



VICTORIA ROAD

(Clair Road to York Road)

Class EA Study



ENVIRONMENTAL STUDY REPORT



McCORMICK RANKIN CORPORATION
GAMSBY AND MANNEROW LIMITED



in association with
Ecoplans Limited
Archaeological Services Inc.

January 2005





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EXECUTIVE SUMMARY

E.1 INTRODUCTION

Victoria Road is a north-south arterial road with the subject section extending from north of York Road to south of Clair Road. From north of York Road to immediately north of the Eramosa River, Victoria Road is a four lane roadway with an urban cross-section, which narrows to two lanes at the Eramosa River structure and continues southerly as a two lane rural roadway.

The character of the Victoria Road corridor varies through the study area (see Exhibit E.1 following page E-5). From Clair Road to south of Stone Road, Victoria Road is the easterly municipal boundary between the City of Guelph and the Township of Puslinch. From there northerly, however, Victoria Road is within the City of Guelph.

From Clair Road to south of Stone Road, the lands on the west side of Victoria Road are within the approved South Gordon Secondary Plan area. Land use is changing from rural to urban as these lands continue to rapidly develop in stages. On the east side of Victoria Road, however, the lands are designated for rural land use and include the Arkell Research Station operated by the University of Guelph.

From south of Stone Road to the Eramosa River, the lands to the west of Victoria Road are part of the University of Guelph and include the Arboretum and the Cutten Club. The lands to the east of Victoria Road are owned by the provincial government under the management of the Ontario Realty Corporation, but leased long term by the Turfgrass Institute and Guelph Research Station and operated by the University of Guelph.

From the Eramosa River northerly, the character of the Victoria Road corridor changes again since Victoria Road is within the built-up area of the City of Guelph. There is residential development on the west side and industrial and commercial land uses on the east side.

In order to address the existing conditions and future needs on Victoria Road, the City of Guelph has carried out the Victoria Road Class Environmental Assessment (EA) Study in accordance with the Municipal Class EA which is an approved process under the Ontario Environmental Assessment Act (EA) Act.

The study was carried out under the direction of the Project Team which included senior staff from the City of Guelph and a representative of the University of Guelph.

The nature of the recommended undertaking requires that an Environmental Study Report (ESR) be prepared and filed for a minimum 30 day review period. This ESR documents the process which was followed to determine the recommended undertaking and describes:

- the problem / opportunity being addressed (Chapter 2)
- existing social, natural and cultural environmental conditions (Chapter 3)
- the alternative solutions that were considered (Chapter 4)
- assessment of alternatives and determination of the preferred alternative (Sections 4.3, 4.4 and 4.5)
- potential environmental effects and proposed mitigating measures of the preferred alternative and commitments to further work (Chapter 5)

- the consultation undertaken with technical agencies, utilities, property owners and the public (discussed throughout the ESR)

E.2 PROBLEM / OPPORTUNITY BEING ADDRESSED BY THE STUDY

Based on the review of the existing conditions along Victoria Road, the bridge over the Eramosa River, and the analysis of existing traffic volumes and projected future travel demands, the problem being addressed by this study was defined as follows:

- the analysis of future travel demands identifies the need for 4 lanes from York Road to south of Stone Road by Year 2011 and protection for 4 lanes to Arkell Road in the long term
- the existing Victoria Road bridge over the Eramosa River can only accommodate 2 lanes of traffic and is in poor to fair condition
- there is a need for improvements to Victoria Road to address existing and future intersection requirements and the poor pavement condition south of Arkell Road

Given the problem being addressed by the study, the existing and future land uses east and west of Victoria Road and the location of significant natural heritage features, alternatives located beyond the existing right-of-way were not considered to be reasonable. Therefore the development of alternatives focussed on the existing Victoria Road corridor. Given the different characteristics and varying issues along the corridor, Victoria Road was reviewed in the following sections from south to north:

- Clair Road to Arkell Road (See Sections 4.1.1, 4.3.1 of the ESR)
- Arkell Road to south of Stone Road (Sections 4.1.2, 4.3.2)
- south of Stone Road to the Eramosa River (Sections 4.1.3, 4.3.3)
- Bridge over Eramosa River (Sections 4.1.4, 4.3.4)
- Eramosa River to York Road (Sections 4.1.5, 4.3.5, 4.3.6, 4.5.4)

E.3 RECOMMENDED UNDERTAKING (PREFERRED ALTERNATIVE)

E.3.1 Interim and Ultimate Widening Options

The preferred alternative (shown in Exhibit E.1) includes the widening of Victoria Road to 3 lanes (2 lanes and centre-turn lane) from Clair Road to south of Stone Road, and 4 lanes from south of Stone Road to York Road with turning lanes at intersections as identified. For the section from the Eramosa River to York Road, while ultimately the preferred alternative is to provide 4 lanes plus turning lanes, on account of property constraints north of the Eramosa River, an interim staging option has also been identified to restrict the widening to 3 lanes (2 southbound lanes and 1 northbound lane) in the section from approximately 290 meters south of York Road to just north of College Avenue. The interim widening option was identified given the current property constraints on the east side of Victoria Road fronting the Huntsman property (industrial property located at 256 Victoria Road). If during the detailed design stage the property constraints can be addressed to enable widening in the northbound direction as well, then the City proposes to proceed with the full widening to 4 through lanes through this section. This will be reviewed during the detailed design stage. The preferred alternative

is shown conceptually on Exhibit E.1 while the preliminary plan is provided on Plates 1 to 5 in Chapter 5.

Numerous meetings were held with representatives of Huntsman Corporation during the study. The preferred ultimate widening option for Victoria Road will require property along the Huntsman Corporation property and this in turn has implications for the site-specific environmental approvals. The interim staging option was developed to avoid widening along the Huntsman property, while pursuing opportunities for full widening (see discussion in Section 4.5.4).

At the time of completing this ESR, Huntsman Corporation have announced their plan to close the manufacturing facility at 256 Victoria Road. The complete shutdown is anticipated in the third quarter of 2005, but the future of the site itself is still indeterminate. Huntsman Corporation representatives have indicated that they would like to be kept informed of the City's undertaking to widen Victoria Road along their frontage.

The announced shutdown of the plant has created a new situation in regard to obtaining property and site-specific environmental approvals, and implementing the ultimate or full four-lane widening instead of the interim three-lane option. Further, the need to maintain the current emergency access along the north bank of the river could also be reconsidered. This in turn would enable the consideration of a single span bridge across the Eramosa River that would avoid the need for a centre pier in the river.

The City would pursue these options during the detailed design stage in consultation with Huntsman Corporation and the appropriate review agencies.

E.3.2 Potential Environmental Effects

The main environmental effects and proposed mitigation are described in Chapter 5 of the ESR and summarized as follows:

Transportation

- provides increased capacity on Victoria Road to accommodate future travel demands
- improves the operation of the intersections at York Road, Arkell Road and Clair Road
- replaces existing bridge which is in poor-fair condition
- addresses poor pavement condition between Clair Road and Arkell Road
- an interim widening option is proposed from College Avenue to south of York Road given the existing property constraints north of the Eramosa River
- Victoria Road will remain open during construction

Social Environment

- improves overall community access
- is generally located within the existing right-of-way thereby reducing effects
- property impacts have been minimized where possible
- provisions for cyclists / pedestrian as appropriate
- predicted future noise level increases are less than 5 dBA
- continuity of existing / proposed recreational trails to be provided
- proposals do not preclude future proposals for connecting the recreational trail system across the Eramosa River at the Victoria Road bridge

Land Use

- provides improved access to existing land uses and future development adjacent to Victoria Road
- avoids Guelph Arboretum north of Stone Road, however, additional property is required on the east side of Victoria Road
- changes to commercial access / entrances at the Victoria - York Centre. City will continue to consult with affected property owners during detail design (See Section 5.7.2).

Cultural Environment

- Stage 1 archaeological review was undertaken
- does not affect any identified built heritage features
- the existing bridge over the Eramosa River was built in 1962. Since it will be removed, the City will follow-up with the Ministry of Culture during detail design to determine/confirm the appropriate mitigation.

Natural Environment

- Eramosa River – replace existing bridge (which has one pier in the river) with new bridge in same location with one pier in the water; may require authorization from the Federal Department of Fisheries and Oceans (will be confirmed during detail design)
- Torrance Creek
 - minimizes extension of existing culvert and avoids pond
 - minimizes impact on wetland edge
- Enhanced stormwater management is proposed

Property Requirements

- in general, property requirements reduced since following the existing right-of-way
- proposed property requirements are shown on the preliminary plan (see Plates 1 to 5 in Chapter 5)

Construction Requirements

- Victoria Road is to be kept open at the Eramosa River during construction

E.4 CONSULTATION

Consultation with potentially affected stakeholders including technical agencies, adjacent municipalities, utilities and the public including adjacent property owners, interest groups and the public, was an important part of the process.

The main steps in the consultation process included:

- May 21, 2002 < Notice of Study Commencement
- June 5, 2002 < meeting with participating technical agencies, adjacent municipalities and utilities
- June 5, 2002 < Public Information Centre #1
- June 11, 2003 < meeting with participating technical, adjacent municipalities and utilities
- June 11, 2003 < Public Information Centre #2

As well there will be an opportunity to review the Environmental Study Report.

In addition, a number of meetings were held with affected property owners as discussed through the ESR and summarized in Sections 4.5, 5.5, 5.6 and 5.7.

E.5 IMPLEMENTATION AND STAGING

The detailed design will begin after completion of the EA process, which is expected to be at the beginning of 2005. The construction is planned to be undertaken in the following stages:

- York Road to Stone Road - 2006 to 2007
- Arkell Road to Clair Road – 2006 to 2007
- Stone Road to Arkell Road – 2007 to 2008

The following factors will also affect the timing / staging of construction of the recommended undertaking:

- obtaining the necessary approvals
- obtaining the required funding
- acquiring the necessary land
- designing the roadway in detail

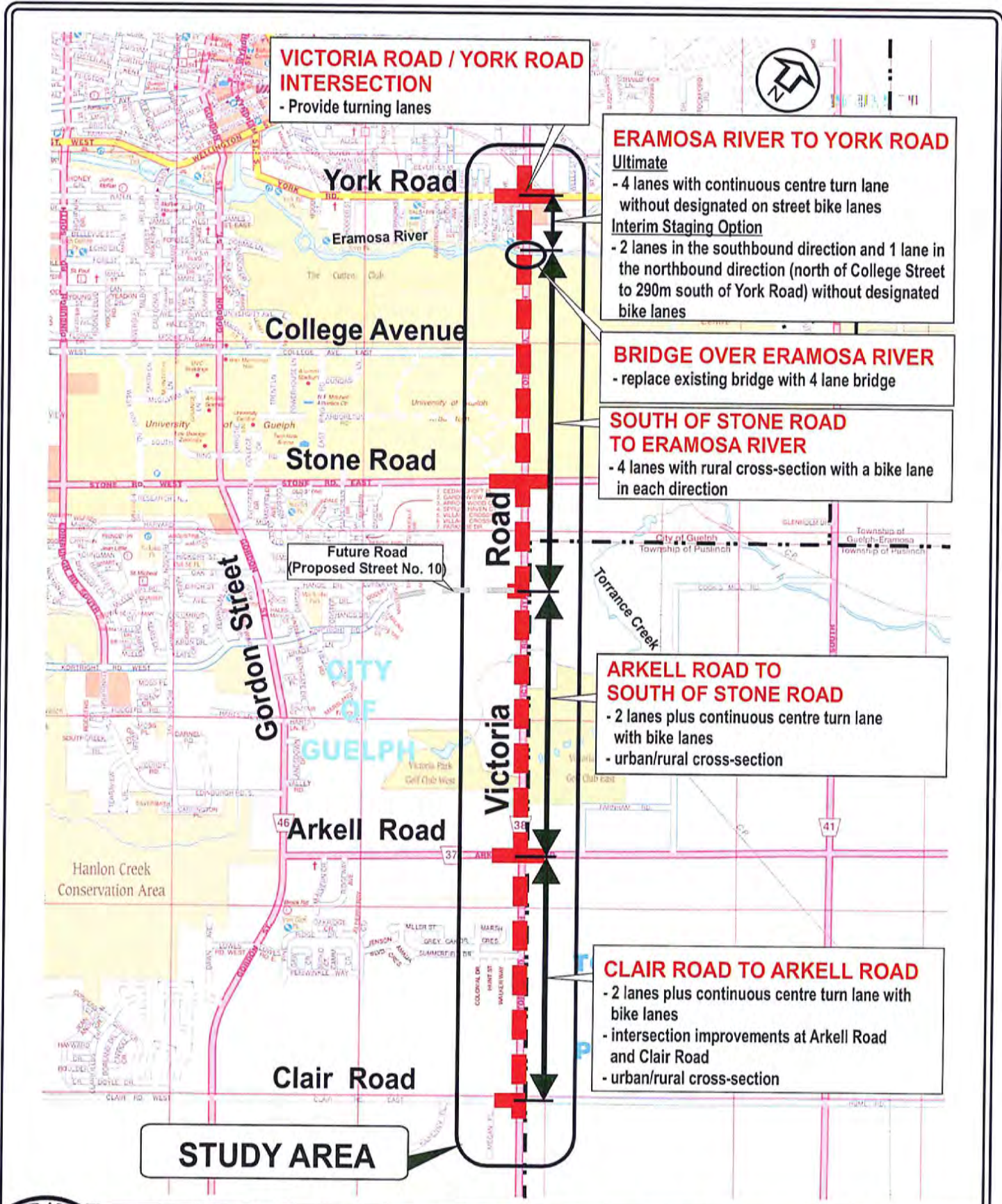
While an interim staging option has been identified for the section from north of the Eramosa River to just north of College Avenue, if there is an opportunity to acquire the necessary property along the Huntsman property at 256 Victoria Road, then the City proposes to proceed with the full widening to 4 lanes, i.e. the ultimate widening. This is discussed further in Section 5.1 and will be reviewed during detail design.

E.6 COMMITTEE / COUNCIL APPROVAL

The study recommendations were presented to the City of Guelph Planning, Environment and Transportation Committee on May, 26, 2004 with the following recommendation,

“THAT staff be authorized to proceed with the filing of the recommended improvements for Victoria Road, between York Road and Clair Road, identified through the Class Environmental Assessment process, as outlined in this report dated May 26, 2004”

At their meeting of June 7, 2004, Council approved the study recommendations and authorized staff to complete and file the Environmental Study Report.



VICTORIA ROAD / YORK ROAD INTERSECTION
 - Provide turning lanes

ERAMOSA RIVER TO YORK ROAD
Ultimate
 - 4 lanes with continuous centre turn lane without designated on street bike lanes
Interim Staging Option
 - 2 lanes in the southbound direction and 1 lane in the northbound direction (north of College Street to 290m south of York Road) without designated bike lanes

BRIDGE OVER ERAMOSA RIVER
 - replace existing bridge with 4 lane bridge

SOUTH OF STONE ROAD TO ERAMOSA RIVER
 - 4 lanes with rural cross-section with a bike lane in each direction

ARKELL ROAD TO SOUTH OF STONE ROAD
 - 2 lanes plus continuous centre turn lane with bike lanes
 - urban/rural cross-section

CLAIR ROAD TO ARKELL ROAD
 - 2 lanes plus continuous centre turn lane with bike lanes
 - intersection improvements at Arkell Road and Clair Road
 - urban/rural cross-section

STUDY AREA



CHAPTER 1. INTRODUCTION

1.1 INTRODUCTION

Victoria Road is a north-south arterial road with the subject section extending from north of York Road to south of Clair Road. South of Stone Road, Victoria Road is the boundary between the City of Guelph to the west and the Township of Puslinch to the east. From north of York Road to immediately north of the Eramosa River, Victoria Road is a four lane roadway with an urban cross-section, which narrows to two lanes at the Eramosa River structure and continues southerly as a two lane rural roadway.

In order to address the existing conditions and future needs on Victoria Road, the City of Guelph has carried out the Victoria Road Class Environmental Assessment (EA) Study in accordance with the Municipal Class Environmental Assessment (EA) which is an approved process under the Ontario Environmental Assessment Act (EA) Act.

Based on the problem being addressed, existing and future conditions, assessment of alternatives, potential environmental impacts and associated mitigation and input from technical agencies, the public, property owners and interest groups, the recommended preferred alternative has been determined.

The preferred alternative (shown in Exhibit 1.1) includes the widening of Victoria Road to 3 lanes (2 lanes and centre-turn lane) from Clair Road to south of Stone Road, and 4 lanes from Stone Road to York Road. For the section from the Eramosa River to York Road, while ultimately the preferred alternative is to provide 4 lanes plus intersection turning lanes, an interim staging option has also been identified to restrict the widening to 3 lanes (2 southbound and 1 northbound) in the section from approximately 290 meters south of York Road to just north of College Avenue. The interim widening option was identified given the current property constraints on the east side of Victoria Road fronting the Huntsman property (industrial property located at 256 Victoria Road). If during the detailed design stage, however, there is an opportunity to acquire the property to enable the widening of Victoria Road to 4 lanes in the vicinity of 256 Victoria Road, then the City proposes to proceed with the full widening to 4 through lanes. This will be reviewed during the detailed design stage. The preferred alternative is shown conceptually on Exhibit 1.1 while the preliminary plan is provided on Plates 1 to 5 in Chapter 5.

The nature of the recommended undertaking identifies it as a Schedule C under the Municipal Class EA. This in turn required that an Environmental Study Report (ESR) be prepared and filed for a minimum 30-day review period. The purpose of the ESR is discussed in Section 1.2.3.

1.2 ONTARIO ENVIRONMENTAL ASSESSMENT ACT

Municipal road projects are subject to the Ontario EA Act. A Class Environmental Assessment (EA) process is an approved process under the EA Act for a specific group or "class" of projects. Projects are therefore approved subject to compliance with an approved Class EA process.

1.2.1 Municipal Class Environmental Assessment Process

The Municipal Class Environmental Assessment (EA) is an approved class environmental assessment process which applies to municipal infrastructure projects including roads, water and wastewater. The Municipal Class EA outlines a comprehensive planning process which includes the following steps: problem definition; identification of alternatives (including “do nothing”); analysis and evaluation of their effects on the environment including the natural, social, economic and engineering; determination of a preferred alternative and associated mitigation measures; and, consultation with technical agencies and the public throughout the process. The Class EA process provides a rational planning approach to determining a preferred alternative for addressing the problem (or opportunity). The Municipal Class EA is an approved environmental assessment planning document which describes the process that proponents must follow in order to meet the requirements of the Ontario EA Act. Providing the Class EA planning process is followed, a proponent does not have to apply for formal approval under the EA Act.

The Municipal Class EA process is shown on Exhibit 1.2 and includes:

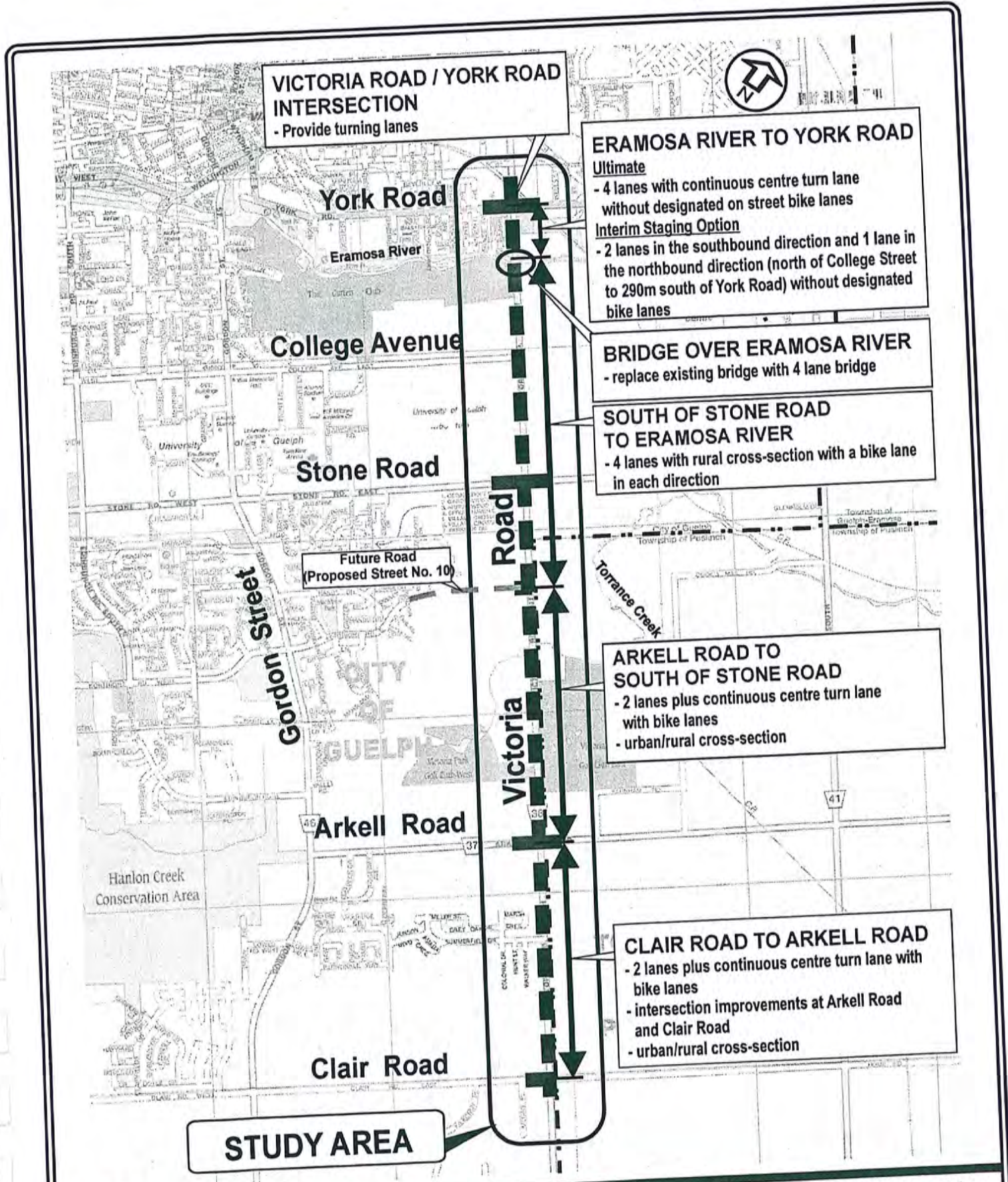
- Phase 1 - identify the problem or opportunity
- Phase 2 - identify alternative solutions / select preferred solution
- Phase 3 - examine alternative methods of implementing the preferred solution
- Phase 4 - prepare and file an Environmental Study Report
- Phase 5 - proceed to detailed design, construction and operation

The three types of projects or activities to which the Municipal Class EA applies are:

- Schedule ‘A’ - projects which are limited in scale, have minimal adverse environmental effects and include the majority of municipal road maintenance, operational, and emergency activities
- these projects are preapproved and therefore a municipality can proceed without further approval under the EA Act
- Schedule ‘B’ - projects which have the potential for some adverse environmental effects
- these projects are approved subject to a screening process which includes contacting directly affected public and relevant review agencies
- Schedule ‘C’ - projects which have the potential for significant environmental effects and which must proceed under the planning and documentation procedures outlined in the Municipal Class EA document

1.2.2 Part II Order

The Municipal Class EA process includes an appeal provision to change the status of a project from being subject to the Municipal Class EA process to being subject to an individual environmental assessment as per Part II of the Ontario EA Act. The latter



Recommended Undertaking



Victoria Road Class EA Study
Clair Road to York Road
Environmental Study Report

PHASE 1
PROBLEM OR OPPORTUNITY

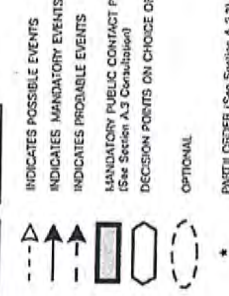
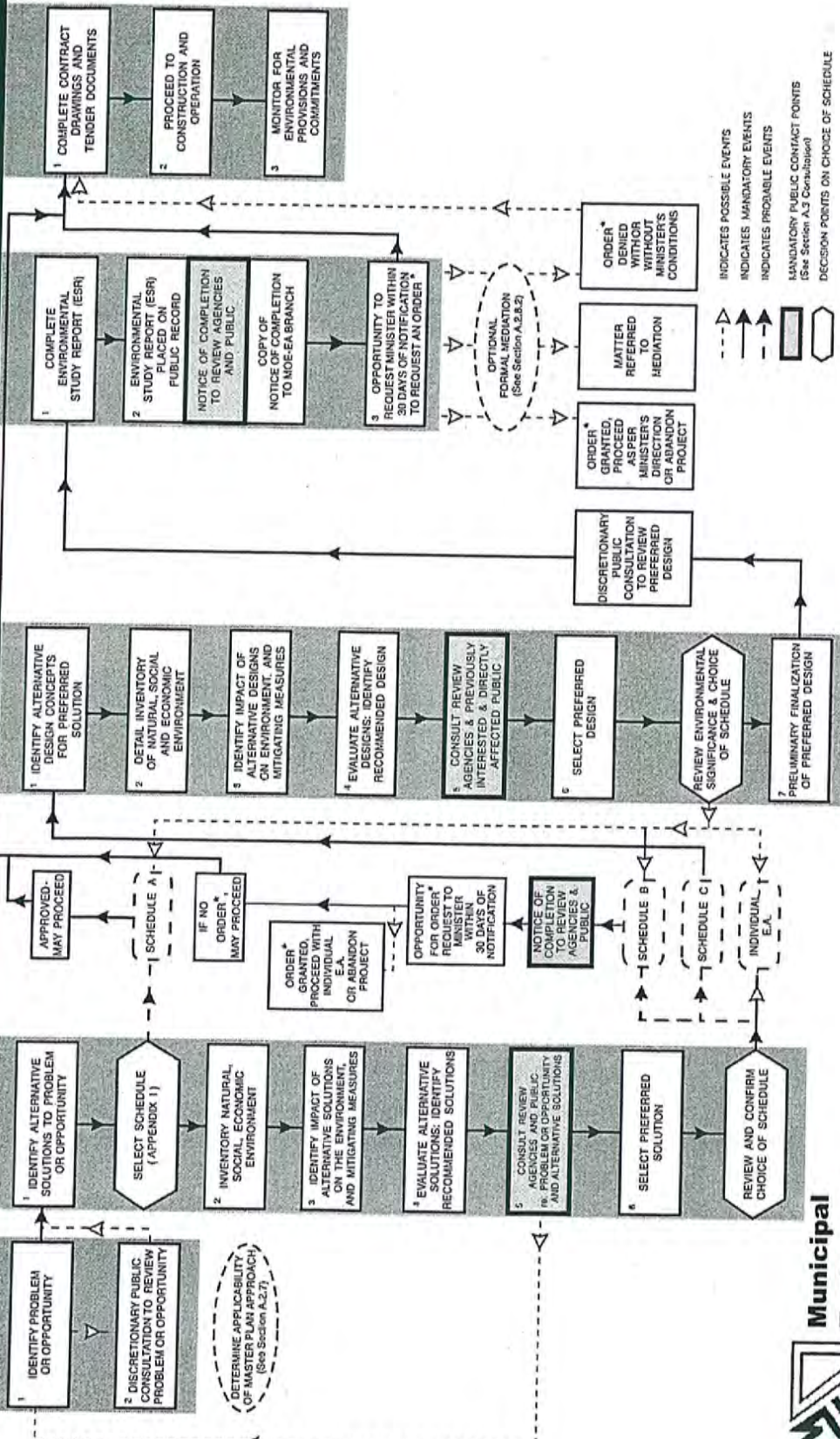
PHASE 2
ALTERNATIVE SOLUTIONS

PHASE 3
ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION

PHASE 4
ENVIRONMENTAL STUDY REPORT

PHASE 5
IMPLEMENTATION

ENVIRONMENTAL STUDY REPORT



PARTIAL ORDER (See Section A.2.3)



Victoria Road Class EA Study
Clair Road to York Road
Environmental Study Report

Municipal Class EA Process

Exhibit 1.2

requires the submission of an EA document to the Minister of the Environment for government review and approval.

