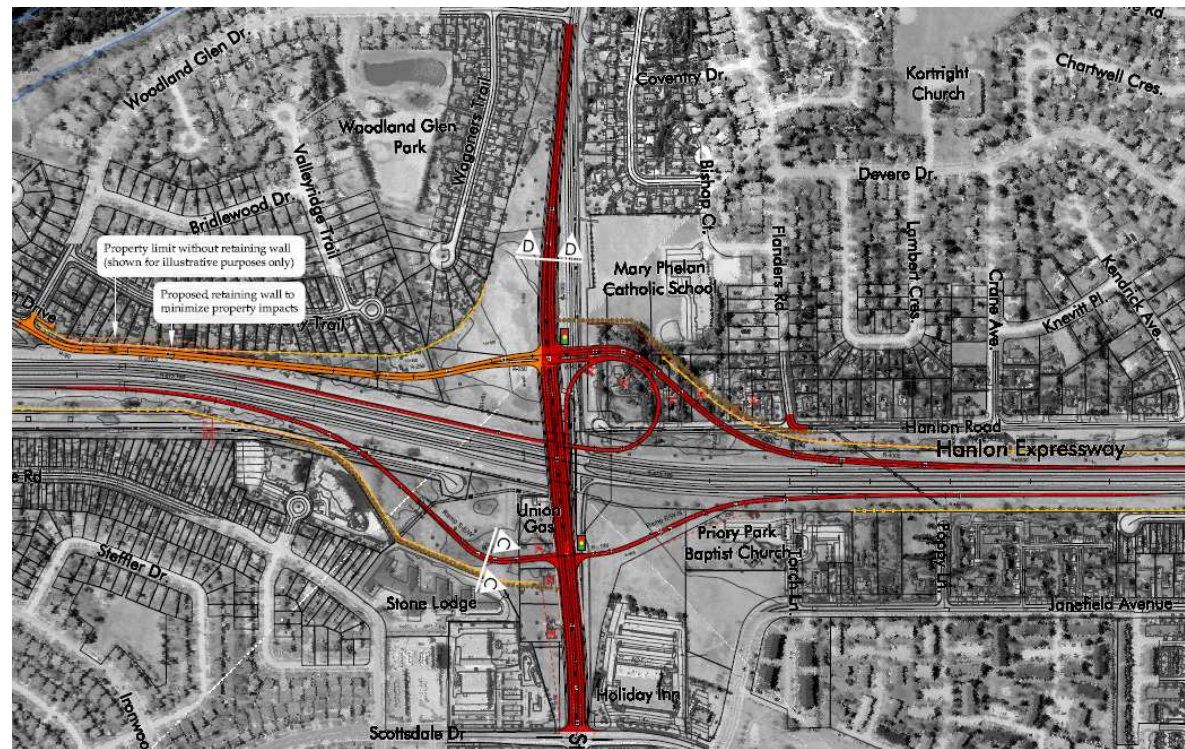
Attachment 2: Downey Road / Kortright Road Grade Separation