It is recommended that all stakeholders work together to determine the preferred means of addressing a problem or opportunity. If concerns regarding a project can not be resolved in discussions with the proponent (for this study, the proponent is the City of Guelph), then members of the public, interest groups or technical review agencies may request the Minister of the Environment to require, by order, a proponent to comply with Part II of the EA Act before proceeding with a proposed undertaking which has been subject to Class EA requirements. The Minister of the Environment then decides whether to deny the request, refer the matter to mediation, or, require the proponent to comply with Part II of the EA Act. Additional information regarding this appeal process may be obtained from the City of Guelph (see contact in Section 1.2.3).

1.2.3 Purpose of the Environmental Study Report

This Environmental Study Report (ESR) documents the process followed to determine the recommended undertaking and the environmentally significant aspects of the planning, design and construction of the improvements for Victoria Road. It describes: the determination of the problem being addressed, alternative solutions that were considered, a description of the preferred alternative and its purpose, the existing social, natural and cultural environmental considerations, environmental effects and proposed mitigation measures, and commitments to further work, consultation, and monitoring, associated with the implementation of the project.

For further information on the Municipal Class EA process, readers are referred to the Municipal Class EA document (2000). The City of Guelph Project Manager for this Class EA Study is available to discuss this information and can be contacted as follows:

Mr. Rajan Philips, P. Eng.
Transportation Planning Engineer
City of Guelph
Environment and Transportation Group, City Hall
Guelph, Ontario N1H 3A1
Phone: (519) 837-5604; Fax: (519) 837-5635
email: rajan.philips@guelph.ca

It is likely that minor modifications to the recommended undertaking and its impacts on the environment will be identified during detailed design; however, these modifications are not anticipated to change the intent of the undertaking. It is expected that any additional impacts to the environment would be addressed through standard mitigating measures.

1.3 CANADIAN ENVIRONMENTAL ASSESSMENT ACT (CEAA)

This project must also comply with the requirements of the Canadian Environmental Assessment Act (CEAA). The following identifies the main potential "triggers" under CEAA and their application to the recommended undertaking. Where permits are required, application will be made during the detailed design stage.

“Triggers” to CEAA and this EA	
“Trigger”	Applicability to this Project
Federal Funding or Federal Lands	- no federal lands directly affected - no federal funding anticipated
Transport Canada (Canadian Coast Guard) - any navigable water crossing as per the Navigable Waters Protection Act (NWPA)	- the Eramosa River is considered to be navigable by the Canadian Coast Guard - application to be made during detailed design
Department of Fisheries and Oceans (DFO) - any harmful alteration or destruction of fish habitat, according to the Fisheries Act	- the new crossing of the Eramosa River is proposed to be in the same location as the existing bridge with one pier in the water (to be confirmed during detail design). - may require DFO authorization from the Federal Department of Fisheries and Oceans To be reviewed during detailed design.

1.4 STUDY AREA

The Study Area is shown on Exhibit 1.3 and includes the Victoria Road Corridor from York Road to Clair Road.

1.5 STUDY APPROACH (STAGES AND SCHEDULE)

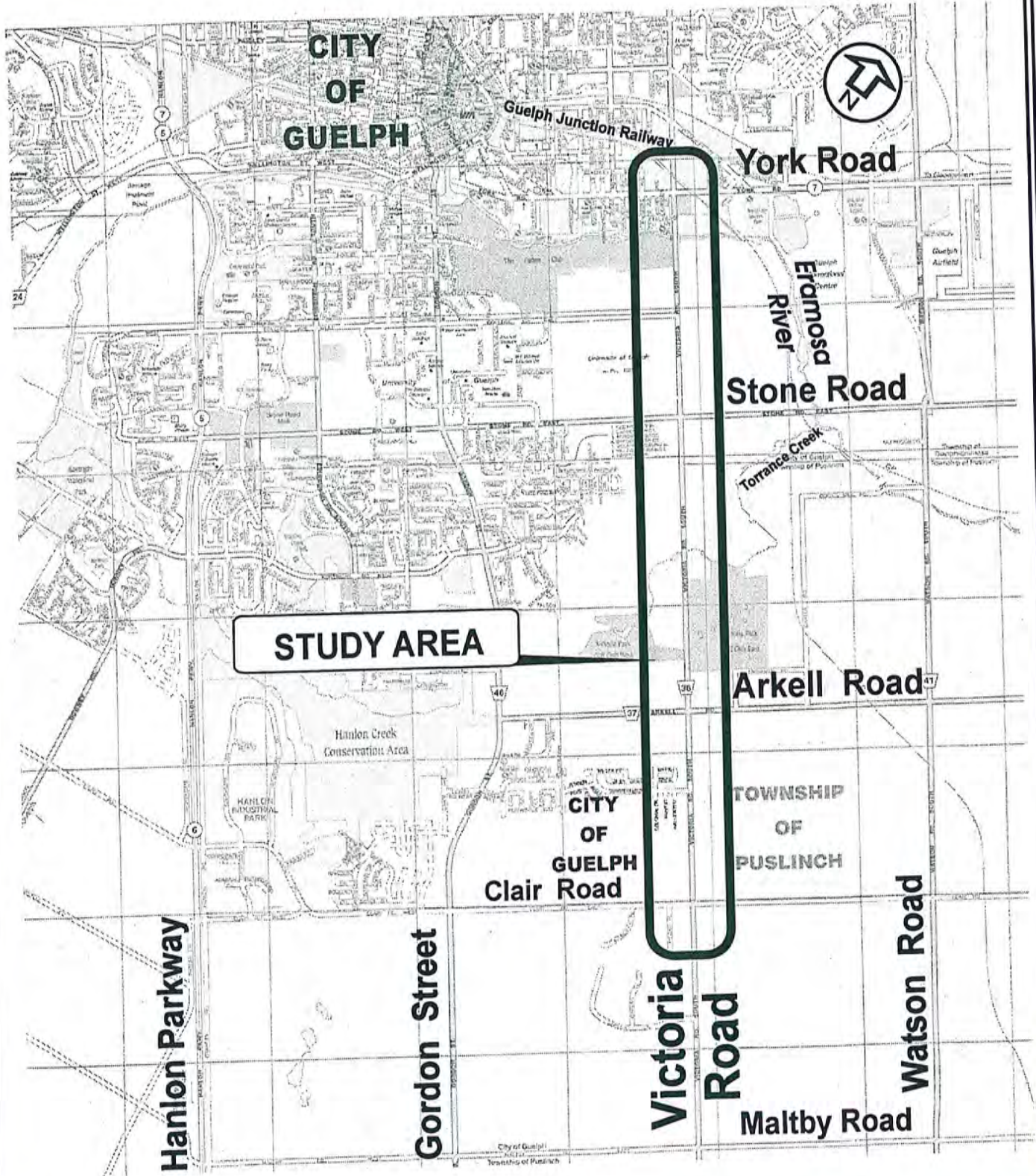
In order to fulfill the Municipal Class EA requirements and to ensure a thorough understanding of the problem being addressed, the alternatives considered and their associated potential environmental impacts and mitigation measures, and, to enable consultation with the public and technical agencies, the study followed the Municipal Class EA process as shown in Exhibit 1.2. The main study stages and associated study schedule are shown in Exhibit 1.4.

Given that this is a Schedule C project, Phases 1 to 4 of the Municipal Class EA process have been completed with the preparation of the ESR. The ESR outlines the commitments to be followed in the subsequent implementation of the recommended undertaking, i.e. Phase 5 which includes detailed design and construction. The construction of the recommended undertaking will be carried out subsequent to the clearance of the ESR and subject to the receipt of environmental approvals and availability of funding.

The study commenced in early 2002 and the first Public Information Centre (PIC) was held on June 5, 2002. Given the nature of the constraints in the section from Stone Road to York Road, additional investigations and consultation were carried out with representatives of Huntsman Corporation (industrial property at 256 Victoria Road), the owner of the Victoria – York Centre Plaza, and the University of Guelph. This is described in Chapter 4. The second PIC was held on June 11, 2003 and the study recommendations were approved by City Council on June 7, 2004.

1.6 STUDY ORGANIZATION

The study organization reflects the general administrative and technical needs of the study as well as the study’s consultation program. The latter had been developed to

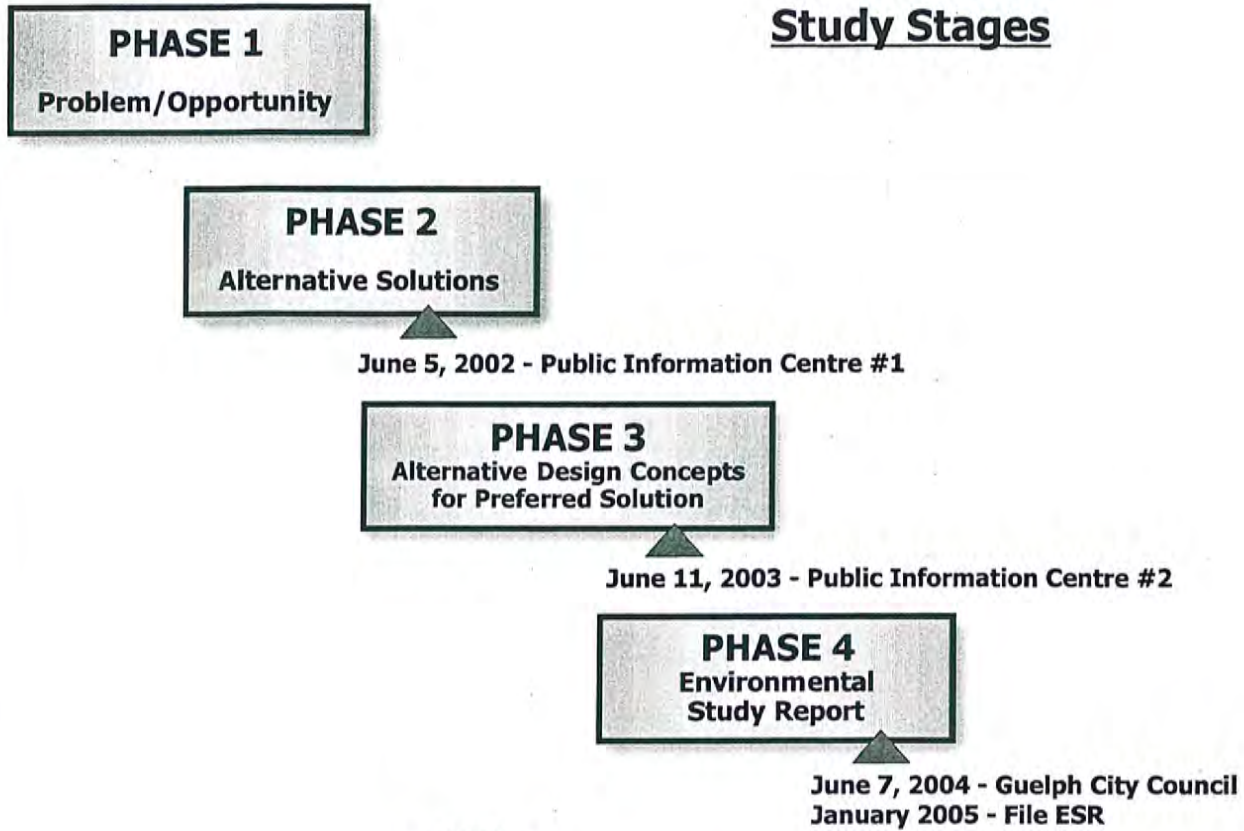


Victoria Road Class EA Study
 Clair Road to York Road
Environmental Study Report

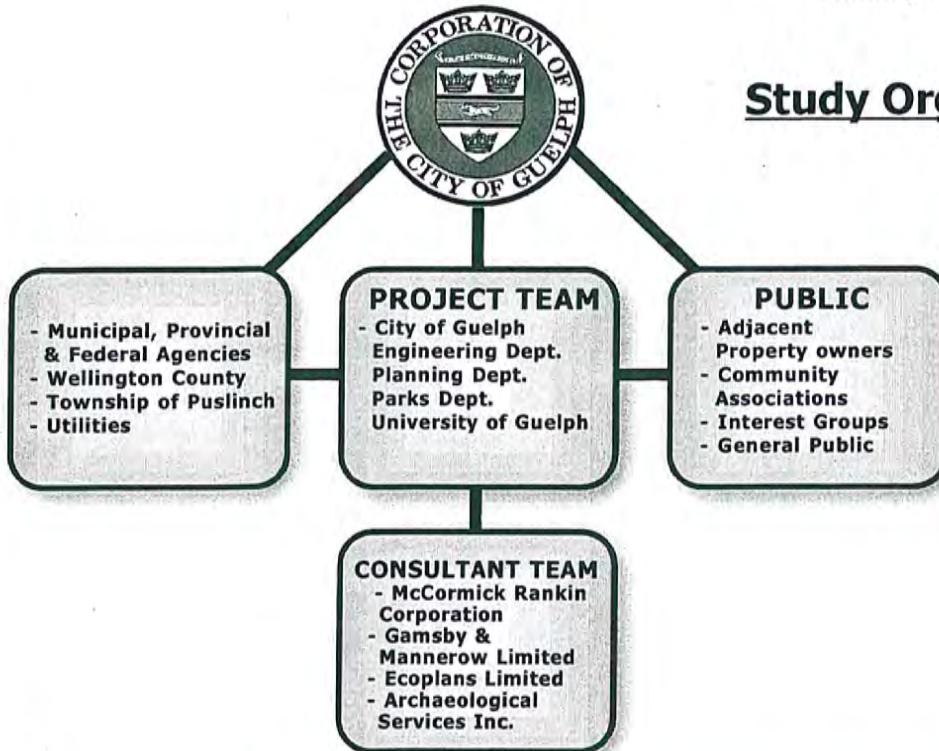
Study Area

Exhibit 1.3

Study Stages



Study Organization



Victoria Road Class EA Study
Clair Road to York Road

Study Stages / Study Organization

Environmental Study Report

Exhibit 1.4

provide all of those with a potential interest in the study with the opportunity to participate and provide input during the process.

The study organization is shown in Exhibit 1.4 and described in the following sections.

1.6.1 City of Guelph Council

Victoria Road is under the jurisdiction of the City of Guelph. The study was therefore carried out by the City of Guelph, who is the proponent under the Municipal Class EA process. City Councillors were provided with copies of the notices of Public Information Centres in order to keep them apprised of the study status and findings during the course of the study.

The study findings and recommendations were presented to City of Guelph Planning, Environment and Transportation Committee on May 26, 2004 for approval and City Council on June 7, 2004 for adoption prior to filing the ESR (see Section 4.5.5).

1.6.2 Project Team

The study was carried out under the direction of the Project Team which included City of Guelph staff and a representative of the University of Guelph. Members of the Project Team included:

- Rajan Philips City's Project Manager for the study
 Transportation Planning Engineer
 Environment and Transportation Group
 City of Guelph Works Department
- Rick Tolkunow Director of Engineering
 City of Guelph Works Department
- Mark Christenson Manager of Design and Construction
 City of Guelph Works Department
- Shannon Smith Environmental Planner
 (to September 2004) City of Guelph Planning Department
- Janet Sperling Park Planner
 City of Guelph Parks and Recreation Department
- Stephen Gazzola Manager, Facilities Planning and Design
 University of Guelph

In addition to the above members of the Project Team, the following City of Guelph staff were available as a resource during the study:

- Wayne Cheater City of Guelph Engineering
- Jim Stokes Manager of Realty Services
 City of Guelph Legal Department

Project Team meetings were held as follows:

Date	Purpose
January 21, 2002	To review: i) the Work Plan as the basis for preparing the draft Study Design and ii) the collection of background information.
May 10, 2002	To review the existing conditions and the preliminary development of the alternatives prior to the June 5, 2002 Public Information Centre.
November 1, 2002	To review the preliminary development of the proposed plans for Victoria Road, the issues at the York / Victoria intersection and the next steps.
April 1, 2003	To review the study status and determine the preferred alternative for the York / Victoria intersection and the Eramosa River crossing.
May 16, 2003	To review: the study status since the May 2002 Project Team Meeting; the June 5, 2002 Public Information Centre #1, the determination of the preferred alternative and preparation for the June 11, 2003 Public Information Centre #2.
May 3, 2004	The purpose of the meeting was: to review the study status since the May 2003 Project Team Meeting; to review the preferred alternative in light of comments received from technical agencies, affected property owners and the June 11, 2003 Public Information Centre #2; to determine the preferred alternative and associated mitigation measures in preparation for the May 26, 2004 Planning, Environment and Transportation Committee meeting.

1.6.3 Consultant Team

The Consultant Team included:

- McCormick Rankin Corporation
Consulting Engineers and Planners
 - project management / consultation
 - Class EA requirements
 - road and structural design
 - preliminary design
 - noise analysis
- Gamsby and Mannerow Ltd.
Consulting Engineers
 - stormwater management
 - Phase 1 Environmental Site Assessment
 - local knowledge and resources
- Ecoplans Limited
Consulting Environmental Planners and Ecologists
 - natural environmental effects

- Archaeological Services Inc. - Stage 1 archaeological assessment

1.6.4 Technical Agencies, Adjacent Municipalities and Utilities

Technical agencies, adjacent municipalities and utilities, as identified in Exhibit 1.5, were contacted during the study and requested to provide technical input and to comment on the study's findings. The main points of contact are listed below while related correspondence is provided in Appendix A.

Date	Purpose
Letter of May 21, 2002	To introduce the study, ascertain whether or not the agency wishes to participate in the study, and, request any preliminary comments or pertinent information
Meeting of June 5, 2002	To review the problem being addressed, planning alternatives, collection of background information and preliminary development of alternatives.
Site Visit on May 16, 2003	A site visit was held with staff of the GRCA to review the preliminary plan of the preferred alternative at key locations including the crossing of the Eramosa River, Arboretum Wood Tributary, crossing of Torrance Creek and wetland by the Victoria Golf courses.
Meeting of June 11, 2003	To review and receive input regarding the preferred alternative and associated mitigating measures.

Minutes of the meetings are provided in Appendix A, while input and comments received are discussed in the pertinent sections of the ESR. A table summarizing the comments received and how they have been addressed is provided in Chapter 5 as Exhibit 5.4.

Participating agencies, municipalities and utilities will also be sent a notice of the filing of the ESR.

1.7 PUBLIC CONSULTATION

A key component of the EA process is public consultation during the process. For this study, the main points of public consultation were:

- to notify the public that the study was commencing
- to review the problem and alternative solutions,
- to review the study status, revised alternatives and the determination of the preferred alternative,
- to review the ESR

Exhibit 1.5 - Technical Agencies, Adjacent Municipalities and Utilities**FEDERAL**

- Department of Fisheries and Oceans
 - Navigable Waters Protection

PROVINCIAL

- Ministry of Agriculture and Food
- Ministry of Economic Development and Trade
- Ministry of the Environment:
 - Guelph District Office
 - Regional EA Co-ordinator, West Central Region
 - Environmental Assessment and Approvals Branch
- Ministry of Municipal Affairs and Housing (MMAH)
- Ministry of Natural Resources (MNR)
- Grand River Conservation Authority (GRCA)
- Ministry of Culture (MCL)
- Ontario Realty Corporation (ORC)
- Ontario Management Board Secretariat
- Wellington County OPP
- Ontario Provincial Police
- Ministry of the Attorney General
 - Ontario Native Affairs Secretariat

MUNICIPAL

- City of Guelph:
 - Community Services Department
 - Planning and Business Development Department
 - Planning Department
 - Works Department
 - Transit Services Division
- City of Guelph Fire Chief
- Guelph Police Services
- County of Wellington:
 - Engineering and Roads Department
 - Planning and Development Department
- Township of Puslinch
- Upper Grand District School Board
- Wellington Catholic School Board

UTILITIES

- Bell Canada
- Guelph Hydro
- Union Gas
- Canada Post
- Rogers Cable TV

Two Public Information Centres were held as follows:

Date	Purpose
Wednesday, June 5, 2002	Public Information Centre #1 To review and receive public comments about the problem being addressed by the study, background information collected, and to discuss alternative solutions.
Wednesday June 11, 2003	Public Information Centre #2 To review and receive public comments about the study findings and the preferred alternative including proposed mitigation measures.

In addition, a notice of the May 26, 2004 Planning, Environment, and Transportation Committee meeting was placed in the Guelph Tribune newspaper and on the City of Guelph's web site, and notices were mailed on May 12, 2004 to the property owners between the Eramosa River and York Road adjacent to Victoria Road. Members of the public will also be given the opportunity to review the ESR.

The comments received from the public are discussed in the pertinent sections of the ESR and summarized in Section 5.7.

Due to the nature of the potential impacts on the following, a number of additional meetings were held over the course of the study with the following stakeholders:

- University of Guelph (see Section 4.5.1)
- Huntsman Corporation (256 Victoria Road – see Section 4.5.2)
- Victoria – York Centre (see Section 4.5.3)

CHAPTER 2. PROBLEM / OPPORTUNITY BEING ADDRESSED

Phase 1 of the Municipal Class EA process involves the identification of the problem and/or opportunity being addressed by the study. For this study, this included:

- a review of the existing conditions of Victoria Road (Section 2.1)
- a review of the existing Eramosa River Bridge (Section 2.1.2)
- undertaking a transportation needs assessment including the analysis of existing traffic volumes and future travel demands (Section 2.2)
- a statement of the problem / opportunity being addressed by the study (Section 2.3)

2.1 EXISTING VICTORIA ROAD

Within the City of Guelph, Victoria Road is a north-south arterial road extending from north of York Road to south of Clair Road. South of Stone Road, Victoria Road is the boundary between the City of Guelph to the west and the Township of Puslinch to the east.

Within the study area, Victoria Road intersects with a number of east-west roads which include the following:

- York Road – urban arterial
- College Avenue – rural arterial
- Stone Road – rural arterial
- Arkell Road – rural arterial
- Clair Road – rural arterial

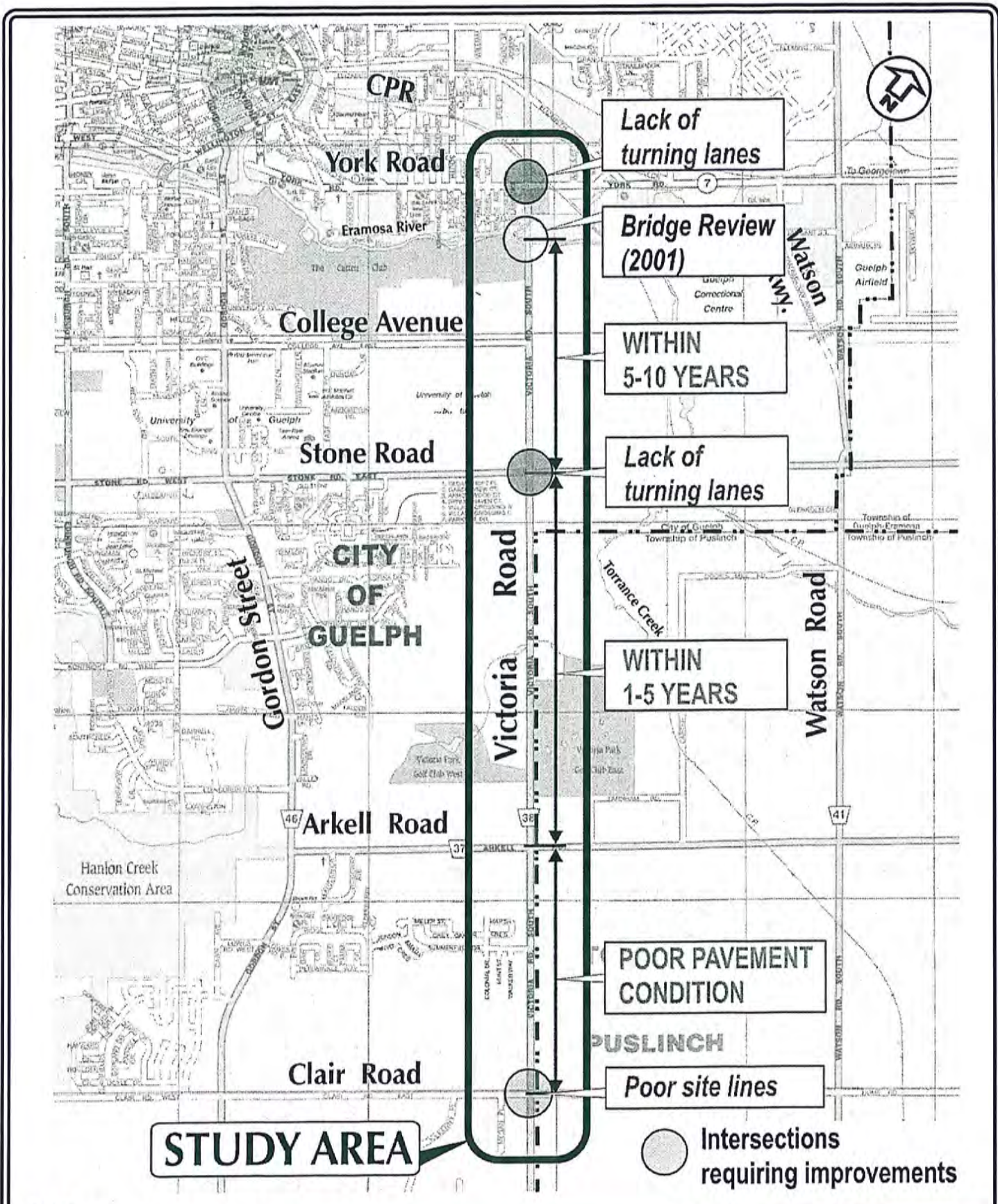
North of the Eramosa River, Victoria Road is a four lane urban roadway. At the Eramosa River Structure, the road narrows to two lanes and continues southerly as a two lane rural roadway. There are signalized intersections at York Road, College Avenue, Stone Road and Arkell Road (installed during the course of this EA Study), and stop control at Clair Road.