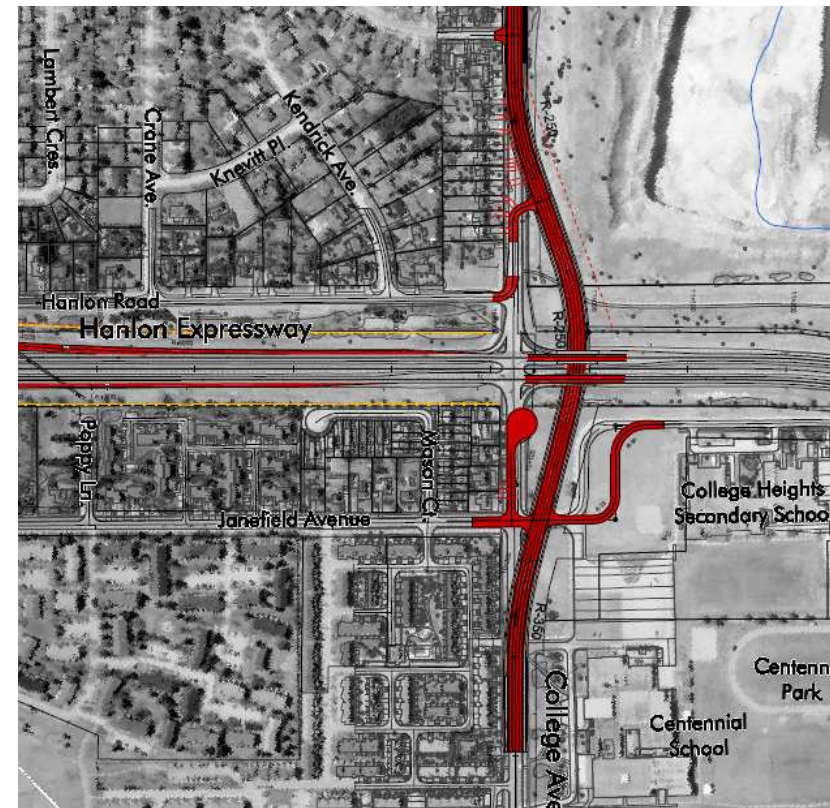
Attachment 3(a): Proposed (Westside) Service Road