It should be noted that Stone Road is proposed to be widened to a 4 lane urban road from Gordon Street to Victoria Road. The realignment and upgrading of Stone Road as an initial stage 2-lane roadway, between Victoria Road and Watson Road is proposed including improvements to the Stone Road / Victoria Road intersection. Reconstruction of Stone Road from immediately west of Victoria Road to Watson Road commenced in the Summer of 2004 including the reconstruction of the Victoria Road / Stone Road intersection. Reconstruction of Stone Road west of Victoria Road is currently proposed for 2006; however, this is subject to further review.

In October 2003, the City completed the Clair Road Class EA Study for Clair Road from Victoria Road to Laird Road. For the section of Clair Road immediately west of Victoria Road, the City is proposing the 2 lane reconstruction of Clair Road.

2.1.1 Maintenance and Operation Considerations

A preliminary assessment of the Victoria Road corridor in terms of maintenance and operational conditions (see Exhibit 2.1) was undertaken at the start of the study. In summary, the assessment indicated the following:



STUDY AREA

● Intersections requiring improvements



Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Maintenance and Operational Considerations

Exhibit 2.1

- York Road / Victoria Road Intersection – lack of turning lanes
- Bridge over Eramosa River – condition identified as poor to fair and future capacity constraint
- Eramosa River to Stone Road – improvements needed within the 5-10 years
- Stone Road / Victoria Road Intersection – lack of turning lanes
- Stone Road to Arkell Road – improvements needed within 1 to 5 years
- Arkell Road to Clair Road – poor pavement condition
- Clair Road / Victoria Road intersection – poor sight conditions

Therefore, significant operational and maintenance improvements are required within the corridor over the next ten years.

2.1.2 Existing Eramosa River Bridge

The bridge over the Eramosa River was constructed in 1962 with two lanes and a sidewalk on the west side. It is a 4 span precast beam structure with spread footings on bedrock and piles. The City of Guelph has confirmed that when the bridge was constructed, it was overbuilt to accommodate a potential future road along the north bank of the Eramosa River. A future road is no longer proposed for this location.

In 2001, a review of the bridge was undertaken which identified the overall bridge condition as being less than fair and close to poor. In addition, the bridge does not meet the code for both the railing and the sidewalk on the west side, and there is no provision for cyclists.

The 2001 Bridge Inspection Report noted that, considering the extra length of the present structure, the poor condition of the superstructure, and the difficulty of twinning the existing structure given its location in the centre of the right-of-way, a replacement structure should be considered. The report also noted that should the Victoria Road EA recommend that the structure be replaced within 5 years, then only the general remedial recommended works needed to be completed at that time given that the state of the bridge deck and substructure was in no danger of structural failure and would likely last another five years with only remedial repairs.

2.1.3 Overview of Victoria Road Corridor

The character of the Victoria Road corridor varies through the study area. From Clair Road to south of Stone Road, Victoria Road is the municipal boundary between the City of Guelph and the Township of Puslinch. From there northerly, however, Victoria Road is within the City of Guelph.

From Clair Road to south of Stone Road, the lands on the west side of Victoria Road are within the approved South Gordon Secondary Plan area. Land use is changing from rural to urban as these lands continue to rapidly develop in stages. On the east side of Victoria Road, however, the lands are designated for rural land use and include the Arkell Research Station operated by the University of Guelph.

From south of Stone Road to the Eramosa River, the lands to the west of Victoria Road are part of the University of Guelph and include the Arboretum and the Cutten Club. The lands to the east of Victoria Road are owned by the Ontario Realty Corporation but leased long term by the Turfgrass Institute and Guelph Research Station and operated by the University of Guelph.

From the Eramosa River northerly, the character of Victoria Road changes again since Victoria Road is within the built-up area of the City of Guelph. There is residential development on the west side and industrial and commercial land uses on the east side.

2.2 TRANSPORTATION NEEDS ASSESSMENT

The transportation needs assessment for the Victoria Road corridor included a review of:

- existing traffic conditions along Victoria Road,
- information from related studies, and
- future requirements for Victoria Road including the impacts of development in the South Gordon Community as well as the potential development of the lands owned by the Ontario Realty Corporation east of the Eramosa River between Stone Road and York Road.

The needs assessment was carried out in 2002. Additional analysis was undertaken in 2004 to address specific operational issues for the section from the Eramosa River to York Road and is described in Section 4.6. In addition, since the needs assessment was completed as a part of the Class EA Study, the City of Guelph has initiated a study to develop a Transportation Master Plan. This is discussed in Section 2.2.2.6.

2.2.1 Existing Traffic Conditions

2.2.1.1 Existing Traffic Volumes

The City of Guelph provided intersection turning movement volumes for the a.m. and p.m. peak hours for the key intersections along Victoria Road as follows:

- Victoria Road at York Road October 18, 2001
- Victoria Road at College Avenue October 16, 1997
- Victoria Road at Stone Road September 27, 1999
- Victoria Road at Arkell Road October 11, 2001

Base-year (2001) traffic volumes were established for the sections of Victoria Road between York Road and Clair Road based on the peak hour traffic data provided by the City of Guelph. Given that capacity requirements are greatest during peak conditions, it is reasonable to measure the utilization of this capacity based on peak hour traffic volumes. Daily capacity has a tendency to vary depending on the temporal distribution of traffic throughout the day, while the peak-hour capacity is primarily a function of the adjacent intersection lane configuration. Notwithstanding that a greater reliance has been placed on the peak hour conditions when establishing future requirements along Victoria Road, the evaluation has also estimated the daily traffic volumes on the basis of a 10% PM Peak Hour Factor.

Specifically, the needs assessment has reviewed traffic volumes south of York Road, north and south of College Avenue, south of Stone Road and south of Arkell Road. The base-year traffic volumes along Victoria Road are shown on Exhibit 2.2.

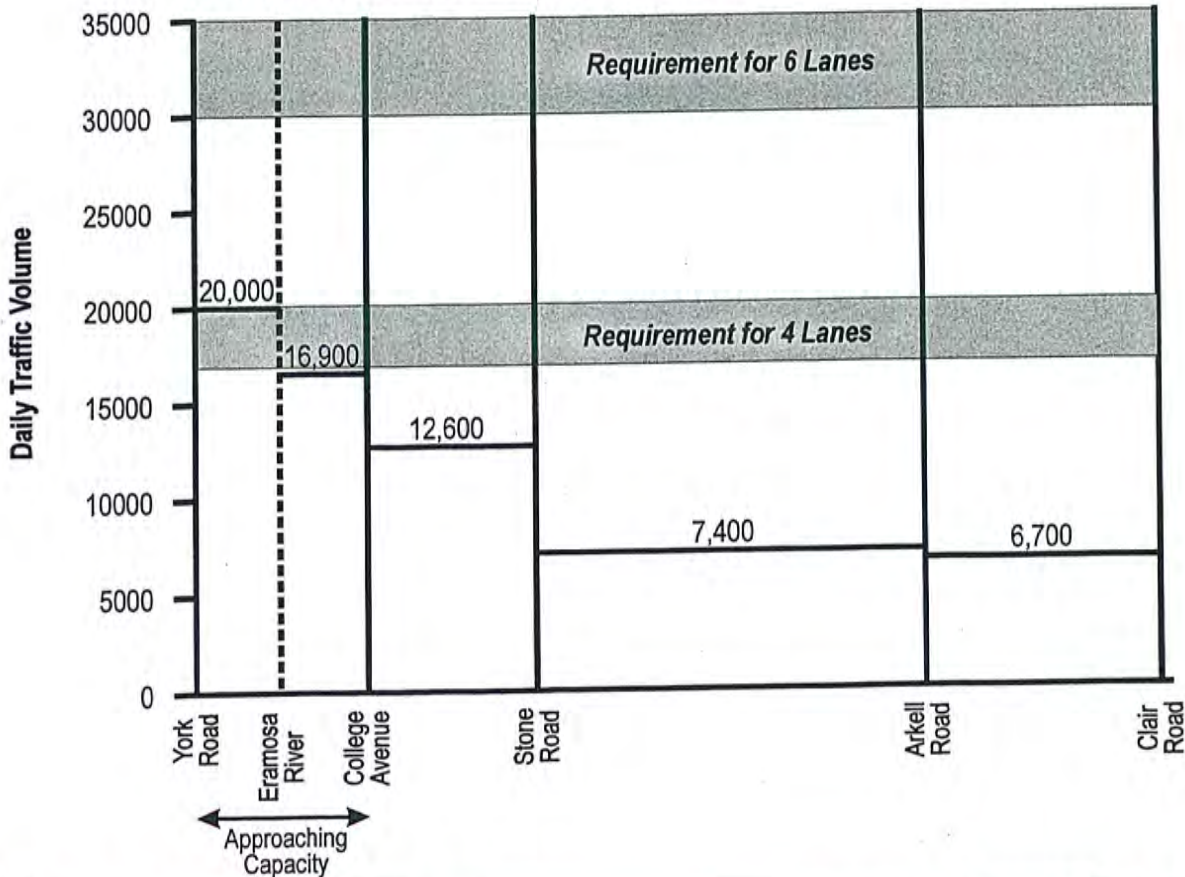
Existing Traffic Volumes

PM higher than 2008 Counts

	York Road	Eramosa River	College Avenue	Stone Road	Arkell Road	Clair Road
Northbound	Daily	11600	9100	6800	4300	3900
	AM Peak Hour	760	740	610	310	290
	PM Peak Hour	1160	910	680	430	390
Southbound	Daily	8400	7800	5800	3100	2800
	AM Peak Hour	1080	1060	570	350	280
	PM Peak Hour	840	780	580	310	280
Combined	Daily	20000	16900	12600	7400	6700
	AM Peak Hour	1840	1800	1180	660	570
	PM Peak Hour	2000	1690	1260	740	670

Victoria Road

Current Daily Victoria Road Utilization



The current traffic volumes along Victoria Road demonstrate that the existing two-lane section immediately north of College Avenue is approaching capacity during the weekday peak hours. The two-lane section between College Avenue and Stone Road is operating at approximately 60% to 70% of its capacity. The traffic volumes to the south of Stone Road are significantly less and, therefore, the two lane section is more than adequate to accommodate the existing demand, which is less than half of the available capacity.

The morning and afternoon peak hour levels of service were evaluated for each of the intersections within the study area using *Synchro 5*. Intersection level of service is based on the delay experienced by vehicles entering the intersection. The level of service ranges and the calculated level of service at the intersections along Victoria Road are provided in Exhibit 2.3.

Each of the study area intersections operates with adequate levels of service during the peak hours. It should be noted, that at the outset of the study, the intersection at Arkell Road was not signalized. Subsequently, however, signals were installed at the Arkell Road intersection. The Stone Road intersection operates with a level-of-service C and utilizes 85% to 90% of the available capacity (note: this intersection is being reconstructed and widened commencing in the summer of 2004). The level of service at the Victoria Road / Stone Road intersection could be improved with the provision of separate turning lanes. The operating conditions at the College Avenue intersection reflect levels-of-service 'C' and 'B' during the morning and afternoon peak hours, respectively. The current conditions at the York Road intersection indicate that the existing traffic volumes reflect approximately 90% of the available capacity during the afternoon peak hour. Based on the average delay experienced by motorists, this intersection operates at a level-of-service 'C'.

2.2.1.2 Accident Data

As part of the review of existing (2001) conditions, available collision data (1998 to 2001) was reviewed to identify potential problem areas along Victoria Road within the study area. The accident rates as well as a collision classification summary are presented in Exhibit 2.4. In summary:

- Approximately 60% of the collisions occurred at the intersections rather than mid-block locations.
- Approximately 60% of the collisions resulted in only property damage and approximately 40% of the collisions resulted in personal injury. One fatality resulted from a collision south of Arkell Road.
- The highest collision rates within the study area are located at the York Road and Victoria Road intersection and along Victoria Road between York Road and College Avenue.

2.2.2 Future Requirements

2.2.2.1 Guelph and Area Transportation Study

The Guelph and Area Transportation Study (GATS) was undertaken jointly by the City of Guelph, the County of Wellington and the Ontario Ministry of Transportation in 1991 and was completed in June 1994. The study followed Phases 1 and 2 of the Ontario

Intersection	Traffic Control	Intersection Performance					
		AM Peak Hour			PM Peak Hour		
		V/C Ratio	Delay* (seconds)	Level of Service (based on delay)	V/C Ratio	Delay* (seconds)	Level of Service (based on delay)
Victoria Rd. at York Rd.	Signals	0.75	24	C	0.90	27	C
Victoria Rd. at College Ave.	Signals	0.52	21	C	0.60	19	B
Victoria Rd. at Stone Rd.	Signals	0.75	21	C	0.86	23	C
Victoria Rd. at Arkell Rd. ⁽¹⁾	AWSC ⁽¹⁾	NA ⁽¹⁾	11 ⁽¹⁾	B ⁽¹⁾	NA ⁽¹⁾	13 ⁽¹⁾	B ⁽¹⁾

⁽¹⁾ This intersection was signalized during the course of the study

Intersection Level of Service	Average Vehicular Delay (seconds)		Description
	Signalized (all approaches)	Stop Control (minor street)	
A	<10	<10	no congestion
B	>10 and <20	>10 and <15	acceptable levels of congestion
C	>20 and <35	>15 and <25	acceptable levels of congestion
D	>35 and <55	>25 and <35	moderate levels of congestion
E	>55 and <80	>35 and <50	increased levels of congestion
F	>80	>50	high levels of congestion



Location	No. of Collisions	Collision Rate*	Classification		
			Prop. Dam.	Injury	Fatal
<i>Intersection</i>					
York Road	44	1.11	61%	39%	0%
College Avenue	5	0.20	60%	40%	0%
Stone Road	18	0.73	72%	28%	0%
Arkell Road	0	0.00	NA	NA	NA
<i>Mid-block</i>					
York Road to College Avenue	30	1.06	60%	40%	0%
College Avenue to Stone Road	7	0.45	71%	29%	0%
Stone Road to Arkell Road	11	0.41	45%	55%	0%
Arkell Road to Clair Road	1	0.06	0%	0%	100%

* Number of collisions per million vehicles

- One Fatal Collision has occurred in four years throughout the study area
- Collision Rates are highest at York Road and southerly to Eramosa River



Municipal Class EA process to prepare a 20-year Transportation Plan for strategic planning purposes for both the City of Guelph and the County of Wellington.

With regard to Victoria Road, the 1994 GATS identified the widening of Victoria Road to 4 lanes between York Road and Stone Road between 1994 and 2001 (see Exhibit 2.5).

The GAT's future projections did not include the potential development of the ORC lands located east of Victoria Road between York Road and Stone Road (see discussion in Section 2.2.2.3). Furthermore, current traffic levels on Victoria Road between York Road and Stone Road are approaching the Year 2011 forecasts from GATS, as shown below:

	Vehicles Per Day	
	2011 Projections (GATS)	Current Traffic Volumes
Victoria Road south of York Road	20,600	20,000
Victoria Road north of Stone Road	13,200	12,600
Victoria Road south of Stone Road	9,350	7,400
Victoria Road south of Arkell Road	3,300	6,700

Note: 1. Based on assumed peak hour factor of 10% in absence of daily traffic volumes for Victoria Road
2. GATS Travel Demand Model showed no volumes on Victoria Road south of Clair Road

2.2.2.2 2001 Transportation Strategy Update

As a follow-up to GATS, in October 1999, City Council directed that a Transportation Strategy Update be undertaken in order to:

Identify existing transportation issues and concerns;

Achieve a consensus in regard to addressing those issues and concerns in the context of Guelph's existing development pattern;

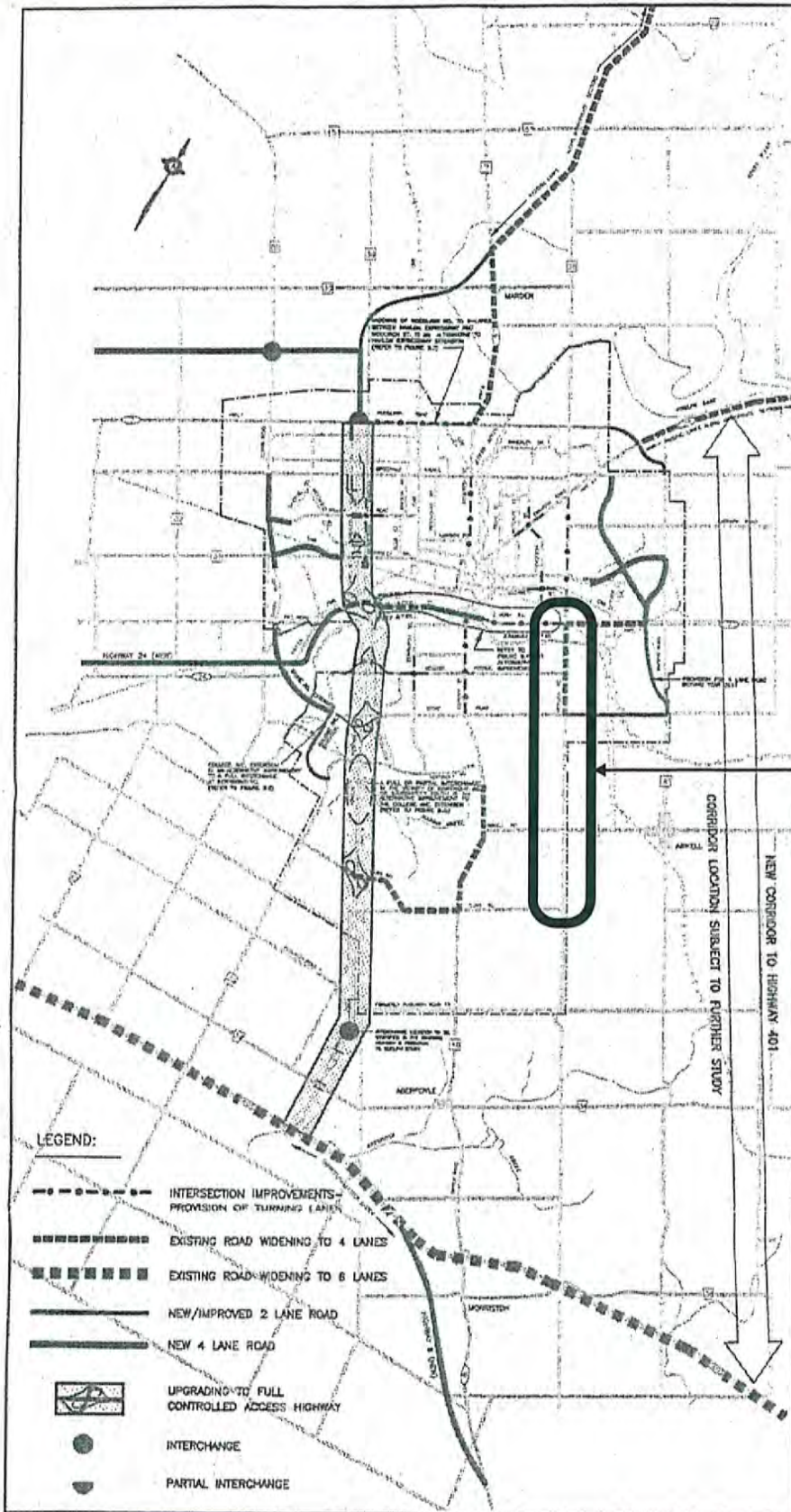
Generate a long term transportation vision, in light of Guelph's anticipated growth and future possibilities; and

Propose changes to the transportation policies in the City's Official Plan.

The 2000 Transportation Strategy involved extensive consultation with the public. The recommended strategy places an increased emphasis on alternative modes to the automobile.

In addition, the City of Guelph has developed a city-wide permissive truck routing network. The permissive truck route includes Victoria Road from Arkell Road to Woodlawn Road as shown on Exhibit 2.6 (Schedule XIII to By-Law Number 2004-17428).

It should be noted that Council's direction is to include the section of Victoria Road between Clair Road and Arkell Road, and Clair Road east of Gordon Street as permissive truck routes following the upgrading of these roads. Simultaneously, Arkell Road will be removed from the truck routing system.



Victoria Road Study Area

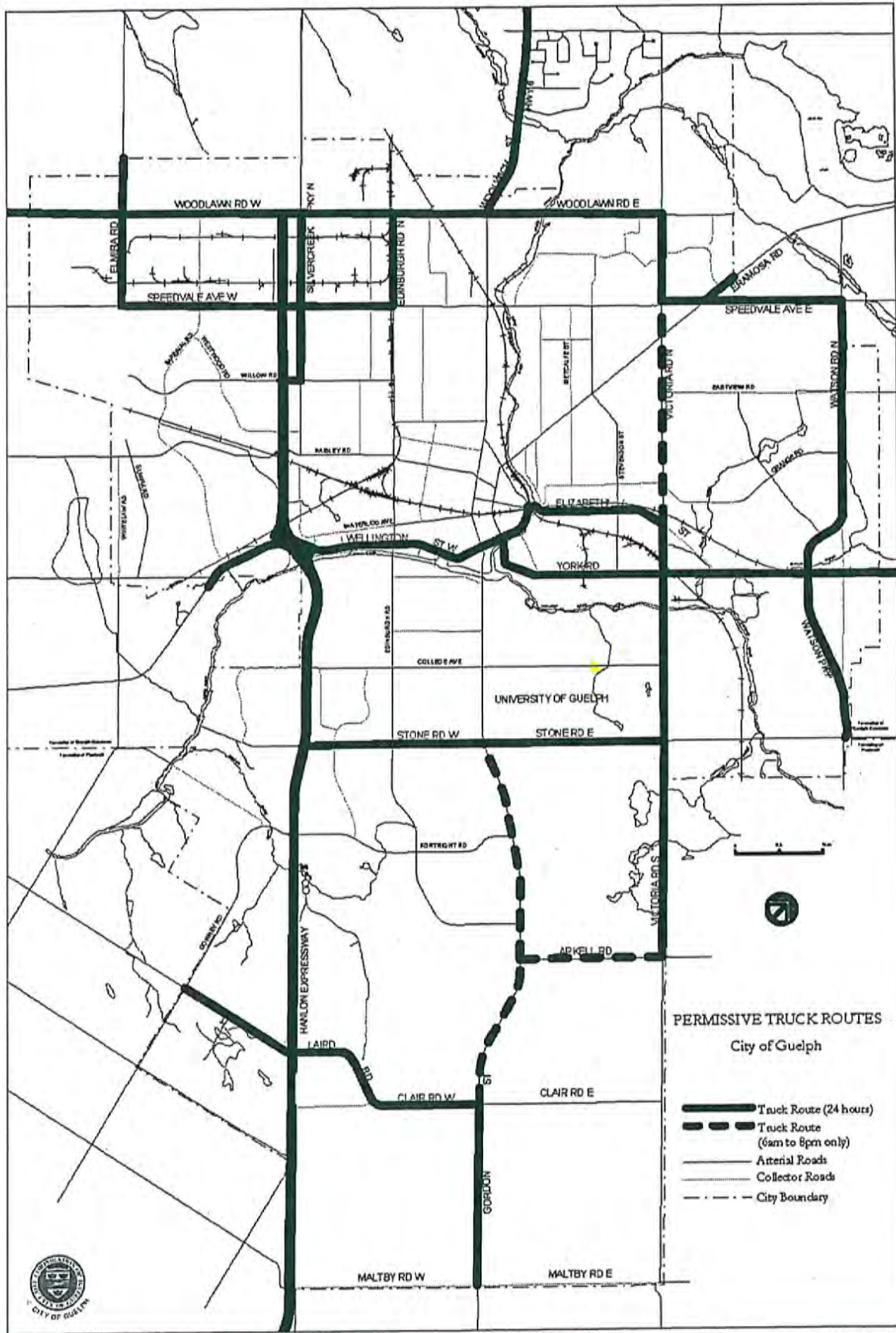
Source:
Guelph and Area
Transportation Study,
Figure 9.2



Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Recommended Network Plan
Guelph and Area Transportation Study



Victoria Road Class EA Study
 Clair Road to York Road
Environmental Study Report

City of Guelph
Permissive Truck Route Network

2.2.2.3 Analysis of Future Travel Demand in the Victoria Road Corridor

As noted in Section 2.2.2.1, it is apparent that the growth in traffic on Victoria Street has exceeded the projections in the GATS Study. Furthermore, the Provincial lands (ORC) used by the former Guelph Correctional and Detention Centre are expected to be redeveloped in the future. In addition, the ongoing development of the South Gordon Community south of Stone Road will continue to contribute to the future requirements for capacity along Victoria Road. Therefore, taking into consideration the findings of related studies and development projections (*2002 Development Priorities Plan* and residential unit projections), future travel demands were forecasted for Victoria Road as part of this Class EA study by assessing:

- general background traffic growth;
- development related traffic growth generated by the South Gordon Community;
- development south of Stone Road between Gordon Street and Victoria Road; and
- potential future travel demands associated with the redevelopment of the Ontario Realty Corporation (ORC) lands.

General Background Traffic Growth

General background traffic growth was established based on a review of demographic projections. Current population forecasts to 2011 and 2021 identify potential growth at an annual rate of approximately 1.5%. Therefore, the traffic analysis adopted an average annual growth rate of 1.5% to establish 2011 and 2021 background traffic volumes.

Based on background traffic growth alone, future traffic volumes along Victoria Road would increase by approximately 15% within the 2011 planning horizon. The existing two-lane section of Victoria Road north of Stone Road would approach capacity and the sections south of Stone Road would continue to operate adequately with two lanes. The relative traffic volume growth corresponding to the employment and residential land development within the immediate study area, however, is considerably greater than the general background growth described above. The City provided development projections related to planned residential development in the South Gordon Community south of Stone Road. Travel demand projections related to the development of employment uses on the ORC lands east of Victoria Road reflect general assumptions related to employment density.

Development of South Gordon Community

The planned development within the South Gordon Community south of Stone Road to Clair Road, between Gordon Street and Victoria Road includes approximately 4,350 residential units by 2021. The projections reflect the current expectations summarized in the City's *2002 Development Priorities Plan*. Approximately 1,050 of the units will develop north of Arkell Road in Traffic Zone 15 and the balance (3,300 units) will develop to the south of Arkell Road in Traffic Zone 16. For the purpose of the traffic analysis, it has been assumed that approximately 70% of this development potential will be realized by 2011. Based on input from the City of Guelph, it is reasonable to expect that this growth could occur sooner based on recent historical trends.

The future trip generation related to the build-out of the residential uses described above is summarized below and the corresponding residential trip distribution assumptions are illustrated in Exhibit 2.7. The trip distribution assumptions reflect the travel patterns described in the 1996 Transportation Tomorrow Survey (TTS). In 1996, the province undertook the Transportation Tomorrow Survey (1996 TTS) which was a survey of random households in the Greater Toronto Area as well as some outlying municipalities including the City of Guelph. The 1996 TTS provides data regarding trip origin/destination relationships to/from the areas internal and external to the City of Guelph.

Residential Development Trip Generation

Generator	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Traffic Zone 15	130	475	605	511	273	784	3935	3935	7870
Traffic Zone 16	489	1630	2119	1806	987	2793	13658	13658	27316
Total Trip Generation	619	2105	2724	2317	1260	3577	17593	17593	35186

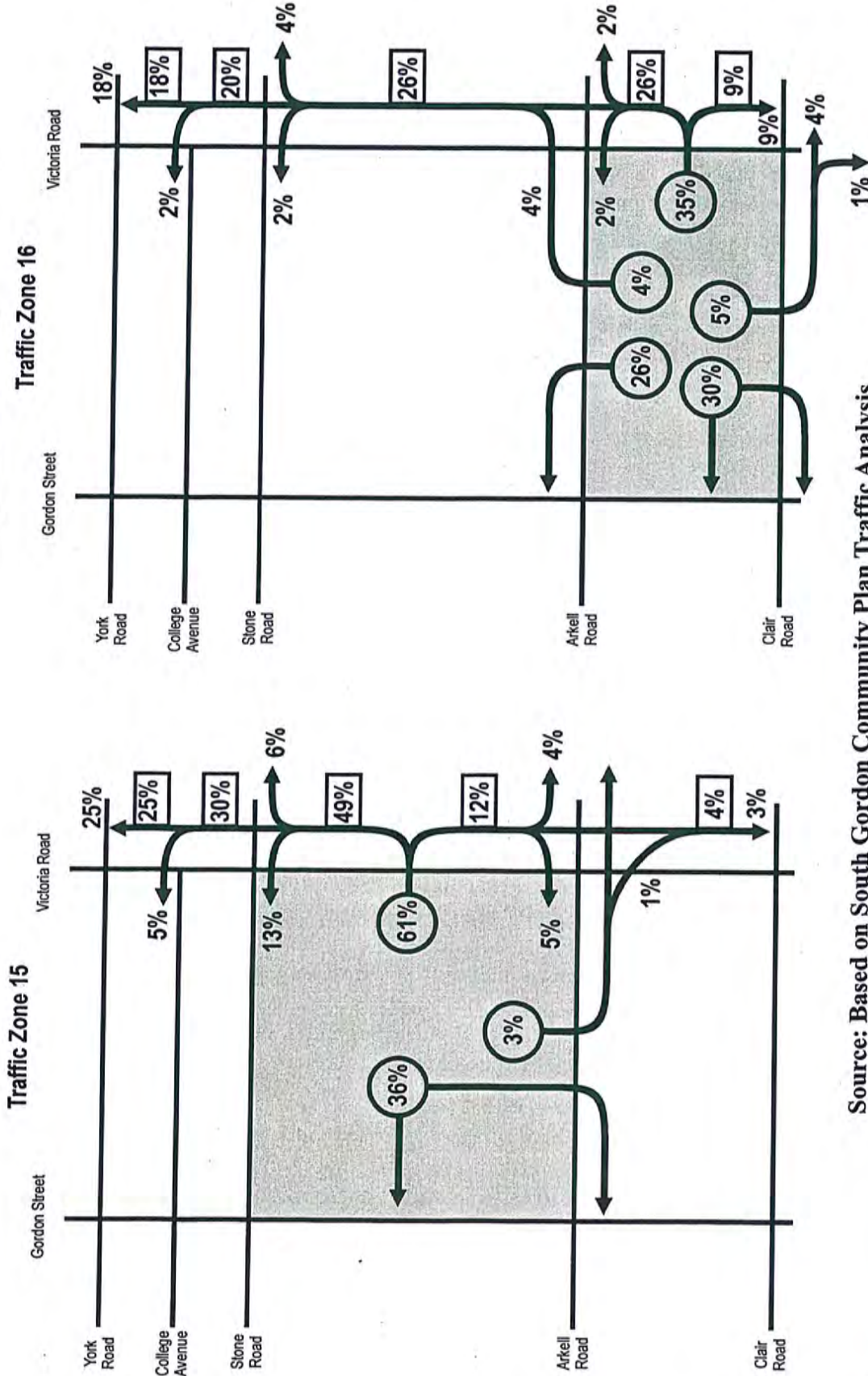
Redevelopment of ORC Lands East of Victoria Road

W of river is not considered

It should be noted that the December 1998 Consolidation of the Guelph Official Plan showed the timing of the development of the lands north of Stone Road between Victoria Road and Watson Road to be in the last stage (Stage 3 – see Exhibit 2.8). At that time, development timing was considered to be well into the future; however, subsequently the timing of development has changed. These lands are under the ownership of the Province of Ontario (Ontario Realty Corporation – ORC). As shown on Exhibit 2.9, they include the Turfgrass Institute and Guelph Research Station located west of the Eramosa River and the former Guelph Correctional Centre located east of the Eramosa River. The Turfgrass Institute and Guelph Research Station have a long-term lease in place and therefore redevelopment of these lands is not anticipated in the foreseeable future. The Guelph Correctional Centre, however, has closed and there is the potential for redevelopment of the lands in the near future. The future redevelopment of these lands is the subject of a new study (York District – Land Use and Servicing Study) that the City commenced in the fall of 2004. Consequently, in the absence of specific proposals for these lands, a broad overview, including a sensitivity analysis for different levels of development, was undertaken for the purposes of this Class EA study to determine potential requirements for Victoria Road. It should be recognized, however, that a detailed traffic impact analysis will be carried out as part of any redevelopment proposals for the ORC lands.

Traffic growth related specifically to the development of the Ontario Realty Corporation (ORC) lands east of the Eramosa River was incorporated in addition to the general background growth and growth related to the South Gordon Community described above. These lands include 68 ha of industrial uses and 34 ha of business park development between Stone Road and York Road. In addition to these employment lands, the traffic analysis incorporated potential future business park uses identified in the Official Plan on the south side of Stone Road between Victoria Road and the Eramosa River. It has been assumed that these employment lands would be built out by 2011.

South Gordon Development between Gordon Street and Victoria Road Trip Distribution



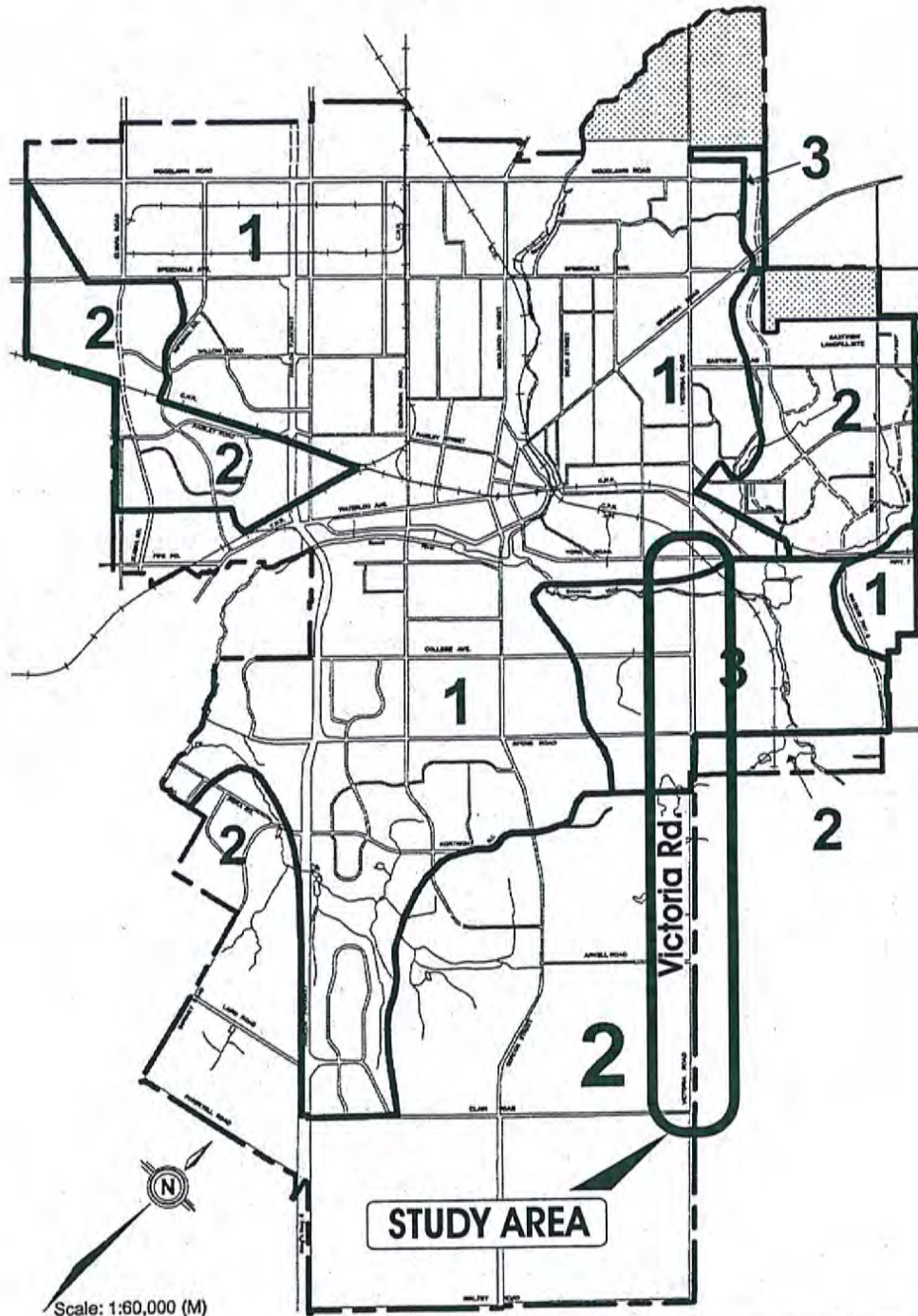
Source: Based on South Gordon Community Plan Traffic Analysis



Victoria Road Class EA Study
Clair Road to York Road
Environmental Study Report

Residential Trip Distribution Assumptions

Staging of Development



STAGING OF DEVELOPMENT

- 1 STAGE ONE
 - 2 STAGE TWO
 - 3 STAGE THREE
- 1993 ANNEXED AREA

SCHEDULE
3A

GUELPH OFFICIAL PLAN, December 1998 Consolidation



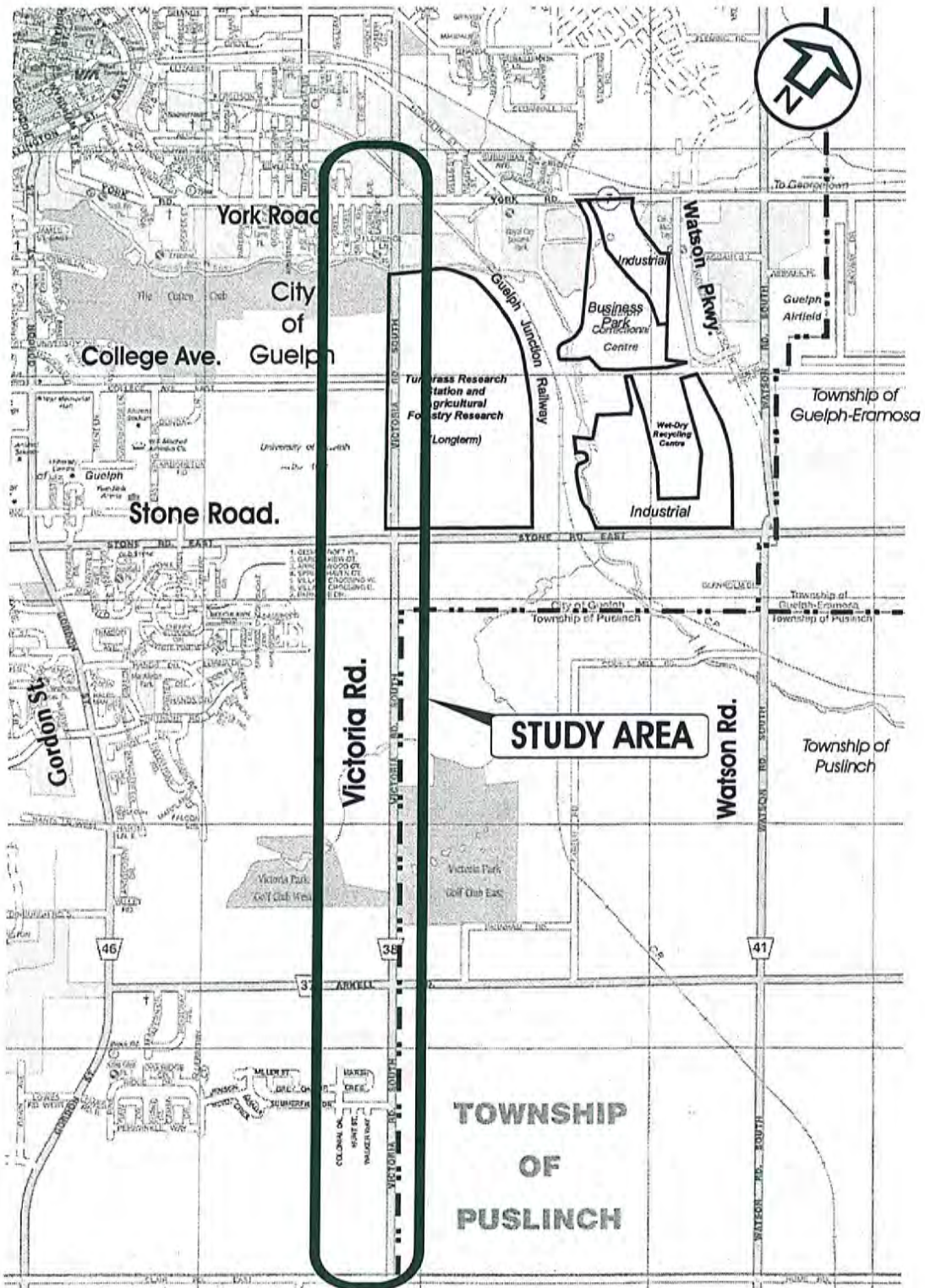
Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Staging of Development

Exhibit 2.8

Potential ORC Development Areas



Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Potential ORC Development Areas

Exhibit 2.9

The employment related traffic growth for the ORC lands was established for two scenarios:

- *Scenario 1* reflects a density of 20 employees per acre, which is typical of industrial based land uses. This assumption was adopted for all of the ORC lands as well as for the employment lands on the south side of Stone Road. Although a portion of these lands are designated for business park uses, which are characterized by a higher employment density (40 employees per acre), the typical business park definition also includes higher generators such as retail and wholesale stores and restaurants in addition to the office, warehousing, light industrial and research uses. Scenario 1 assumes that the business park development in this study area will include only the office, warehousing, light industrial or scientific research uses and will exclude retail and wholesale stores and restaurants. Based on this assumption, the employment density is assumed to be 20 employees per acre for both industrial and business park uses.
- *Scenario 2* reflects the typical business park definition for the component of the development lands with this designation. As such, the traffic generation reflects densities of 40 employees per acre for the business park uses and 20 employees per acre for the industrial land uses. This scenario was evaluated as a sensitivity analysis to determine the effect of the resulting higher traffic generation on the cross-section requirements for Stone Road.

$68ha + 34ha = 102ha = 253 \text{ acre}$

The employment traffic was generated for each of the scenarios based on the rates outlined in the ITE Trip Generation Manual (discounted to allow for a 10% transit mode share) and was assigned to Stone Road based on the travel patterns described in the 1996 Transportation Tomorrow Survey (TTS).

The trip generation is summarized in the table below and the corresponding trip distribution within the study area is illustrated in Exhibit 2.10.

only E. of Francisco

Employment Development Trip Generation

Generator	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Employment Scenario 1	2,330	380	2,710	510	2,030	2,540	9,210	9,210	18,420
Employment Scenario 2	3,200	520	3,720	670	2,670	3,340	15,120	15,120	30,240

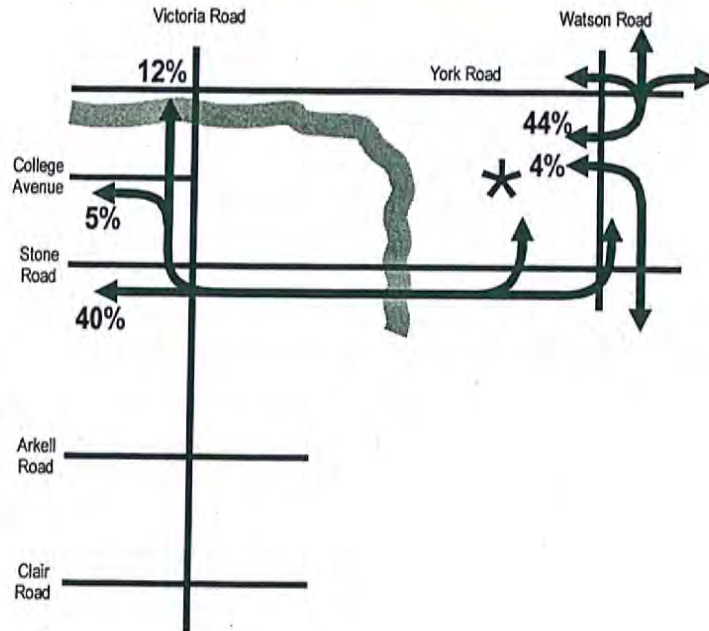
Future Total Traffic Projections

Based on the assignment of the residential and employment traffic using the TTS distributions, the projected future Victoria Road traffic volumes are summarized as follows:

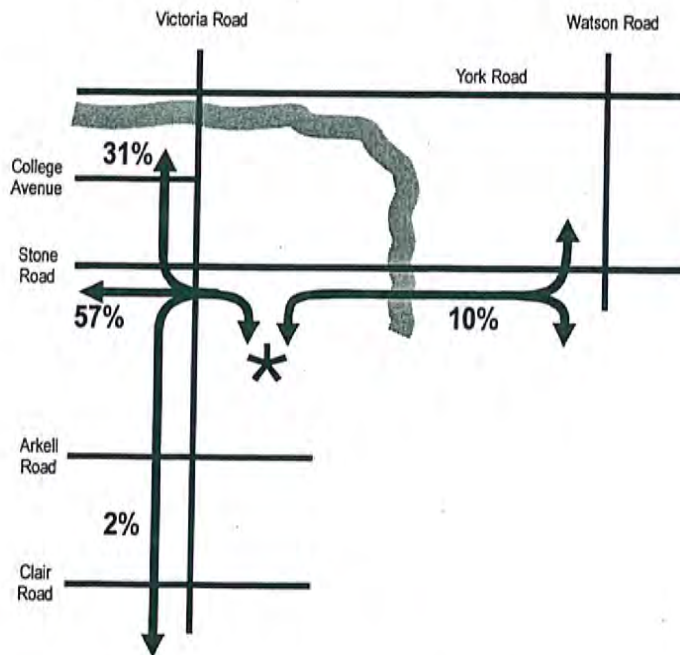
- Exhibit 2.11 Future Traffic Volumes under ORC Development Scenario 1
- Exhibit 2.12 Future Traffic Volumes under ORC Development Scenario 2

In these exhibits, “bk” refers to background traffic, while “tot” refers to total traffic.

ORC Lands East of Eramosa River



Development South of Stone Road



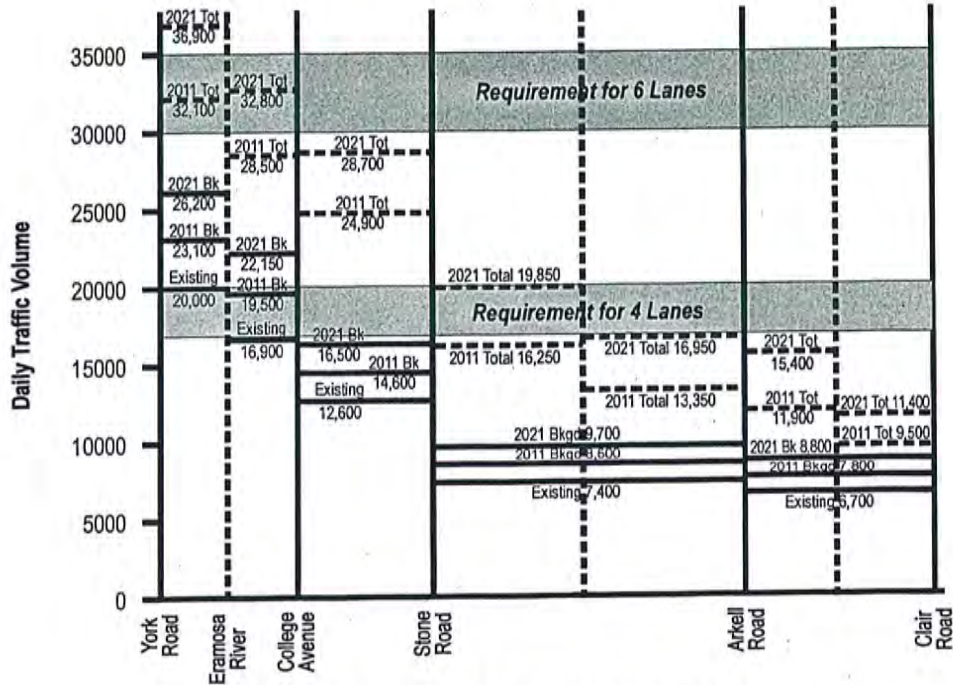
Basis for Trip Distribution: Stone Road Environmental Assessment



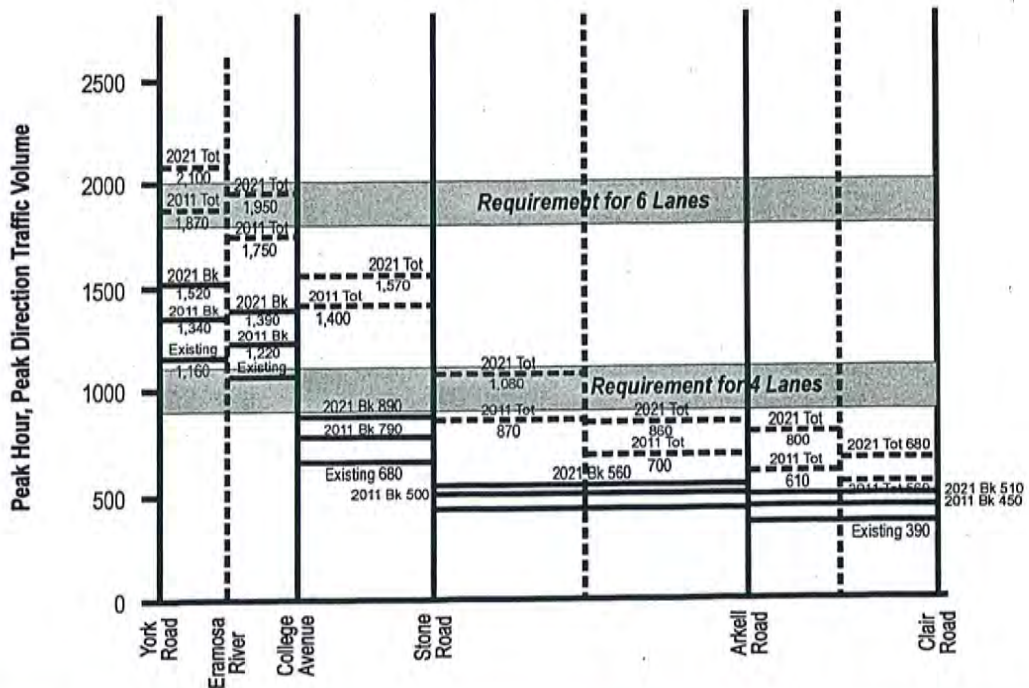
Scenario 1

(10% TMS Applied to Development Traffic Industrial Park / Business Park - Low Employment Density)