Attachment 3(b): Proposed (Westside) Service Road

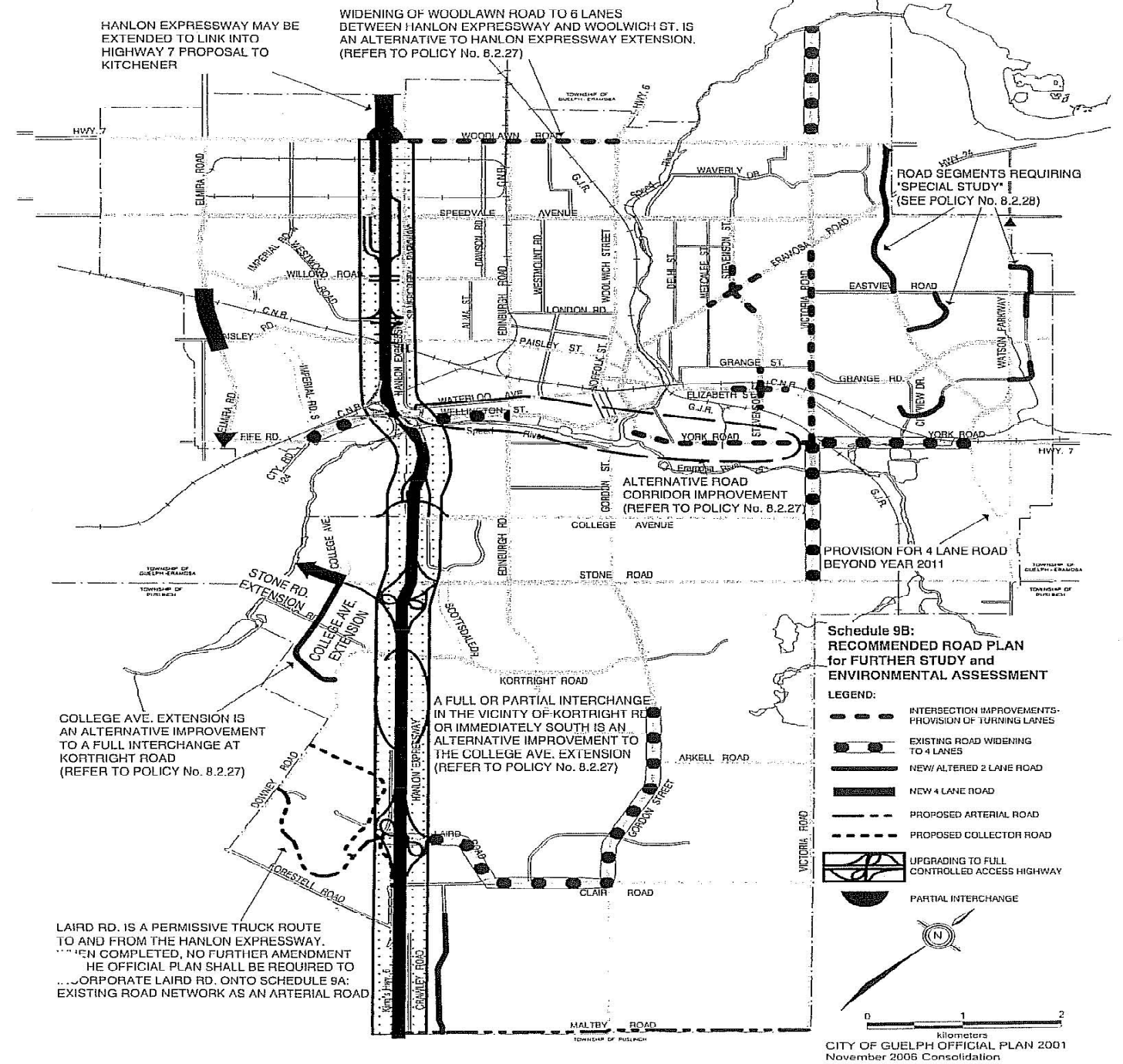


Attachment 4: Stone Road Interchange



Attachment 5: College Avenue Grade Separation

Attachment 6: Guelph Official Plan, Transportation Schedule (9B)



COUNCIL RESOLUTION

THAT the Community Design and Development Services Report 09-33, on the `Hanlon Expressway Environmental Assessment', dated March 30, 2009, be received;

AND THAT the Council Report 09-42, on the `Hanlon Expressway Environmental Assessment', dated April 27, 2009, be received;

AND THAT Council support the interchange upgrade of the Hanlon Expressway and Laird Road intersection identified through the Hanlon EA process, and request the Ministry of Transportation (MTO) to give priority to the design and construction of the new interchange to enable the full development of the Hanlon Creek Business Park and Southgate Industrial lands, as described in this report;

AND THAT Council support the improvements to the Hanlon Expressway intersections at Kortright Road identified through the Hanlon EA process;

AND THAT Council support the improvements to the Hanlon Expressway intersection at Stone Road identified through the Hanlon EA process;

THAT Council supports the improvements to the Hanlon Expressway intersection at College Avenue identified through the Hanlon EA process;

THAT the City of Guelph request MTO to set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents, during the design and construction phase of the project, to coordinate the implementation of the proposed improvements and mitigation of impacts as described in this report including further investigation with respect to the placement of the service road;

THAT Council direct staff to work with MTO to develop and implement an advanced tree replacement program in the study area, in consultation with area residents, following the completion and approval of the EA;

AND THAT Council request MTO to include for future reference and record the City of Guelph Report 09-42, dated April 27, 2009, and the Memo to Council dated April 27, 2009, in the final Transportation Environmental Study Report (TESR) for the Hanlon Expressway (Provincial Highway 6);

AND THAT City Staff work with the MTO on the implementation of short term improvements to traffic flow on the Hanlon Expressway;

AND THAT the Mayor request the MTO to include a north/south pedestrian/cycling linkage along the entire length of the Hanlon improvements along Wellington Street and Clair Road;

AND THAT the Council directs the Mayor to request MTO to initiate an integrated assessment of transportation needs in the Guelph-Wellington and

Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives;

AND THAT the Council directs the Mayor to advise the Minister of Transportation and Guelph MPP Liz Sandals of the City's support of the proposed improvements to the Hanlon Expressway, and the City's request that MTO (a) give priority to completing the interchange at Laird Road to support the development of the Hanlon employment lands; (b) set up a Citizens Liaison Committee comprising MTO staff, City staff and area residents to coordinate the implementation of the proposed improvements and mitigation of impacts including an advanced tree replacement program in the residential areas of Kortright Road, Stone Road and College Avenue; and (c) initiate an integrated assessment of transportation needs in the Guelph-Wellington and Kitchener-Waterloo-Cambridge areas in keeping with the Places to Grow goals and objectives, to identify regional TDM and transit needs, set targets, and promote supportive policies and infrastructure, along with ongoing provincial highway improvement initiatives.