Daily Traffic Volumes

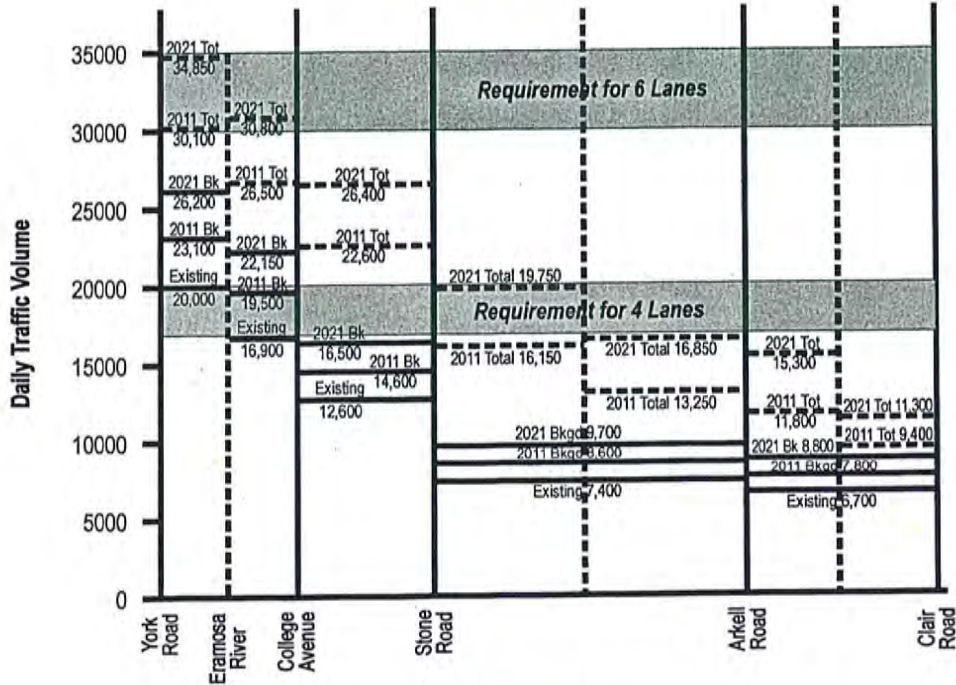


Peak Hour Peak Direction Volumes

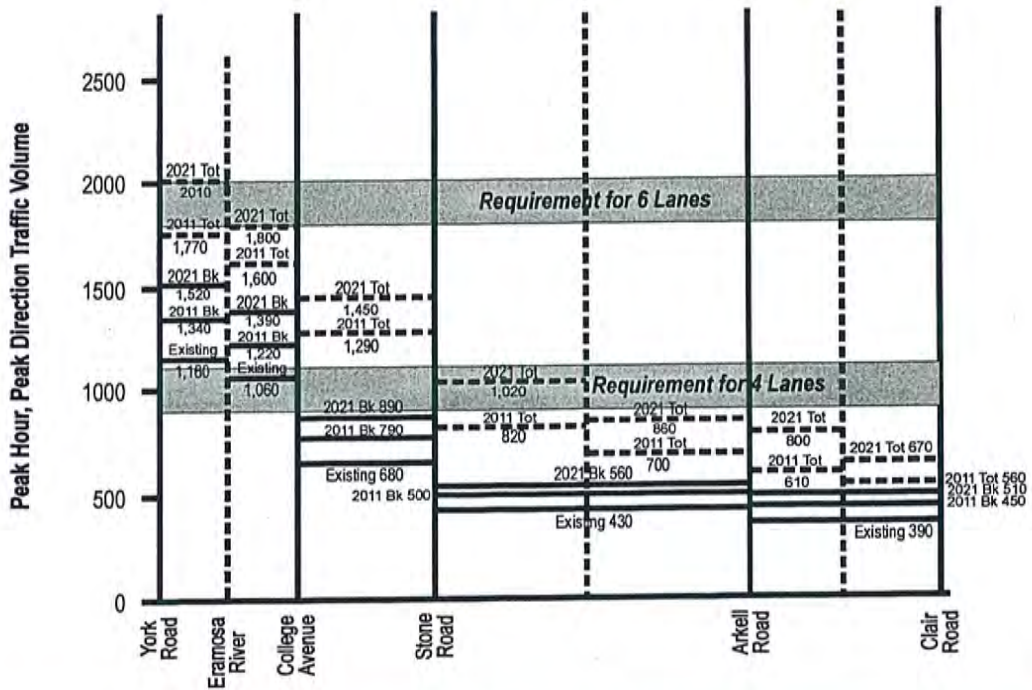


Scenario 2 (10% TMS Applied to Development Traffic Industrial Park / Business Park - High Employment Density)

Daily Traffic Volumes



Peak Hour Peak Direction Volumes



BK:
background



Based on ORC Development Scenario 1 (Industrial and Business Park uses at 20 employees per acre), a four-lane cross section will be required on Victoria Road from York Road to Stone Road prior to 2011. The projected travel demands also identify a need for four lanes south of Stone Road between 2011 and 2021. Given that a basic two-lane cross section will accommodate the future travel demand north of Arkell Road, a logical transition point from four to two lanes will be the location of the primary access to future development south of Stone Road. The travel demand south of Arkell Road to Clair Road will also be adequately accommodated by a basic two-lane cross-section based on the 2021 forecasts. The analysis based on Scenario 2 (Industrial and Business park uses at 20 and 40 employees per acre, respectively), also indicates the need for a four-lane cross-section between York Road and Stone Road by 2011. The need for four lanes south of Stone Road is similar to that under ORC development Scenario 1. The requirements from north of Arkell Road to Clair Road, based on ORC development Scenario 2, also indicate that a two-lane cross-section will be adequate to 2021.

In summary, the projections for future travel demand have indicated that Victoria Road will require four lanes by 2011 between York Road and Stone Road, and require four lanes south of Stone Road between 2011 and 2021. A two lane cross-section will be adequate to accommodate 2021 travel demand projections from south of Arkell Road to Clair Road.

2.2.2.4 Intersection Improvements

A maintenance and operational assessment was undertaken at the start of the study, which indicated a lack of turning lanes at major intersections within the study area, specifically, York Road and Stone Road. Poor sight conditions were identified at Clair Road and the need for a signalized intersection was identified at the Arkell Road intersection. During the course of the study, however, the City of Guelph provided signals at the Arkell Road intersection. The existing lack of turning lanes at the Stone Road intersection was addressed as part of the Stone Road Class EA Study. The ultimate Victoria Road / Stone Road intersection is currently under construction as part of the reconstruction of Stone Road from west of Victoria Road to Watson Road which is programmed to start in the summer of 2004.

Victoria Road / York Road Intersection

The following describes the assessment of the Victoria Road / York Road intersection that was carried out at the start of the study. Subsequently, additional analysis was carried out in 2004 following the second public information centre to review operational and access issues in more detail. The additional analysis is discussed in Sections 4.5.3 and 5.7.2.

Future lane requirements at the Victoria Road/York Road intersection were evaluated based on the existing lane configuration as well as the minimum improvements required to provide volume-to-capacity ratios of less than 1.00 on all movements. This preliminary evaluation limited improvements to only the introduction of separate left or right-turn lanes. The future travel demand at the intersection reflected 2011 background conditions plus traffic generated by: the build-out of the ORC lands; and the development within the South Gordon Community south of Stone Road between Gordon Street and Victoria Road. The background growth reflects the average annual growth rate of 1.55% incorporated in the Needs Assessment. Any additional growth related to development in other areas of Guelph has not been specifically accounted for.

The level-of-service analysis based on the assumptions described above is summarized in the table below. The existing configuration reflects only left-turn lanes on the west and east approaches, while the improved conditions reflect both left and right-turn lanes on all approaches.

The evaluation clearly indicates that without the introduction of left and right-turn lanes on all approaches to the Victoria Road/York Road intersection, there will be a significant short-fall in available capacity during the peak periods. Notwithstanding the significant benefits of the turning lanes, the capacity analysis demonstrates that these improvements alone would not be sufficient to accommodate the projected travel demand based on the assumptions developed as part of the Needs Assessment.

Future Intersection Levels of Service

Movement	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
<i>Existing Configuration</i>				
Eastbound Left	0.15	C	1.14	F
Eastbound Through/Right	1.68	F	1.39	F
Westbound Left	1.69	F	1.49	F
Westbound Through/Right	0.43	C	1.40	F
Northbound Left/Through/Right	3.47dl ¹	F	2.30dl ¹	F
Southbound Left/Through/Right	4.36dl ¹	F	1.25	F
<i>Improved Configuration</i>				
Eastbound Left	0.15	C	0.67	D
Eastbound Through	1.13	F	0.64	C
Eastbound Right	0.59	B	0.43	A
Westbound Left	1.15	F	0.79	C
Westbound Through	0.33	C	0.87	C
Westbound Right	0.09	A	0.37	B
Northbound Left	1.15	F	0.99	E
Northbound Through	0.82	D	0.94	D
Northbound Right	0.36	A	0.32	A
Southbound Left	0.89	D	0.57	C
Southbound Through	1.09	F	0.92	E
Southbound Right	0.15	A	0.15	A

Note:1. "dl" indicates that the relative magnitude of the left-turn volume compared to the through volume will result in the median lane operating as a defacto left-turn lane.

The requirement for a northbound left turn lane from Victoria Road to York Road reflects the projected impacts of morning and afternoon peak hour volumes of approximately 270 and 350, respectively. Based on these projections, the required minimum storage is approximately 120 m, assuming that this movement can be cleared during every signal cycle. However, based on the capacity deficiencies identified in the above table (with the introduction of left and right-turn lanes on all approaches), the storage requirement would increase, accordingly.

It would be reasonable to recommend that a centre left-turn lane be provided on Victoria Road (south of York Road) as far south as the existing commercial and residential accesses to minimize future impacts on through traffic. However, further review is required with respect to the location and utilization of these driveways to confirm the benefits and the impacts on the northbound left-turn queues approaching York Road. It should also be emphasized that the level-of-service analysis presented above does not reflect the additional impacts of traffic turning into the driveways south of York Road.

Following Public Information Centre #2 additional intersection operations analysis was undertaken which is described in Sections 4.5.3 and 5.7.2.

2.2.2.5 Findings and Conclusions

Based on the review of existing traffic volumes and future projections, the following was concluded:

Existing Conditions

- Existing (2001) daily volumes on Victoria Road range from approximately 20,000 vehicles south of York Road to 12,600 and 7,400 north and south of Stone Road, respectively.
- Growth in the City of Guelph and, specifically, the South Gordon Community and ORC Lands will result in significant traffic growth along Victoria Road.

Future Conditions

- Projections for future travel demands along Victoria Road indicate that four lanes will be required by 2011 between York Road and Stone Road by 2011. Additional left turn and right turn lanes will be required at the Victoria Road / York Road intersection.
- Victoria Road will require four lanes south of Stone Road between 2011 and 2021.
- A two lane cross section will be adequate to accommodate 2021 travel demand projections from south of Arkell Road to Clair Road.
- Given the projected requirements south of Stone Road between 2011 and 2021, a logical transition point from four to two lanes will be the location of the primary access to future development (Kortright East) on the west side of Victoria Road.

2.2.2.6 City of Guelph Transportation Master Plan

During the latter part of this Class EA Study, the City of Guelph and the County of Wellington began the Transportation Master Plan Study for Guelph and Wellington. Preliminary travel forecasts undertaken as part of the Transportation Master Plan Study, based on 2021 land use projections, are consistent with the traffic projections developed in this EA Study for the Victoria Road corridor. The Transportation Master Plan is expected to be completed by March 2005.

2.3 PROBLEM / OPPORTUNITY BEING ADDRESSED BY THE STUDY

Based on the review of the existing conditions along Victoria Road, the bridge over the Eramosa River and the analysis of existing traffic volumes and projected future travel demands, the problem being addressed by this study was defined as follows:

- the analysis of future travel demands identifies the need for 4 lanes from York Road to south of Stone Road by Year 2011 and protection for 4 lanes to Arkell Road in the long term
- the existing Victoria Road bridge over the Eramosa River can only accommodate 2 lanes of traffic and is in poor to fair condition

- there is a need for improvements to Victoria Road to address existing and future intersection requirements and the poor pavement condition south of Arkell Road

Therefore, the City of Guelph is addressing the foregoing in accordance with the Municipal Class Environmental Assessment process.

During the course of the study, there was general recognition of the existing deficiencies along Victoria Road, particularly the poor condition south of Arkell Road and the poor operating conditions in the section from the Eramosa River to the York Road intersection.

2.4 PLANNING ALTERNATIVES

At the broad planning level, the following alternatives were identified for consideration:

- “Do Nothing”
- Limit Development
- Other Modes
 - Transit, cycling, walking
- Travel Demand Management Measures
- Improvements to Victoria Road
- Widen Other Roadways

These in turn were assessed in terms of how they would address the problem / opportunity under consideration.

Do Nothing

- this does not address the problem, specifically the condition of existing Victoria Road, condition of the bridge over the Eramosa River, required intersection improvements at York Road, Stone Road, Arkell Road and Clair Road and projected future travel demands
- while this was not considered to be a reasonable alternative, it was carried forward for comparative purposes

Limit Development

- future development has been approved in the Eastview area and the South Gordon Community area
- redevelopment of the ORC lands is being addressed by the City through the York District – Land Use and Servicing Study.
- therefore, limiting development was not carried forward for further consideration

Other Modes

- other modes of travel include transit, cycling and walking
- the future travel demand projections for the Victoria Road Corridor do include an increased transit modal split
- while on their own, increased use of other modes do not address the problem, they are an important part of the City’s overall Transportation Strategy

Travel Demand Management Measures

- travel demand management measures include measures to reduce the number of vehicles, e.g. car pooling, staggered work hours, etc.
- while on their own, they do not address the problem, they are part of the City's overall Transportation Strategy

Improve / Widen Victoria Road

- addresses the existing problem and future needs
- therefore it was concluded to carry this alternative forward for further consideration

Widen Other Roadways (see Exhibit 1.3)

- Gordon Street
 - at its practical capacity north of Stone Road
 - widening from south of Stone Road to Maltby Road has been recommended/approved through a separate EA Study for Gordon Street.
 - widening of Gordon Street from Clair Road northerly to south of Stone Road was recently carried out by the City of Guelph and completed in 2003.
- Watson Road / Watson Parkway
 - given its location to the east of Victoria Road, this arterial roadway cannot serve development traffic emanating from land uses adjacent to Victoria Road; also south of Stone Road, Watson Road comes under the jurisdiction of Wellington County as County Road 41.

Based on the foregoing, the widening of Victoria Road was identified to be carried forward for further consideration.

CHAPTER 3. EXISTING AND FUTURE CONDITIONS

Background information was collected from numerous sources including:

- the review of pertinent background studies and reports
- investigations undertaken by the City's consultants as part of this Class EA study
- meetings with the Project Team and City staff
- correspondence or meetings with participating technical agencies, adjacent municipalities and utilities
- public input and public information centres

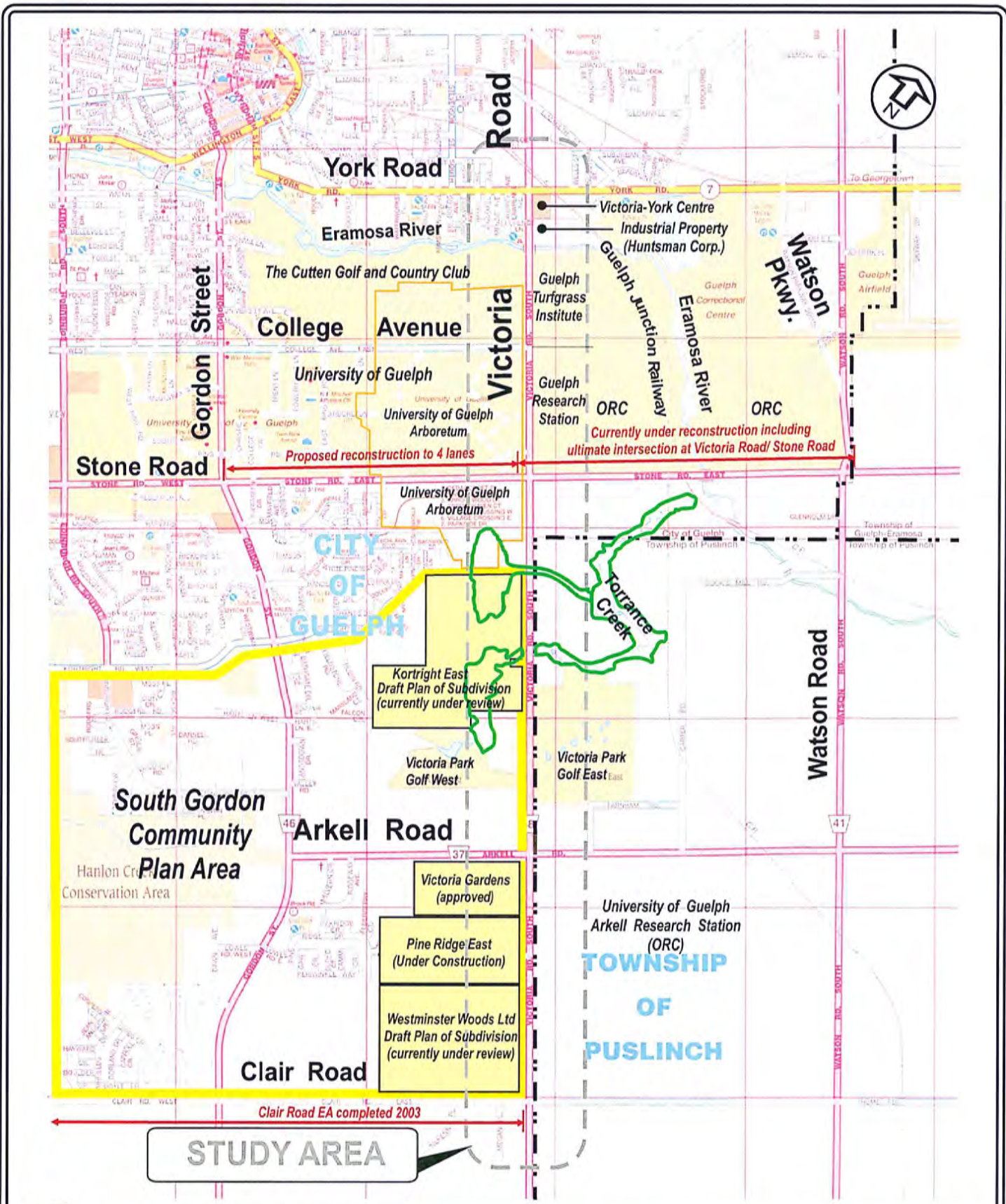
For the most part, the study area is located within the City of Guelph. The Township of Puslinch is located south of Stone Road and east of Victoria Road. Exhibit 3.1 provides a key plan identifying key features within the study area while Exhibit 3.2 is an aerial mosaic of the study area identifying the key features in the broad study area which are discussed in the following sections.

3.1 TRANSPORTATION

3.1.1 Road Network

The main components of the existing road network with the study area are:

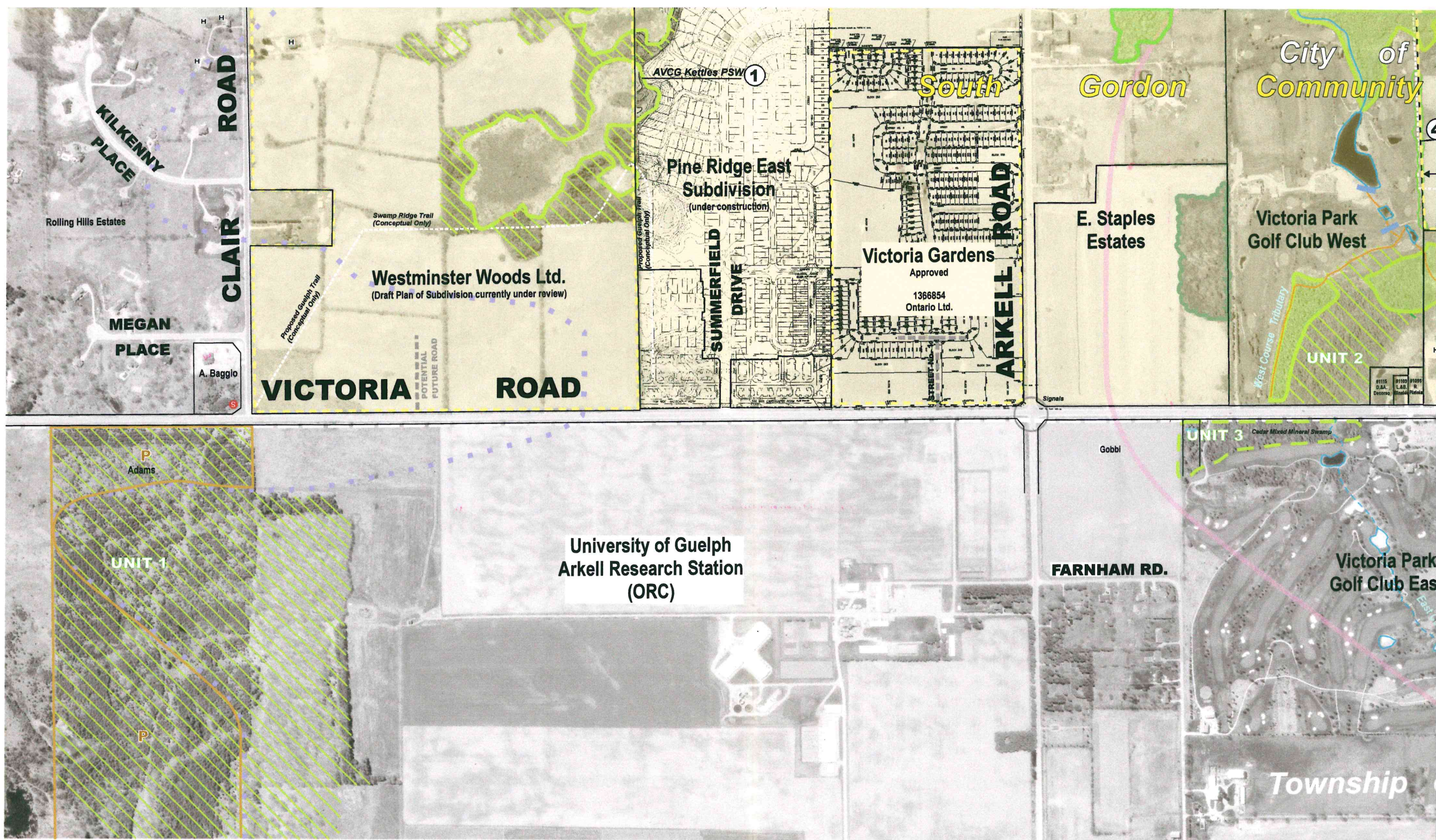
- Victoria Road - north-south arterial road
 - 4 lane (urban cross-section) from north of York Road to immediately north of the Eramosa River
 - narrows to two lanes at the Eramosa River Structure and continues southerly as a two lane rural roadway
 - signalized intersections at York Road, College Avenue East, Stone Road and Arkell Road
 - unsignalized intersections at Florence Lane, Arboretum Exit, Summerfield Drive, and Clair Road
 - posted speed of 50 km/h changing to 70 km/h south of the Eramosa River
 - basic 20 m right-of-way from York Road to Eramosa River
 - basic 26 - 30 m right-of-way from Eramosa River to approximately 0.35 km north of Stone Road
 - basic 30 m right-of-way from 0.35 km north of Stone Road to Arkell Road
 - basic 28 m right-of-way from Arkell Road to the southerly boundary of the Pine Ridge East Subdivision
 - basic 20 m from the southerly boundary of the Pine Ridge East Subdivision to Clair Road



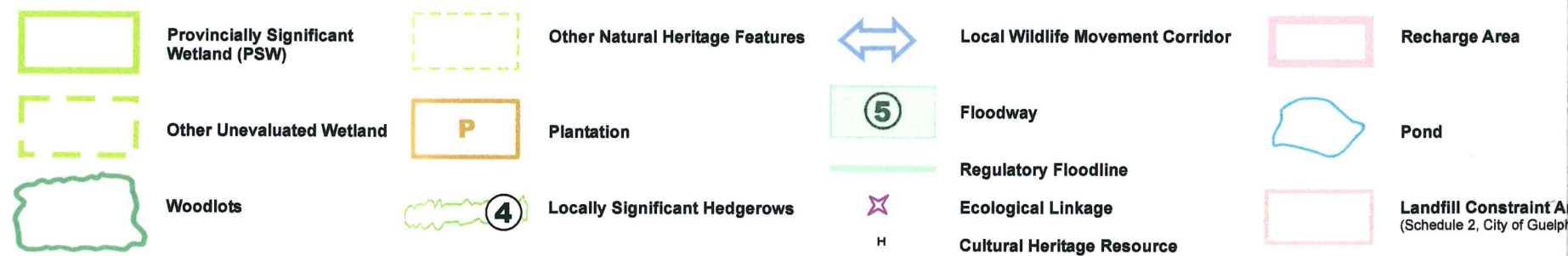
Victoria Road Class EA Study
 Clair Road to York Road
Environmental Study Report

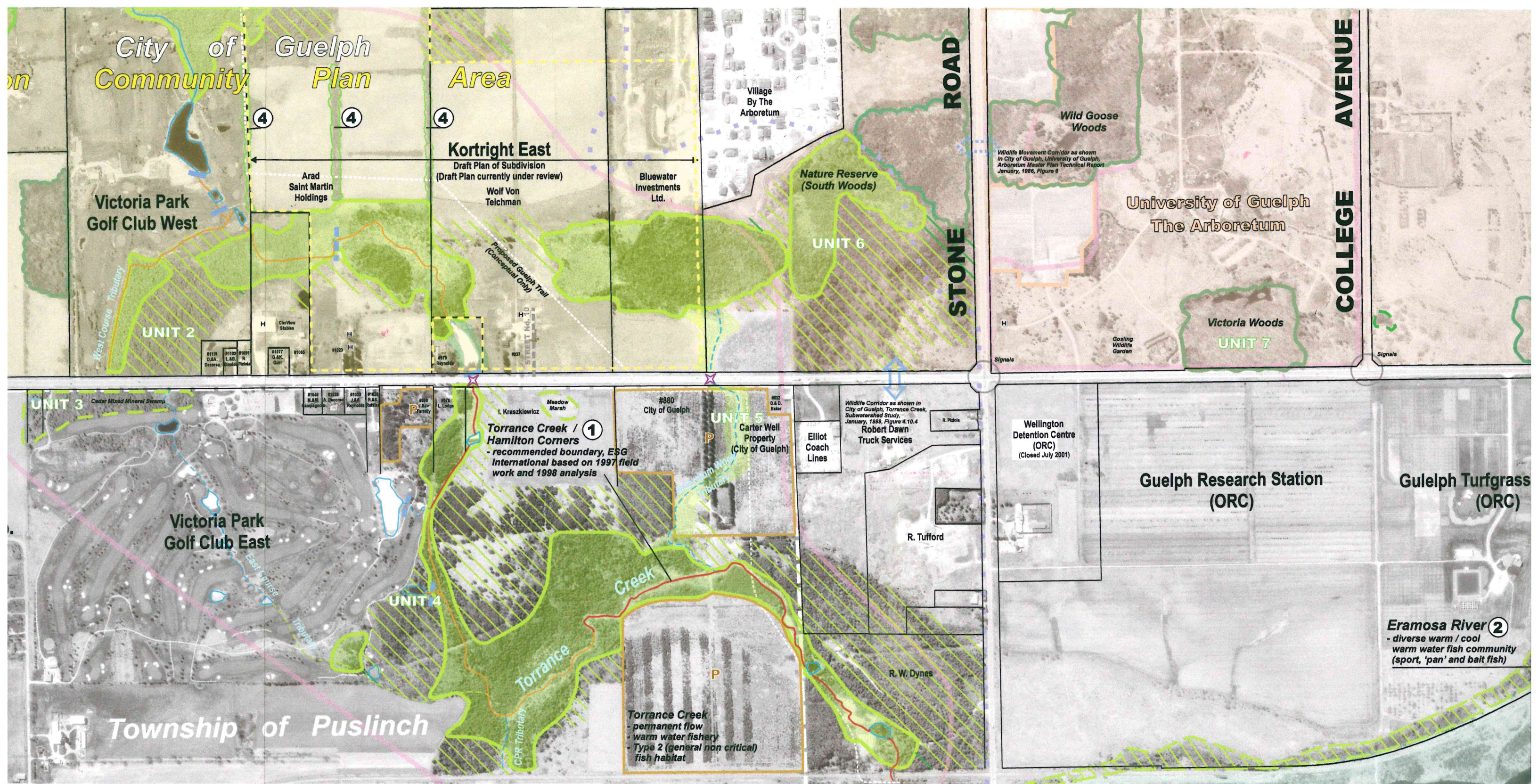
Key Plan

Exhibit 3.1

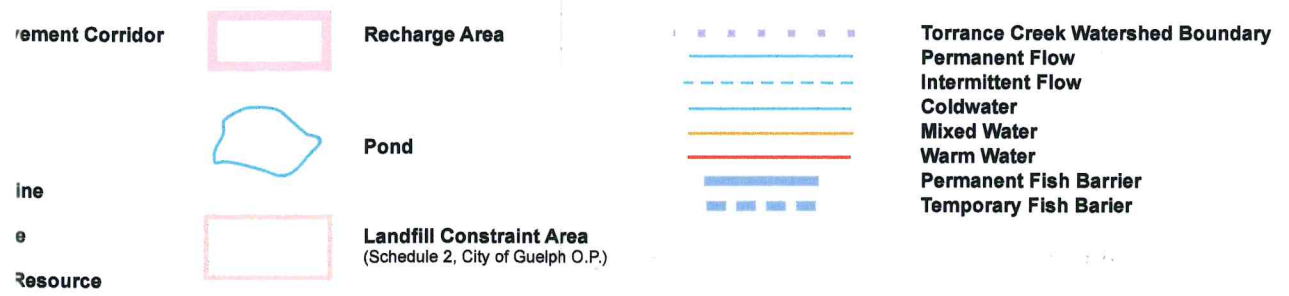


NATURAL ENVIRONMENTAL FEATURES



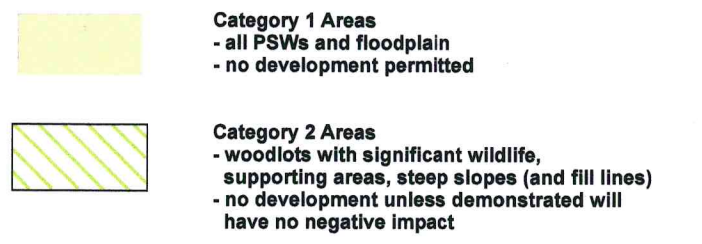


MENTAL FEATURES



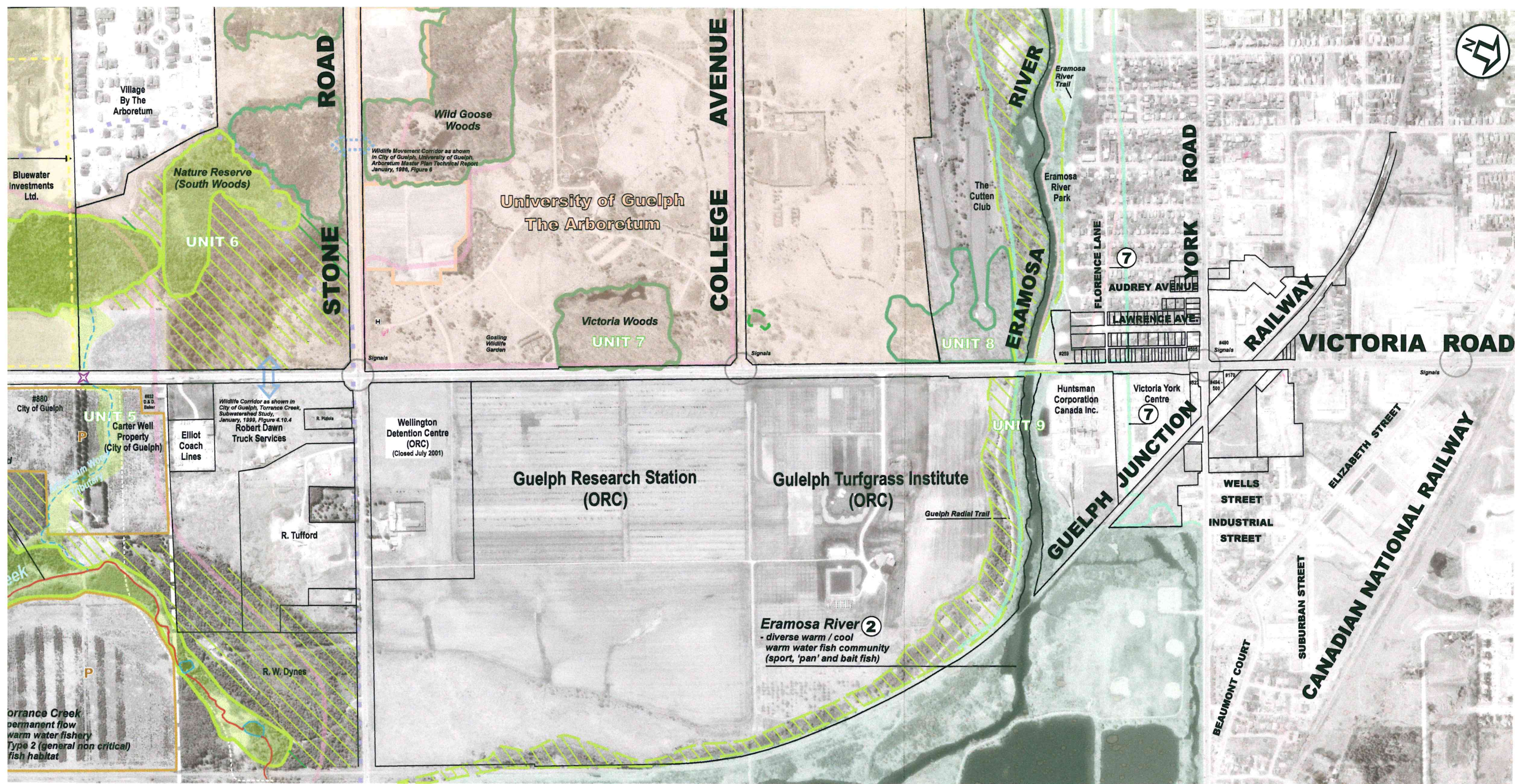
NATURAL HERITAGE SYSTEM

System as designated in Torrance Creek Subwatershed Study; in other areas, designated as preliminary only.



INFORMATION SOURCES

- ① Torrance Creek Subwatershed Study (1999)
- ② Eramosa / Blue Springs Watershed Study (1999)
- ③ GRCA Planning Department mapping
- ④ South Gordon Community Plan (1999)
- ⑤ City of Guelph Draft Official Plan Administration Amendment (Sept 2000 Draft)
- ⑥ Updated MNR PSW Mapping
- ⑦ Schedule 2 - City of Guelph (Guelph O.P. (1998))



NATURAL HERITAGE SYSTEM

System as designated in Torrance Creek Subwatershed Study; in other areas, designated as preliminary only.

- Category 1 Areas**
- all PSWs and floodplain
- no development permitted
- Category 2 Areas**
- woodlots with significant wildlife, supporting areas, steep slopes (and fill lines)
- no development unless demonstrated will have no negative impact

INFORMATION SOURCES

- ① Torrance Creek Subwatershed Study (1999)
- ② Eramosa / Blue Springs Watershed Study (1999)
- ③ GRCA Planning Department mapping
- ④ South Gordon Community Plan (1999)
- ⑤ City of Guelph Draft Official Plan Administration Amendment (Sept 2000 Draft)
- ⑥ Updated MNR PSW Mapping
- ⑦ Schedule 2 - City of Guelph (Guelph O.P. (1998))

APPROX. SCALE 1:7500

Existing Conditions

- Victoria Road Cont'd
 - sidewalk located on the west side from York Road across the Eramosa River structure
 - transit service on Victoria Road is between Woodlawn Road and Gladstone Ave, and Elizabeth Street and Grange Street, north of York Road
 - Victoria Road is crossed by transit Route 4 York Road
 - no transit service is connected to Victoria Road via College Ave, Stone Road, Arkell Road or Clair Road.
- York Road
 - east-west urban arterial road under the jurisdiction of the City of Guelph
 - signalized intersection with Victoria Road
 - 2 lane road east and west of Victoria Road
- College Avenue East
 - east-west road under the jurisdiction of the City of Guelph
 - 2 lane road west of Victoria Road
 - roadway terminates at Victoria Road with a signalized intersection
- Stone Road East
 - east-west rural arterial road under the jurisdiction of the City of Guelph
 - 2 lane road east and west of Victoria Road
 - signalized intersection with Victoria Road
 - Improvements to Stone Road as recommended in the March 2002 ESR were approved. The proposed improvements include widening to a 4 lane urban road from Gordon Street to Victoria Road and realignment and upgrading of Stone Road, as an initial stage 2-lane roadway, between Victoria Road and Watson Road including the reconstruction and widening of the Stone Road / Victoria Road intersections; and, the extension of the Watson Parkway southerly to Stone Road. Implementation is being staged with reconstruction of Stone Road from immediately west of Victoria Road to Watson Road, including the ultimate intersection configuration at Victoria Road, commencing in the summer of 2004.
- Arkell Road
 - east-west rural arterial road under the jurisdiction of the City of Guelph west of Victoria Road and the Township of Puslinch east of Victoria Road
 - signalized intersection with Victoria Road
 - 2 lane road east and west of Victoria Road
- Clair Road
 - east-west rural arterial under the jurisdiction of the City of Guelph
 - terminates at Victoria Road with stop control at the intersection

- 2 lane roadway extending from Victoria Road to the west
- in October 2003, the City completed the Class EA Study for improvements to Clair Road from Victoria Road to Laird Road

3.2 EXISTING AND FUTURE LAND USE

3.2.1 Overview

The character of the Victoria Road corridor varies through the study area. From Clair Road to south of Stone Road, Victoria Road is the municipal boundary between the City of Guelph and the Township of Puslinch. From there northerly, however, Victoria Road is within the City of Guelph. The key features within the study area are shown on Exhibits 3.1 and 3.2.

From Clair Road to south of Stone Road, the lands on the west side of Victoria Road are within the approved South Gordon Community Secondary Plan area. Land use is changing from rural to urban as these lands continue to rapidly develop in stages. On the east side of Victoria Road, however, the lands are designated for rural land use and include the Arkell Research Station operated by the University of Guelph.

The South Gordon Community Secondary Plan Area boundaries include Kortright Road in the north, Clair Road in the south, centre of the Hanlon Creek Conservation Area in the west and Victoria Road to the east. This area is to be an integrated mixture of complementary land uses and will provide opportunities to live, work, play, shop and others. Full build out of the community was originally anticipated by 2021; however development is proceeding at a faster rate than anticipated. The developments adjacent to the study area include the following as shown on Exhibit 3.2:

- Kortright East – Draft Plan of Subdivision (currently under review)
- Victoria Garden – Approved Plan of Subdivision
- Pine Ridge East – Subdivision under construction
- Westminster Woods – Draft Plan of Subdivision (currently under review)

From south of Stone Road to the Eramosa River, the lands to the west of Victoria Road are part of the University of Guelph and include the Arboretum and the Cutten Club. The lands to the east of Victoria Road are owned by the Ontario Realty Corporation but leased long term by the Turfgrass Institute and Guelph Research Station and operated by the University of Guelph.

From the Eramosa River northerly, the character of Victoria Road changes again since Victoria Road is within the built-up area of the City of Guelph. There is an established residential development on the west side and industrial and commercial land uses on the east side.

The main existing land uses in the vicinity of the study area are described in more detail in the next section going from north to south.

3.2.2 Existing Land Use

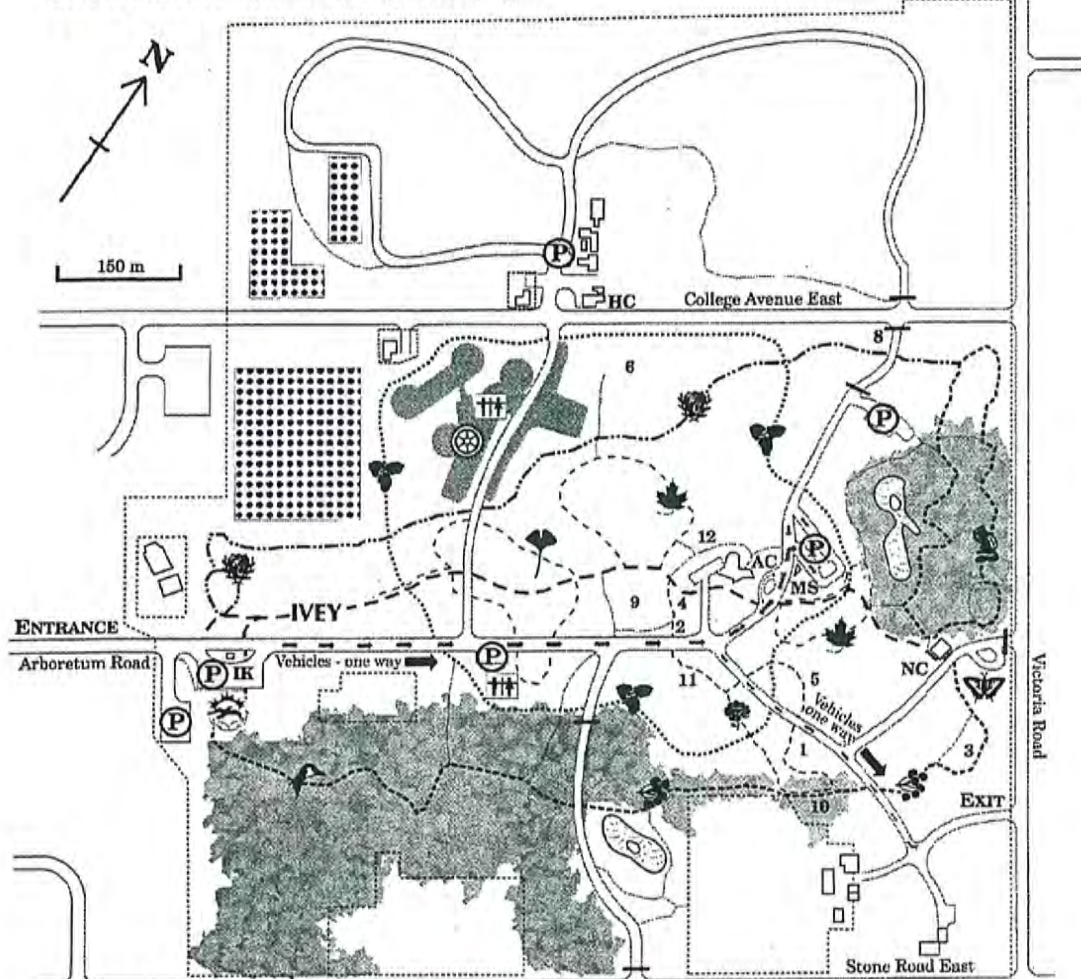
York Road to the Eramosa River

- Commercial uses are found in all quadrants of the Victoria Road / York Road intersection. The commercial area extends south of York Road and east of Victoria Road and includes service commercial and the Victoria – York Centre. Currently, the Victoria – York Centre has three accesses from Victoria Road. The plaza includes a Tim Hortons, restaurant, retail outlets and medical offices. To the south of the Victoria – York Centre is an industrial property owned by the Huntsman Corporation (at 256 Victoria Road).
- On the west side of Victoria Road from south of York Road to the Eramosa River is a mature older residential area in the City's Ward 1. There are 25 residential houses which front onto Victoria Road with direct access onto Victoria Road (see Section 3.3.1).
- The Eramosa River Park is located north of the Eramosa River and west of Victoria Road. The park includes a trail that runs east-west, north of the river.
- Eramosa River and Valley – the Eramosa River crosses Victoria Road in the east-west direction approximately 0.35 km south of York Road. The Eramosa River is considered to be an Environmentally Sensitive Area (ESA) and is discussed further in Section 3.4: Natural Environment.

Eramosa River to south of Stone Road

- University of Guelph – the University of Guelph owns the lands west of Victoria Road from the Eramosa River to south of Stone Road.
- The Cutten Club Golf Course is located south of the Eramosa River and west of Victoria Road and extends south to the University of Guelph Arboretum. According to the City of Guelph Official Plan, the area is classified as ancillary green space. While there is no public access to the Cutten Club from Victoria Road, there is a maintenance access located immediately south of the Eramosa Bridge. The main entrance to the golf course is located on College Avenue.
- Arboretum:
 - the main land use west of Victoria Road within the University is the Arboretum, a key plan of which is provided in Exhibit 3.3.
 - the Arboretum is a significant feature of the University. It was established in 1970 and is located on a 165 hectare property that extends to the north and south of Stone Road and abuts Victoria Road.
 - the Arboretum was founded to “facilitate understanding and respect for the world by designing and providing environmental education activities, developing and maintaining plant collections, evaluating flora, and supporting related research”.
 - the Arboretum Victoria Woods is located adjacent to Victoria Road including the Victoria Woods Trail
 - The Gosling Wildlife Garden is also located adjacent to Victoria Road south of Victoria Woods
 - an exit from the Arboretum is located approximately 0.2 km north of the Victoria Road / Stone Road intersection

The Arboretum, University of Guelph



Features

- 1 Dwarf Conifers
- 2 English Garden
- 3 Gravel Pit Rehabilitation
- 4 Japanese Garden
- 5 Lilacs
- 6 Maples
- 7 Nature Reserve
- 8 Oak Grove
- 9 The Park in The Garden
- 10 Rhododendrons
- 11 Roses
- 12 West Lawn

- Gosling Wildlife Garden
- Hammond Rotary Tree Grove
- Hospice Lilac Garden
- Gene Bank
- Arboretum Boundary
- Wooded Area
- Pond
- Parking
- Closed Gate
- Toilet

Trails

- Col. John McCrae Trail
- East Walk
- IVEY** Ivey Trail
- Native Trees of Ontario Trail
- Trillium Trail
- Victoria Woods Trail
- Wall-Custance Memorial Forest Trail
- Wild Goose Woods Trail
- World of Trees Trail
- connector trail

Buildings

- AC Arboretum Centre
- HC Hilton Centre
- IK Information Kiosk
- MS Memorial Shelter
- NC Nature Centre



Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Key Plan of University of
Guelph Arboretum

Exhibit 3.3

- a closed gate entrance / exit is located approximately 0.45 km north of the Victoria Road / Stone Road intersection
- the lands on the east side of Victoria Road from the Eramosa River to Stone Road are owned by the Province of Ontario under the management of the Ontario Realty Corporation (ORC). These lands are leased by the Guelph Turfgrass Institute and the Guelph Research Station which was established in 1987. The Turfgrass Institute is part of the University of Guelph, and is supported by the University, the Ontario Ministry of Agriculture and Food, and the turfgrass industry. The Turfgrass Institute is part of the ORC lands on a long term lease arrangement.
- The former Wellington Detention Centre was located in the northeast quadrant of Victoria Road and Stone Road; however, it closed in July 2001.
- Commercial - To the south of Stone Road and east of Victoria Road is Robert Dawn Truck Services and Elliot Coach Lines.

South of Stone Road to Arkell Road

- The Arboretum Wood Tributary (intermittent stream) crosses Victoria Road at approximately 0.6 km south of Stone Road.
- Torrance Creek – The Torrance Creek crosses through the study area and Victoria Road at approximately 1.1 km south of Stone Road at the north end of the Victoria Park Golf Club East. The Torrance Creek is part of the Torrance Creek Natural Heritage System and is an Environmentally Sensitive Area. (Discussed further in Section 3.4).
- The Victoria Park Golf Club West and Victoria Park Golf Club East are located to the north of Arkell Road to the west and east of Victoria Road, respectively. Both clubs are semi private 18 hole golf courses and both have direct driveway access onto Victoria Road.
- Within the vicinity of the golf courses there are 14 residential houses located on both sides of Victoria Road from approximately 0.7 km north of Arkell Road to just north of the Torrance Creek. All of the houses have direct access to Victoria Road (see Section 3.3.1).

Arkell Road to Clair Road

- Pine Ridge East is a new subdivision of predominantly single-family homes under construction at Summerfield Drive to the west of Victoria Road. The houses adjacent to Victoria Road are separated from Victoria Road by an intervening landscaped berm.
- The University of Guelph Arkell Research Station is bounded by Victoria Road on the west and Arkell Road on the north. The station is a living laboratory, dedicated to research in the agri-food industry. The research station is a partnership between the Ontario Ministry of Agriculture and Food and the University of Guelph. The land is owned by the Province of Ontario under the management of the Ontario Realty Corporation (ORC).

3.3 SOCIAL ENVIRONMENT

For the purpose of this study, the “social environment” was considered to include existing residential development and recreational facilities.

3.3.1 Existing Residential Areas

The main residential areas adjacent to Victoria Road are:

York Road to Eramosa River

On the west side of Victoria Road, from south of York Road to north of the Eramosa River, there is a mature older residential area in the City's Ward 1, which is part of the City's St. Patrick's Ward Community Improvement Plan, for infrastructure improvements and community revitalization.

There are 25 residential houses immediately adjacent to Victoria Road which:

- front onto Victoria Road
- have direct driveway access onto Victoria Road; the houses also have laneway at the rear
- are located in close proximity to the existing westerly edge of pavement (approximately 6 to 9 m from edge of pavement to the front of the house)
- furthermore, between the houses and the edge of pavement there are a sidewalk and hydro poles. The separation between the houses and the sidewalk is approximately 4 to 7 m
- in addition, these houses are also located in close proximity to one another.

South of Stone Road to Arkell Road

There are approximately 14 residential houses located on both sides of Victoria Road from approximately 0.7 km north of Arkell Road to just north of the Torrance Creek. All of the residential houses have driveway access onto Victoria Road and are set back from Victoria Road approximately 28 to 70 m.

Arkell Road to Clair Road

The lands located west of Victoria Road are within the South Gordon Community Secondary Plan area and have been approved for future development. There is a new subdivision under construction (Pine Ridge East) at Summerfield Drive, an approved plan for Victoria Gardens to the north and a draft plan for Westminster Woods to the south.

3.3.2 Existing and Potential Recreational Facilities

Ecoplans Limited, Consulting Environmental Planners and Ecologists undertook a review of the existing and potential recreational trails within the study area. In addition to the Arboretum (see Section 3.2.2 and Exhibit 3.3), there are a number of existing and proposed recreational trails within the study area. Existing and trails and parks are briefly described below, going from north to south:

- Eramosa River Park is owned and operated by the City of Guelph. The Park is located west of Victoria Road and north of the Eramosa River. The Park provides active (i.e. softball / hardball diamond) and passive (i.e. picnic area and walking trail) recreation opportunities. There is a trail along the north side of the Eramosa River. Florence Lane is located on the north side of the Park and provides access to the parking lot. Florence Lane is one-way only (eastbound) and intersects with Victoria Road.
- The Guelph Radial Trail is located east of the study area and intersects with Victoria Road south of the Eramosa River. It is a well-used trail and, as noted in the 1999

Torrance Creek Subwatershed Study, provides an excellent opportunity to connect the City of Guelph with Eden Mills and beyond. Informal parking is provided at the trailhead.

- The University of Guelph Arboretum abuts Victoria Road. Recreational trails are shown in Exhibit 3.3 including:
 - Victoria Woods is located adjacent to Victoria Road approximately 400 meters north of Stone Road. A trail system provides access through the “old growth maple – beech forest which contains a variety of spring woodland flowers”.
 - Wild Goose Woods is also located west of the study area on the north side of Stone Road approximately mid block between Gordon Street and Victoria Road.
- The Swamp Ridge Trail is located west of Victoria Road and according to the Torrance Creek Subwatershed study is a single-track trail system created by a group of local residents for recreational cross-country skiing and walking in the “Kettle Areas” between Victoria Road South and Arkell Road. The Torrance Creek Subwatershed Plan has recommended that the Swamp Ridge Trail be connected to the Paris-Galt Moraine Trails (located east of Victoria Road) through linkages created through new developments to the south and east. The study has identified that the Swamp Ridge Trail be directed to a future crossing near the intersection of Victoria Street South and Clair Road.

Proposed trails (going from the north to the south) are as follows:

- The area immediately south of the Eramosa River contains escarpment forest, floodplain swamps and open wetlands, which are generally undisturbed. The River Systems Management Study states, “The City of Guelph should secure a public walkway/easement along the south shore of the Eramosa River between Gordon Street and Victoria Road”. The Study also states “the trail crossing over Victoria Road should occur at the nearest intersection with a person activated pedestrian signal crossing.” As part of the Trail Master Plan being undertaken by the City, City staff have identified the need to provide for continuity of the trail system across Victoria Road at the Eramosa River. This is discussed in Section 5.3.2.1
- The City of Guelph Parks and Open Space Inventory Map identifies a future trail to cross Victoria Road south of the Arboretum Wood Tributary. The trail is to follow Victoria Road to north of the Arboretum Wood Tributary and eventually will connect with the Guelph Radial Trail. West of Victoria Road the trail will provide access to a component of the Torrance Creek / Hamilton Corners Provincially Significant Wetland.
- The Pine Ridge Greenway is located west of the Victoria Road and south of Arkell Road, and has been established to combine stormwater management needs with recreational open space opportunities. The City’s Parks and Open Space Inventory Map conceptually identifies proposed recreational trails and anticipates the extension of the Pine Ridge Greenway to Victoria Road. A similar trail system as part of the development of the stormwater management greenway of the Westminster Woods Subdivision is anticipated to also extend to Victoria Road. The Pine Ridge East and Westminster Woods trails are not shown as crossing Victoria Road.

Currently the City of Guelph Parks Department is undertaking a City Wide Trail Master Plan to identify important links and gaps in the City off-road trail system. The goal is to establish a well-connected network of trails for residents of and visitors to Guelph to use for leisure, recreation and commuting purposes.

The City's primary trail route runs along the Eramosa River. West of Victoria Road, it runs along the north side of the Eramosa River (Eramosa River Trail) while east of Victoria Road it runs along the south side of the river (Guelph Radial Trail). Therefore, a key consideration of this Class EA study was not to preclude the ability to connect the two trail routes by providing a new pedestrian bridge crossing over the Eramosa River in the vicinity of the Victoria Road bridge. This is discussed further in Section 5.2.2.

3.4 NATURAL ENVIRONMENT

3.4.1 Study Area Background and Policy Setting

Ecoplans Limited, Consulting Environmental Planners and Ecologists, undertook the review of the natural heritage features within the study area. Their report is provided herein. In preparation of field work and to identify preliminary natural environmental issues and potential constraints, Ecoplans' staff compiled and reviewed a variety of background information sources. Information pertaining to the study area was mapped on a 1:5,000 scale air photograph mosaic which is on file with the City of Guelph and reproduced here as Exhibit 3.2 at a scale of 1:7500. The natural and related physical features are described below. Plant inventories are included in Appendix E.

3.4.1.1 Information Sources

The information sources are listed below:

- Torrance Creek Subwatershed Study, Management Strategy and Addendum 1999. Totem Sims Hibachi Associates et al.
- Eramosa-Blue Springs Watershed Study, Recommended Plan and Implementation Plan. 1999. Beak International Inc. et al.
- University of Guelph Village by the Arboretum Environmental Impact Statement. 1991. Braun Consulting Engineers.
- City of Guelph Official Plan. 1994. Adopted by Council Nov. 01, 1994. Approved by MMA, Dec. 20, 1995. Sept. 1999 Consolidation.
- City of Guelph Draft Official Plan Administration Amendment (Sept 2000 Draft)
- South Gordon Community Plan (1999)
- Data from MNR's Natural Heritage Information Centre database. Feb.20, 2002 query.
- Grand River Conservation Authority (GRCA) planning department mapping (2002).

Natural features mapped from the various background sources include watercourses (including flow conditions, habitat type and barriers) and ponds, wetlands (Provincially Significant Wetlands [PSW] and Other Unevaluated), Woodlots, Plantations, Other Natural Heritage Features, Locally Significant Hedgerows, Local Wildlife Movement Corridors, Ecological Linkages, Floodway and Regulatory Floodlines, Recharge Areas, Landfill Constraint Area and Natural Heritage System designations, as defined by the various background sources.

3.4.1.2 General

The south and central portions of the study area are located within the Torrance Creek Subwatershed. The northerly portion drains directly to the Eramosa River. The predominant natural features are the Eramosa River and valley in the north, and Torrance

Creek and its associated system of wetlands (part of Torrance Creek/Hamilton Corners PSW) and small tributaries in the central portion of the study area. These as well as the other natural features described below are shown on Exhibit 3.2.

3.4.1.3 Policy Context

Based on the features identified within the study corridor, various provincial and federal legislation and policies are relevant. The primary guiding legislation is the *Environmental Assessment Act*, under which this project is being conducted. As such, the project does not require approval under the *Planning Act*, however, protection of the various natural heritage features relevant under the Natural Heritage section of the Provincial Policy Statement issued under the Planning Act should still be given due regard during completion of the Class EA. Natural features relevant within the study area include the Torrance Creek/Hamilton Corners PSW and fish habitat.

Regulated floodplains and surface and groundwater quality and quantity are also protected under sections of the Provincial Policy Statement. Protection of floodway and regulatory floodlines is directly legislated under the *Cut, Fill and Alteration to Waterways* regulation under the *Conservation Authorities Act*. Placement of fill in regulated floodplain areas, as well as in wetlands and watercourses is prohibited without a permit under the regulation. GRCA also specifically protects wetlands under their new *Wetlands Policy (2002)*. Watercourses are also protected under the provincial *Lakes and Rivers Improvement Act*, and any alteration of a watercourse would require approval from MNR under this legislation.

At the federal level, fish habitat is protected under the Fisheries Act. Torrance Creek and the Eramosa River are considered to be fish habitat. Any Harmful Alteration, Disruption or Destruction (HADD) of fish habitat requires approval from Fisheries and Oceans Canada (DFO) under this Act. Under their agreement with DFO, GRCA will initially review the specific impacts of the widening on aquatic features once the specific design of the crossings is complete, to determine whether or not they will result in a likely HADD. If a HADD is likely based on the design of the watercourse crossings, GRCA will refer the project file to DFO for final approval. Under their level 3 agreement with DFO, GRCA will continue to provide input regarding appropriate compensation for the HADD.

Also at the federal level, the Eramosa River is considered navigable by DFO Coast Guard. Therefore a permit under the Navigable Waters Protection Act may be required depending on the nature of the works at the river (it should be noted that the Canadian Coast Guard, which is responsible for issuing permits under the Navigable Waters Protection Act, is now part of Transport Canada). Finally, prior to issuance of either federal approval, a screening under the federal Canadian Environmental Assessment Act is required.

The key approval obtained under the planning stage is under the Ontario EA Act. While permits and approvals under the various other pieces of legislation would not be obtained until the detail design stage, their requirements should be adhered to and environmental aspects reviewed by relevant agency staff to ensure the necessary permits and approvals can be obtained at the design stage.

3.4.2 Fisheries and Aquatic Habitat

3.4.2.1 Approach

Information about the fish communities in the watercourses within the project limits was obtained from MNR, as well as from the two watershed studies (Eramosa/Blue Springs Watershed Study, 1999 and Torrance Creek Subwatershed Study, 1999). Field surveys were then conducted by Ecoplans Limited fisheries biologists to assess the character of the aquatic habitat in the vicinity of Victoria Road. The two main watercourse features are the Eramosa River and Torrance Creek. Two small tributaries of Torrance Creek, one of which is crossed by the road and another that drains away from the road, were also assessed in the field.

The field surveys were conducted on July 17, 2002. The aquatic habitat was surveyed upstream and downstream of each crossing for a distance of approximately 100m. General habitat information including depth, width, riparian cover, substrate, morphology and bank character was collected.

3.4.2.2 Description

General characteristics of the habitat and fisheries of the three watercourses identified within the project limits are summarized below.

Eramosa River

The Eramosa River flows east under Victoria Road through a bridge structure with three sets of piers. One set of the piers is located instream approximately 5 m from the north bank. The Eramosa River outlets to the Speed River approximately 2 km downstream.

Flow is permanent. The Eramosa River in the vicinity of the bridge is approximately 25 m in width and up to 1.5 m in depth. Aquatic habitat conditions were similar upstream, downstream and beneath the bridge. Water clarity was turbid with moderate visibility. Flow velocity was very low at the time of the survey.

The valley slopes steeply away from the river on the south side; the underlying bedrock is exposed in several locations on the slope. On the north, the floodplain is flat and relatively broad. The banks of the river are generally stable, with some localized scouring. There is also an area of 'point' erosion down the south slope immediately east of the structure, where a culvert outfalls at the top of slope. The bank under the structure where the water outfalls is eroded and sediment accumulates along the edge of the river.

Gradient through the structure is low. River morphology is 100% flats. Substrate throughout the study reach is dominated by gravel and sand (40% and 30% respectively) with a mix of rubble and boulders.

Instream cover and vegetation in the vicinity of the crossing includes large boulders upstream (east) of the structure and patches of instream sedges both upstream and downstream. There is occasional woody debris along the river edge on the south bank downstream of the structure.

Riparian vegetation varies on the north and south banks, but is generally disturbed. The north bank in the vicinity of the bridge is an open field, which is mowed, with mainly old field species of grasses, herbs (goldenrod, Burdock, Wild Carrot, Red-osier Dogwood, shrub willow spp.). There are a few small Red osier dogwood on the banks near the

structure, and some scattered trees and shrubs further up and downstream (Manitoba Maple, Red-osier Dogwood and willow species). The south bank is forested. Along the river bank, vegetation is comprised predominantly of Manitoba Maple, with Red-osier Dogwood, White Elm and willow species. A number of these trees overhang the edge of the river. There is a trail on the top of bank to the west of the structure. The slope is wooded with a predominantly immature deciduous forest dominated by White Elm, Manitoba, Basswood and White Ash.

According to the Eramosa/Blue Springs Watershed Study (1999), the Eramosa River supports a diverse warm/cool water fish community including sport, pan and baitfish species through the study reaches. During the July site visit, Smallmouth Bass (*Micropterus dolomieu*), Pumpkinseed (*Lipomus gibbosus*, including young-of-year) and baitfish species were observed in the vicinity of the bridge. Pinhead fry were also observed along the edge of the river. The deeper, low velocity conditions in this section of the river appear to provide nursery, rearing and feeding habitat for these species.

Tributary of Torrance Creek (Arboretum Wood Tributary)

This tributary (located approximately 600m south of Stone Road) is a small seasonal swale feature. It flows east under Victoria Road through a 0.75 m CSP and outlets into Torrance Creek approximately 450m downstream. The channel is poorly defined and diffuse, and is overgrown with dense Reed Canary Grass upstream (west) of Victoria Road to approximately 60 m downstream of the road. Short sections flow along the ditchlines of the road. The west ditchline has recently been 'cleaned out'. Further downstream, vegetation in and adjacent to the swale includes mainly old field species of grasses and herbs (goldenrod, Burdock, Wild Carrot, Red-osier Dogwood, shrub willow spp.). There are White Spruce and Tamarack plantations further back from swale. The swale was dry at the time of the survey.

Given the flow regime and channel character, the swale does not appear to support fish use in the vicinity of Victoria Road. GRCA confirmed that the swale does not support fish habitat during a site meeting on May 16, 2003.

Torrance Creek

Torrance Creek flows east under Victoria Road between Arkell Road and Stone Road through a 1.2 m CSP and outlets into the Eramosa River approximately 2.5 km downstream. The stream was flowing during the field survey, and according to the TCSWS (1998), flow is permanent. Approximately 10m upstream (west) of Victoria Road there is an on-line pond measuring approximately 100m x 40m. At the time of the survey the central portion of the pond appeared to be approximately at least 1m in depth. The pond outlets into a small channel over a small dam (approximately 0.5m in height) on the east side of the road. The dam outfall structure is old and appears unused; the elevation change to the stream is approximately 40 cm. A recommendation of the TCSWS was to remove the pond, in order to remove its temperature warming influence on the stream. The dam is a barrier to fish movement.

Substrate in the pond includes mainly silt/muck and gravel. Instream cover and vegetation includes White Water Lily and sedges. Riparian vegetation includes sedges and old field species of grasses and herbs (goldenrod, Burdock, Wild Carrot, Red-osier Dogwood, shrub willow spp.). Beyond the north edge of the pond, there is a mowed

lawn. There is a fringe of woody growth including White Cedar, White Pine, willow and Buckthorn further back from the pond on the south and east sides.

There is another smaller (30m x 15m) online pond approximately 100m downstream (east) of Victoria Road. The pond appeared to be approximately 30 to 40 cm in depth. Substrate includes mainly silt and muck. Instream cover and vegetation includes White Water Lily and Arrowhead. Riparian vegetation is mainly sedge meadow and a few scattered willow. There are no barriers to fish movement on this pond.

Torrance Creek in the vicinity of Victoria Road ranged from 0.5m to 1m in width and 3 to 5 cm in depth at the time of survey. The banks are stable, and are approximately 0.25 m in height. Water clarity was clear. Flow velocity and volume were very low at the time of the survey (baseflow conditions).

Creek morphology is 100% flats. Gradient is low. Substrate throughout the study reach is dominated by silt and muck with some sand, gravel and a few boulders on the west side of the road (downstream of the pond).

Instream cover and vegetation includes patches of Cattail, sedges and some Reed Canary Grass. Riparian vegetation includes mainly Reed Canary Grass with some White Cedar and old field species of grasses and herbs further back.

During the July visit, Creek Chub (*Semotilus atromaculatus*) were captured in the creek with a dipnet upstream and downstream of Victoria Road. A large stranded Goldfish (*Carassius auratus*) was also found downstream of Victoria Road. This fish presumably came from one of the on-line ponds. Several small goldfish were observed near the upper pond outfall.

Torrance Creek is identified in the TCSWS as supporting warmwater habitat through the pond and mixed water habitat upstream of the pond, and warmwater and then mixed water habitat downstream of Victoria Road. The TCSWS indicates that “the fish assemblage in Torrance Creek is dominated by tolerant warmwater species, instead of the coldwater species that could inhabit the stream if temperature, dissolved oxygen and fish barrier limitations were removed...”

The TCSWS also notes that there are several significant natural and manmade barriers to fish movement in the Torrance and Barber watersheds. The first barrier upstream of the Eramosa River on Torrance Creek is the culvert at the Scout Camp road. The downstream end of the culvert is perched approximately 15cm above the surface of the water. Through the Scout Camp property just upstream of the outfall of Torrance Creek to the Eramosa River, there is a permanent barrier to the movement of larger or less agile fish species in the form of a bedrock cascade approximately 50m in length. Low baseflow conditions in the summer and fall present a seasonal barrier to all fish movement. Like the pond upstream of Victoria Road, a number of other on-line ponds also pose either permanent or temporary barriers, depending on the outlet structure, and create warming effects.

Numerous on-line ponds have been dug within the golf course located on both sides of the road south of Torrance Creek, presumably for irrigation. Structures on at least two pose barriers to fish movement further upstream of Victoria Road. There is also a temporary barrier in the central portion of the forested swamp located upstream of the road.

Other drainage features

To the south of Torrance Creek, the East Course Tributary drains easterly away from the road through the Victoria East Golf Course. Stormwater runoff from the existing ditch on the west side of the road along the Victoria West Golf Course frontage is conveyed through an existing CSP culvert beneath Victoria Road to discharge towards the East Course Tributary. Just to the south, the West Course Tributary drains away from the road to the west along the edge of a conifer swamp and the golf course. The channel appears to have been channelized. The TCSWS indicates flow in the East Course Tributary is intermittent, and permanent in the West Course Tributary. Groundwater discharge probably supports the small permanent flow. The West Course Tributary has been identified as supporting mixed water habitat.

3.4.2.3 Sensitivities

Based on the flat morphology, slow velocity, straight crossing and generally disturbed riparian conditions, no particular sensitivities were identified with respect to the Eramosa River crossing. No critical or specialized habitat features were identified.

Similarly at Torrance Creek, no sensitive or specialized habitat features were identified. The habitat in the vicinity of the road is 'warmwater' and not particularly sensitive. The character of the habitat and fisheries in Torrance Creek in the vicinity of the road is not as sensitive as other reaches of Torrance Creek that support coldwater fisheries.

As noted, the swale tributary is not considered to provide fish habitat in the vicinity of Victoria Road. However, it does drain to the Torrance Creek, and is regulated by GRCA.

3.4.3 Vegetation and Flora and Wildlife

3.4.3.1 Approach

Ecoplans staff conducted a field assessment of the study area on July 24, 2002. The scope of the field survey included the following:

- Classification of vegetation communities within the right-of-way and surrounding lands. Vegetation communities were classified using a modified version of the Ecological Land Classification System for Southern Ontario (ELC) [Lee et.al., 1998]: all elements of the ELC approach were included in field surveys, with minor changes to tree tally estimation (i.e. wedge prism not used) and soil classification (background information was used);
- Preparation of a working botanical list of species present. Nomenclature generally follows Morton and Venn (1990);
- Preparation of a working wildlife species list.
- Evaluation of the sensitivity and significance of habitats and species recorded during field work.
- Habitat significance was evaluated using the "Natural Heritage Resources of Ontario: Vegetation Communities of Southern Ontario" (NHIC, 1996);
- Species significance and sensitivity was evaluated using Newmaster et.al. (1998), NHIC (2001), Oldham et.al. (1999) ; and
- Taking representative site photographs.

3.4.3.2 Description of Vegetation and Flora

The general character of the vegetation and flora along the project limits is described below. More detailed descriptions of various vegetation communities are then provided, moving from south to north. These communities are shown on Exhibit 3.2.

Vegetation along the existing Victoria Road corridor includes a mixture of disturbance tolerant, culturally derived habitats (e.g. residential, commercial, University research stations, golf course, cultural meadow/thicket/woodland and plantation) and natural or naturally regenerating areas (riparian meadows, coniferous forest, deciduous forest, mixed swamp, coniferous swamp and lowland/riparian forest).

Within the right-of-way, roadside vegetation is dominated by cultural meadow or turfgrass, with some areas of natural regeneration of young trees or planted hedgerows and wetland species in ditches. Moreover, adjacent vegetation along long stretches of Victoria Road is dominated by anthropogenically derived habitats (i.e. cultural meadow, plantation or commercial / residential properties): for approximately 1.9 km between Clair Road and Victoria Park Golf Club north of Arkell Road (east and west side); for approximately 1.3 km between Victoria Park Golf Club and the University of Guelph Arboretum South Woods (east and west side) and an additional 0.5 km along the east side to Stone Road; for approximately 1.4 km between Stone Road and the Eramosa River (east side) and a combined length of approximately 0.9 km on the west side, with two forest blocks adjacent to Victoria Road; and from the Eramosa River north to the CPR.

The flora is dominated by common disturbance tolerant and invasive species typical of old fields, including Wild Carrot (*Daucus carota*), Chicory (*Cichorium intybus*), Canada Goldenrod (*Solidago canadensis*), Common Burdock (*Arctium minus*), Spreading Dogbane (*Apocynum andraesifolium*), Smooth Brome (*Bromus inermis*), Downy Chess (*Bromus tectorum*), Crown Vetch (*Coronilla varia*) and Leafy Spurge (*Euphorbia esula*). There are sections with sparse, narrow hedgerows of planted and naturally regenerating Black Walnut (*Juglans nigra*), Black Locust (*Robinia pseudoacacia*), Cottonwood (*Populus deltoides*), Hawthorn (*Crataegus* spp.), Common Buckthorn (*Rhamnus cathartica*) and Tartarian Honeysuckle (*Lonicera tatarica*).

Residential properties typically have a mix of Norway Maple (*Acer platanoides*), Eastern White Cedar, Norway Spruce (*Picea abies*), White Birch (*Betula papyrifera*) and various other exotic landscape species, with maintained turfgrass. Trees vary in age, but are generally in good condition.

The vegetation units within the Study Area are summarized as follows and shown on Exhibit 3.2.

Unit 1 Plantation - Residential

At the south limits of the study area (south of Clair Road) there is a young Coniferous Plantation (CUP3) east of Victoria Road. It is characterized by a partial to dense canopy of young – immature Scots Pine and White Pine with occasional Blue Spruce (*Picea pungens*), Hawthorn (*Crataegus* spp.) and Manitoba Maple scattered throughout. At the edges and in canopy gaps, the ground flora is dominated by disturbance tolerant species characteristic of old fields. Under areas of dense conifer canopy, the understory and ground layers are sparse. This feature has been categorized in the TCSWS as a Category 2 Area.

West of Victoria Road, the existing rural residential property is characterized by a cultural mosaic of regenerating thicket / woodland and old field meadow. It is dominated by young Hawthorn and Buckthorn, with a typical old field ground flora.

Unit 2 Victoria Park Golf Club West – Coniferous Swamp

This small block of White Cedar Mineral Coniferous Swamp (SWC1-1) is located 0.5 km north of Arkell Road along the west side of Victoria Road. It has been designated in the TCSWS as a Category 2 supporting area / high quality woodlot. A portion of it has also been included within the boundary of the Torrance Creek/Hamilton Corners PSW. It is approximately 200 m in length abutting Victoria Road and dominated by a partial to closed canopy of young to sub-mature Eastern White Cedar (*Thuja occidentalis*), with

Trembling Aspen (*Populus tremuloides*), White Elm (*Ulmus americana*), Yellow Birch (*Betula allegheniensis*) and Balsam Fir (*Abies balsamae*) associates. The east facing roadside edge (approximately 8-10 m wide) has been recently cleared for watermain installation and the resultant edge is exposed, with abundant regeneration of invasive exotic species, predominantly Common Buckthorn and Glossy Buckthorn (*Rhamnus frangula*). The understory and sparse ground layers include Chokecherry (*Prunus virginiana*), White Elderberry (*Sambucus canadensis*), Helleborine (*Epipactis helleborine*), Marsh Fern (*Thelypteris palustris*), Riverbank Grape (*Vitis riparia*), Starflower (*Trientalis borealis*), Enchanter's Nightshade (*Circaea lutetiana*), Canada Mayflower (*Maianthemum canadense*) and Sedges (*Carex* spp.). Soils were dry to mesic at the time of surveying, with no standing water present.

Unit 3 Victoria Park Golf Club East – Mixed Swamp

There is a small linear block of White Cedar- Hardwood Mineral Mixed Swamp (SWM1-1), approximately 375 m in length, located 300 m north of Arkell Road. This wetland is also included in the Torrance Creek/Hamilton Corners PSW. There may be a small seasonal contribution of surface water from the swamp to the Torrance Creek East Course Tributary that flows through Victoria Park Golf Club East. This tributary also flows through several irrigation ponds. There is some evidence of disturbance from golf course maintenance activities (brush piling and vegetation trampling).

The transitional swamp edge of Glossy Buckthorn and mature trees is approximately 10-12 m from the edge of pavement. The swamp grades into thicket at the north end, becoming dominated by deciduous tree species at the south end. Soils were dry-mesic with no standing water present. The swamp is dominated by a partially closed canopy of Eastern White Cedar, Hybrid Soft Maple (*Acer x freemanii*), Trembling Aspen, Balsam Poplar (*Populus balsamifera*), Black Ash (*Fraxinus nigra*), Green Ash (*Fraxinus pensylvanica*), Yellow Birch and White Birch (*Betula papyrifera*).

The sparse to moderate understory includes Nannyberry (*Viburnum lentago*), Red-osier Dogwood (*Cornus stolonifera*), Common Buckthorn, Glossy Buckthorn, Alternate-leaved Dogwood (*Cornus alternifolia*), White Elderberry and Chokecherry. The moderately diverse ground flora is a mixture of forest and facultative wetland species including Jewelweed (*Impatiens capensis*), Ostrich Fern (*Matteuccia struthiopteris*), Hairy Solomon's Seal (*Polygonatum pubescens*), Sensitive Fern (*Onoclea sensibilis*), Small Jack-in-the-pulpit (*Arisaema triphyllum*), Zigzag Goldenrod (*Solidago flexicaulis*), Canada Goldenrod, Red Trillium (*Trillium erectum*), Northern Ladyfern (*Athyria filix-femina*), Herb Robert (*Geranium robertianum*) and Bulblet Fern (*Cystopteris bulbifera*).

Unit 4 Torrance Creek Valley

West of Victoria Road, there is a large on-line dug pond with cultural meadow / thicket fringe at the base of the steep roadside embankment. Species include Reed-canary Grass, Blue Vervain (*Verbena hastata*), Nannyberry, Purple-stemmed Aster (*Aster puniceus*), Tall Meadowrue (*Thalictrum pubescens*), Bittersweet Nightshade (*Solanum dulcamara*) and Common Buckthorn. Along the south valley slope, there is a small cluster of immature planted and naturally regenerating trees including Manitoba Maple (*Acer negundo*), Norway Maple (*Acer platanoides*), Scots Pine (*Pinus sylvestris*), Trembling Aspen and Eastern White Cedar.

East of Victoria Road, the Torrance Creek valley includes a mosaic of intergrading habitats: Reed-canary Grass Mineral Meadow Marsh (MAM2-2), Narrow-leaved Sedge Mineral Shallow Marsh (MAS2-3) and Willow Mineral Thicket Swamp (SWT2-2) on the floodplain, grading into Dry-Moist Old Field Meadow (CUM1-1) to the north; and Fresh-Moist White Cedar Coniferous Forest (FOC4-1) along the south valley slope. The wetland components have been included in the Torrance Creek/Hamilton Corners PSW. The following species were noted: Eastern White Cedar (dense slope forest of sub-mature to mature trees with sparse understory of Enchanter's Nightshade, Herb Robert and Bloodroot [*Sanguinaria canadensis*]), Missouri Willow (*Salix eriocephala*), Sandbar Willow (*Salix exigua*), Glossy Buckthorn, Reed-canary Grass, Narrow-leaved Cattail (*Typha angustifolia*), Softstem Bulrush (*Scirpus validus*), Softstem Rush (*Juncus effusus*), Tussock Sedge (*Carex stricta*), Wild Mint (*Mentha arvensis*), Purple Loosestrife, Purple-stemmed Aster, Spotted JoePye-weed (*Eupatorium maculatum*), Sparse-flowered Willow-herb (*Epilobium parviflorum*), Boneset (*Eupatorium perfoliatum*), Marsh Marigold (*Caltha palustris*), Fringed Loosestrife (*Lysimachia ciliata*), Water Hemlock (*Cicuta maculata*) and Jewelweed. There is a small, on-line shallow pond approximately 100 m downstream of Victoria Road. It is fringed by sedge meadow and a narrow band of Cattail marsh, with Arrowhead (*Sagittaria latifolia*) and Fragrant Water-lily (*Nymphaea odorata*) noted at the pond margins.

Unit 5 Arboretum Wood Tributary

There is a narrow riparian strip of Dry-Moist Old Field Meadow (CUM1-1) associated with the small seasonal swale that crosses Victoria Road approximately 600 m south of Stone Road. There is no woody riparian cover and the ground flora is dominated by Reed-canary Grass and typical old-field, disturbance tolerant species.

Unit 6 University of Guelph Arboretum - South Woods

This large treed complex is part of the University of Guelph Arboretum Nature Reserve. The dominant habitat type in the vicinity of Victoria Road is Fresh-Moist Hemlock Coniferous Forest (FOC3-1) or Fresh-Moist Sugar Maple-Hemlock Mixed Forest (FOM6-1). This forest is characterized by a closed canopy of sub-mature / mature Eastern Hemlock (*Tsuga canadensis*), with Sugar Maple, American Beech (*Fagus grandifolia*) and scattered White Pine (*Pinus strobus*). The understory includes Ironwood (*Ostrya virginiana*), Chokecherry, Common Buckthorn, Glossy Buckthorn, Red Elderberry and White Ash. The ground flora is a mix of forest understory and disturbance tolerant species such as Enchanter's Nightshade, Bloodroot, Wild Ginger (*Asarum canadense*), Evergreen Woodfern (*Dryopteris intermedia*), White Baneberry (*Actaea pachypoda*), Zigzag Goldenrod and Mayapple (*Podophyllum peltatum*).

There is a narrow hydro electric power corridor (HEPC) along the forest edge adjacent Victoria Road and this edge shows evidence of disturbance, with a higher proportion of deciduous and early successional trees and invasive exotic species. Species along the road edge and adjacent regenerating disturbed area to the north include Trembling Aspen, White Elm, Hawthorns, Common Buckthorn, Black Cherry (*Prunus serotina*), Pin Cherry (*Prunus pensylvanica*), Sugar Maple, Black Walnut (*Juglans nigra*), Black Locust, Tartarian Honeysuckle and a typical exotic species rich old field ground flora.

Unit 7 University of Guelph Arboretum - Victoria Woods

This small block of Dry-Fresh Sugar Maple-Beech Deciduous Forest (FOD5-2) is part of the University of Guelph Arboretum Nature Reserve. The mature canopy of Sugar Maple, Beech, Black Cherry, Eastern Hemlock and White Pine includes some very large specimens (greater than 80cm dbh). There is moderate regeneration of Sugar Maple, Ironwood, Chokecherry, Common Buckthorn and Alternate-leaved Dogwood (*Cornus alternifolia*) in the understory / subcanopy. The ground flora includes Sugar Maple seedlings, Enchanter's Nightshade, White Trillium (*Trillium grandiflorum*), Blue Cohosh, Wild Geranium (*Geranium maculatum*), Wood Nettle (*Laportea canadensis*), Small Jack-in-the-pulpit (*Arisaema triphyllum*), Running Strawberry-bush (*Euonymus obovatus*), Hairy Solomon's Seal, Wild Black Currant (*Ribes americanum*) and Sedges (*Carex* spp.). A wet depression near the road includes large Silver Maple (*Acer saccharinum*) and White Elm in the canopy, with Jewelweed, Ostrich Fern and Wood Nettle in the ground layer.

The roadside dripline of this forest block is 'abrupt' and well defined, and is located approximately 7 to 10 m from the edge of pavement. There is a limited presence and penetration of invasive species along this edge.

An early successional forest of Trembling Aspen, Green Ash, Black Locust, Sugar Maple, Black Walnut, Pin Cherry, Common Buckthorn and Manitoba Maple extends from the Victoria Woods forest edge north to College Avenue. This young, open-canopy forest has a typical old field, exotic species rich ground flora.

South of Victoria Woods to Stone Road, the landscape is a mosaic of Dry-Moist Old Field Meadow (CUM1-1) and Mineral Cultural Savannah (CUS1). Trees include a wide variety of planted and naturally regenerating species such as Norway Spruce, White Spruce (*Picea glauca*), White Pine, White Cedar, Tamarack (*Larix laricina*), Cottonwood, Staghorn Sumac (*Rhus typhina*), Russian Olive (*Eleagnus angustifolia*), Lilac (*Syringa vulgaris*), Black Locust, Red Pine (*Pinus resinosa*), Black Walnut, Horsechestnut (*Aesculus hippocastanum*), Silver Aspen (*Populus alba*) and Red Oak (*Quercus rubra*). The ground flora is dominated by exotic grasses and old field forbs.

Unit 8 Cutten Club Forest

This small block of Dry-Fresh Sugar Maple-Black Cherry Deciduous Forest (FOD5-7) is located on rolling tableland immediately south of, and contiguous with, the Eramosa River valley. The forest has a closed canopy of sub-mature to mature Sugar Maple, Black Cherry and White Ash with a subcanopy of Sugar Maple and Ironwood. The understory and ground layers include White Ash, Chockcherry, False Solomon's Seal (*Maianthemum racemosum*), Zigzag Goldenrod, Hairy Solomon's Seal, Blue Cohosh, Bloodroot, Wild Ginger, Mayapple, Lily-of-the-valley (*Convallaria majallis*) and White Trillium. The Victoria Road edge includes dense regeneration of White Ash and

Common Buckthorn under the HEPC, with the mature dripline approximately 10 to 15 m from the edge of pavement. In the south half of the forest, the dripline is further from the road and the forest is dominated by a more open, younger canopy of Trembling Aspen.

The area south of the forest to Stone Road is a mosaic of Black Locust-dominant Mineral Cultural Savannah (CUS1) on elevated tableland above the road and Dry-Moist Old Field Meadow (CUM1-1). The ground flora is dominated by exotic and planted species such as Common Buckthorn, White Birch, European Mountain Ash (*Sorbus aucuparia*), Black Walnut, Lilac and old field herbs and grasses.

Unit 9 Eramosa River Valley

The Eramosa River valley corridor includes a narrow strip of riparian forest along the top of slope above a low vertical cliff face and on the narrow south floodplain. In the vicinity of the bridge, this Fresh-Moist White Elm Lowland Deciduous Forest (FOD7-1) is characterized by a partial to closed canopy of young-immature White Elm, Manitoba Maple, Basswood and White Ash. The understory includes Common Buckthorn, Domestic Apple, Manitoba Maple and White Ash. The ground flora includes a mixture of facultative and disturbance tolerant species, the latter dominant along the tableland portion of the forest. This slope forest would be considered a supporting area based on the TCSWS definitions due to the steepness of the slope and associated valley.

North of the river, the wide floodplain is dominated by culturally derived habitats including passive parkland to the west and turfgrass / cultural meadow to the east. There are a few scattered Manitoba Maple and Common Buckthorn, but very limited woody cover in the vicinity of the bridge.

3.4.3.3 Species and Habitat Significance

None of the vegetation community types within the study area is provincially significant.

None of the species recorded during the botanical inventory is regionally or provincially significant, and none has been identified in the background information sources or agency data in the immediate vicinity of the project.

3.4.3.4 Summary of Designated/Evaluated Features

As noted above, at least portions of vegetation Units 2, 3 and 4 are included within the Torrance Creek / Hamilton Corners PSW. The wetland boundary in this area was recommended by ESG International based on field work undertaken in 1997 and 1998 as part of the TCSWS. North of Arkell Road, the narrow band of conifer swamp along the south edge of a mixed lowland forest, abutting the golf course is included within the PSW (Unit 2). The West Course Tributary flows along the interface between the golf course and swamp. It appears that the swamp is at least partially supported by groundwater discharge.

Along the east side of the road opposite the West Course Tributary, the narrow pocket of cedar mixed mineral swamp adjacent to the south end of the golf course (Unit 3) is also included in the PSW. Tree species include white Cedar, White Elm and White Birch. There is a band of shrubs along the roadside edge. The ground surface is hummocky, with the groundcover composition reflecting this variability.

At the Torrance Creek crossing, the wetland area associated with the floodplain of the stream downstream of the road is part of the PSW (Unit 4). The pond upstream of the

road is not included; the wetland boundary continues upstream of the pond through the mixed swamp system further to the west. There are additional areas of PSW further west and east of Victoria Road.

3.4.3.5 Description of Wildlife

Incidental observations of wildlife recorded during the aquatic and terrestrial surveys include a suite of species typically inhabiting urban and urban-rural environments. No forest interior, forest dependent or 'Species at Risk' were recorded in the vicinity of the road corridor in the background information, including the TCSWS, or during the field surveys.

The following species were observed during the vegetation survey: Monarch Butterfly (*Danaus plexippus*), Cabbage White Butterfly (*Pieris rapae*), Clouded Sulphur Butterfly (*Colias philodice*), American Goldfinch (*Carduelis tristis*), Indigo Bunting, Song Sparrow (*Melospiza melodia*), Black-capped Chickadee (*Parus atricapillus*), Killdeer (*Charadrius vociferus*), Blue Jay (*Cyanocitta cristata*), Red-winged Blackbird (*Agelaius phoeniceus*), Gray Catbird (*Dumetella carolinensis*) and Canada Geese (*Branta canadensis*). Two Green Heron (*Butorides striatus*) were observed foraging in the Torrance Creek on-line pond downstream of Victoria Road.

Areas with the greatest potential for wildlife use are concentrated along the riparian corridors and in the larger forest and wetland blocks, namely: Torrance Creek, main branch; Eramosa River; Victoria Park Golf Club West swamp; University of Guelph Arboretum South Woods; Victoria Woods; and the Cutten Club forest.

The TCSWS maps a local east-west Wildlife Corridor across Victoria Road just to the south of the intersection of Stone Road, adjacent to South Woods Forest. This designation may have been sourced originally from the 'Ecological Linkage' label it was given in the South Gordon Community Plan. However, no mammal trails or potential herptile habitat are present in this area, cover is limited, and little evidence of wildlife use was noted during field surveys. Given the nature of the existing habitat east of Victoria (commercial / residential property with very little tree and shrub cover) and west of Victoria Road north of the forest, there is currently little potential for wildlife movement.

An 'Ecological Linkage' is also identified in the South Gordon Community Plan at the Torrance Creek crossing further to the south. However, at Torrance Creek mammal and herptile movement along the floodplain is restricted by the road, the small size of the culvert and the steep road embankments.

No other notable areas of wildlife usage (e.g. trails, abundant tracks or signs of heavy browse etc.) were identified in the vicinity of Victoria Road. No known or potential areas of specialized or critical wildlife habitat were identified during the 2002 field surveys, or in the TCSWS or other background information.

3.4.3.6 Sensitivities

Given the history of disturbance and current land uses in the vicinity of Victoria Road, the majority of the right-of-way and adjacent habitats are developed (primarily residential), used for agricultural research or otherwise culturally derived. These communities are not particularly sensitive and do not contain significant vegetation habitats. They will re-establish soon after disturbance to a similar community assemblage.

The most sensitive natural features are the higher quality, relatively undisturbed forest blocks (Units 6, 7, 8), the south slope of the Eramosa River valley (Unit 9) and the forested wetlands/swamps (Units 2 and 3). The University of Guelph expressed specific concern for protection of Victoria Woods since the deciduous forest component is considered to be 'Old Growth', or more than 100 years old. Potential impacts include edge effects along the swamp and forest edges and loss / disturbance of some riparian habitat at Torrance Creek and Eramosa River. The greatest potential for impact is in hydrologically sensitive wetland areas with moist/saturated soils and obligate wetland species. However, even in these forest and wetland features, the edges that abut the road are somewhat disturbed. The wetland downstream of the road along Torrance Creek (Unit 4) is a meadow marsh dominated by Reed Canary Grass, and is not particularly sensitive.

The potential sensitivities of specific natural vegetation features are summarized in Table 3.1.

University of Guelph – Arboretum, Turfgrass Institute and Research Station

The University of Guelph Arboretum is located on the west side of Victoria Road. Victoria Woods and the Nature Reserve (South Woods) described above are key natural features within the Arboretum. The Turfgrass Institute is located east of the Arboretum on ORC lands. The University of Guelph is an important stakeholder and has taken on an active interest in the project.

The University of Guelph Arkell Research Station is located southeast of the Arkell Road and Victoria Road intersection. A hedgerow of Scots Pine and Silver Maple that is in good condition has been planted along the western property boundary.

3.5 DRAINAGE / STORMWATER

Gamsby and Mannerow Limited undertook a review of surface drainage features and stormwater management considerations. Their report is provided in Appendix F while the key findings are summarized herein.

3.5.1 Other Studies

Previous studies and undertakings include the Stone Road Class EA Study which included the reconstruction and widening of the intersection of Stone Road and Victoria Road. The Environmental Study Report was filed in 2002. Construction began in the summer of 2004.

A portion of Victoria Road, between Arkell Road and Stone Road, is located within the Torrance Creek Subwatershed and as such, recommendations made within the Torrance Creek Subwatershed Study have been reviewed and where relevant, have been applied. The existing and proposed residential developments in the southern portion of the study area have anticipated the reconstruction of Victoria Road. The approved stormwater management report and discussions for these developments have been reviewed as part of this ESR.

Table 3.1 Potential Sensitivities

Feature	General Description	Designation	Comments Regarding Sensitivity
Unit 1 Plantation / Residential	Large block of disturbance tolerant cultural habitats with abundant exotic species; young planted and naturally regenerating trees	Category 2 Woodlot	Low sensitivity, given relative low ecological quality of existing vegetation community
Unit 2 Victoria Park GC West – Coniferous Swamp	Immature White Cedar Swamp with transitional mesic forest edge. Limited ground floral diversity	PSW - Torrance Creek / Hamilton Corners Category 2 Woodlot	Low – moderate sensitivity. Recent clearing along east (roadside) edge has resulted in substantial removal of edge swamp and exposure to increased sun / wind (equivalent to a “pre-stressing” management approach). No edge management required.
Unit 3 Victoria Park Golf Club East – Mixed Swamp	Immature mixed swamp with abundant Buckthorn growth near edge. Mix of wetland and disturbance tolerant ground flora	PSW/Unevaluated wetland	Moderate sensitivity. Roadside edge with dense understory of Buckthorn and a partially open canopy. No edge management required – already pre-adapted.
Unit 4 Torrance Creek Valley	Valley slope coniferous forest and meadow marsh / shrub thicket swamp riparian – floodplain habitats. Diverse array of native wetland species.	PSW – Torrance Creek / Hamilton Corners Valleyland / Floodplain	Moderate sensitivity. Culvert extension disturbance into cattail or meadow marsh habitat along creek fringe. Seedbank salvage / relocation and post-construction and riparian shrub plantings appropriate
Unit 5 Arboretum Wood Tributary	Cultural meadow – disturbance tolerant typical old field ground flora	Category 1 Floodplain	Low sensitivity based on character of vegetation Will re-establish quickly following disturbance
Unit 6 University of Guelph Arboretum - South Woods	Mature conifer / mixed forest at the south end; regenerating deciduous trees along the north edge of the forest. Cultural meadow / cultural woodland including some immature – submature deciduous trees between the forest and Stone Road	Category 2 Woodlot Contiguous with South Woods PSW	Moderately high sensitivity in the most of forest, Low to moderate impact in north end of forest Low sensitivity in regenerating woodland / meadow to the north.
Unit 7 University of Guelph Arboretum	Mature deciduous forest and small area of soft maple swamp (inclusion within the forest)	Potential Category 2 Woodlot	Edge management appropriate along the roadside edge at the south end of the forest (e.g. pre-stressing) Moderately high sensitivity along the abrupt mature dripline with limited edge structure / development (i.e. edge effects of increased wind and sun exposure). Edge management appropriate (eg. pre-stressing, understory plantings to the new edge)
Unit 8 Cutten Club Forest	Transitional Edge Community (regenerating young White Ash and Common Buckthorn) under HEPC. Mature canopy dripline is generally greater than 15 m from the edge of pavement	Potential Category 2 Woodlot	Low to moderate sensitivity Pre-stressing not required as an edge community has already developed as a result of HEPC maintenance
Unit 9 Eramosa River Valley	Tableland / top-of-bank forest, floodplain forest and cliff habitat in the vicinity of the existing bridge. Generally disturbed habitats with common species	Potential Category 2 Woodlot (and steep valley slope)	Low sensitivity to the north side (maintained active park and cultural meadow). Low to moderate sensitivity on the south side, within a disturbed zone that extends approximately 10 m to the east and west of the existing bridge (predominantly common and disturbance tolerant plant species)

3.5.2 Existing Conditions

Victoria Road, from Clair Road to Arkell Road, is conveyed by a ditch system towards the intersection of Victoria and Arkell Roads. As there is no positive outlet at the intersection, runoff ponds within the existing ditch system and recharges to the groundwater system.

North of the Arkell Road intersection, Victoria Road has flatter grades and no established conveyance system. Runoff drains overland towards adjacent lands and is recharged to the groundwater system

Runoff from north of Arkell Road to Stone Road is conveyed through a ditch system to discharge at existing drainage outlets located at the Victoria East Golf Course and at two branches of the Torrance Creek.

Stormwater runoff in the area of the Stone and Victoria Road intersection discharges overland to the north across the Wellington Detention Centre lands towards the Victoria Road and College Avenue intersection and ultimately outlets to the University of Guelph Arboretum. A stormwater management pond is currently under construction on the northeast corner of the Stone Road and Victoria Road intersection. The new pond will receive runoff from the reconstructed intersection and will control runoff release rates to the existing flow rates.

Flatter grades on Victoria Road from Stone Road to just south of the river, and the lack of a defined conveyance system, indicate runoff in this area discharges to adjacent lands and recharges to the groundwater system. From approximately 400 metres south of the river to the Eramosa River, the gradient of Victoria Road increases and a ditch system conveys runoff to the river.

From the Eramosa River to York Road, a storm sewer system collects and conveys runoff towards the river for direct discharge.

3.5.3 Groundwater

Under existing drainage conditions, the runoff from Victoria Road sheetflows to the vegetated roadside ditches for filtering prior to discharging to an existing outlet or recharging to the groundwater system.

A geotechnical investigation completed between Arkell Road and the Eramosa River included drilling nine boreholes along the length of the study area. The boreholes were drilled to depths of approximately 3.5 metres. The soil information from the geotechnical investigation indicates soils ranging from sands and gravels to silty sands and silts. Only one borehole encountered groundwater. Groundwater was encountered in the borehole located north of Arkell Road, across from the entrance to the Victoria West Golf Course, at a depth of 2.0 metres below ground. The remainder of the boreholes did not reach the water table, placing it on average, at least 3.5 metres below ground.

3.6 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Gamsby and Mannerow Limited conducted a Phase I Environmental Site Assessment (ESA) of Victoria Road South and York Road in July 2003. The purpose of the Phase I ESA was to identify the potential for environmental impacts or risks associated with the

road right-of-way, which may be encountered during reconstruction of the roads in this area.

The ESA did not identify any potential sources of environmental impact or risk on the site (Victoria Road South and York Road). However, a number of potential off-site sources of environmental impact or risk were identified up gradient of the site. Based on the high potential for environmental impacts or risks associated with some adjacent properties and because of known impacts on the road allowance from 256 Victoria Road South, additional investigation under a Phase II ESA is considered warranted.

The Phase I ESA has been prepared and submitted to the City of Guelph under separate cover.

3.7 CULTURAL ENVIRONMENT

3.7.1 Built Heritage and Cultural Landscape

Based on information from the City of Guelph Inventory of Heritage Structures, the built heritage sites have been identified as follows:

- 27 Audrey Avenue (limestone dwelling) located 2 blocks west of Victoria Road and south of York Road
- 927 Victoria Road South (barn)
- 1023 Victoria Road South (red brick Queen Anne Revival dwelling and barn)

The information provided by the City of Guelph is provided in Appendix G.

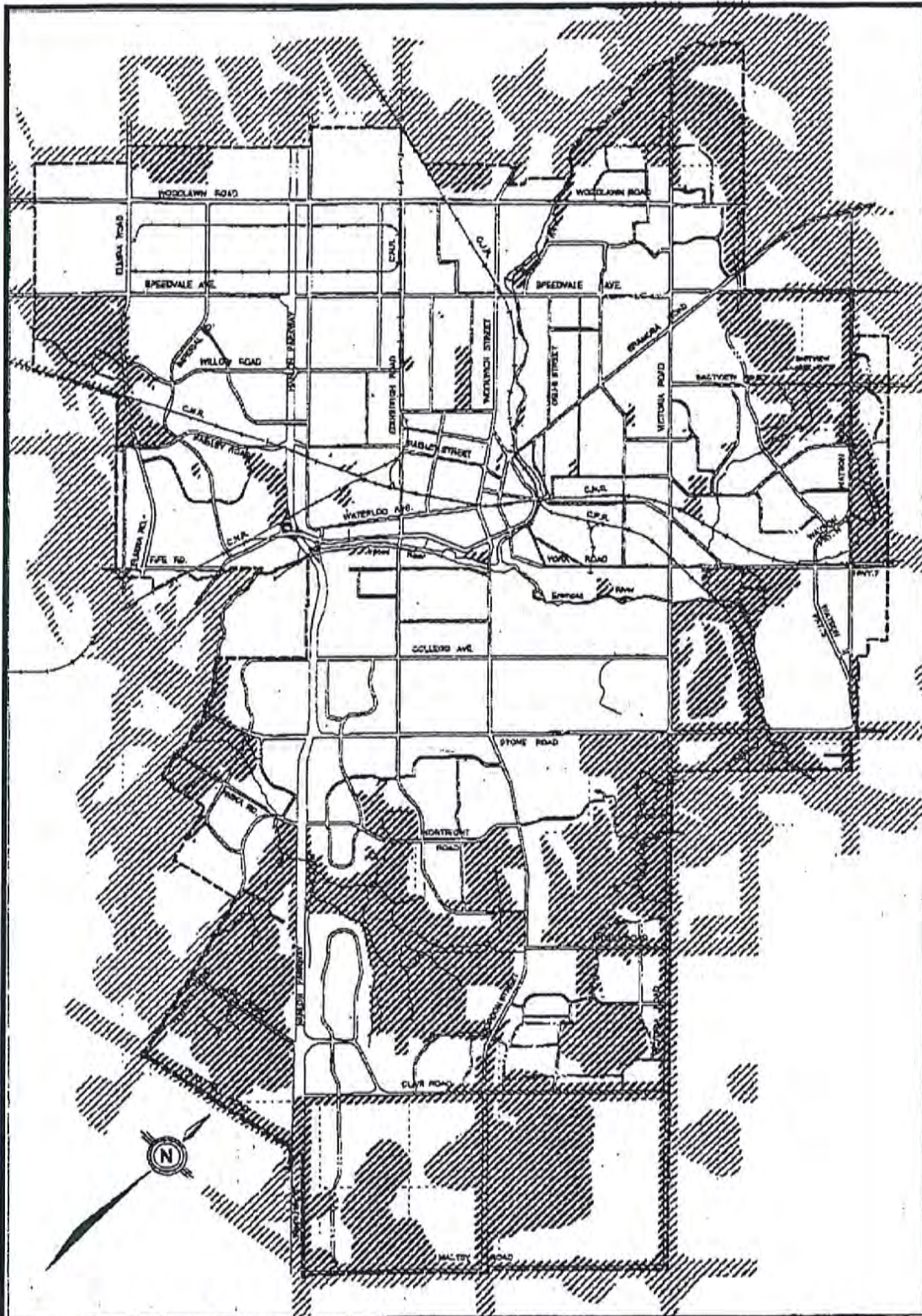
3.7.2 Archaeological Assessment

The City of Guelph has identified a number of potential archaeological areas within and outside the City limits. The areas can be seen on Schedule 3 of the City of Guelph's Official Plan which is shown as Exhibit 3.4. The areas of potential archaeological resources are located along Victoria Road on both the east and west sides from Stone Road East to Clair Road. The land east of Victoria Road from the Eramosa River to Stone Road is also considered an area of archaeological potential.



A part of the Class EA Study, a Stage 1 Archaeological Assessment was carried out by Archaeological Services Inc. Their report is provided in Appendix H, while the findings are summarized herein. The Stage 1 assessment determined that no archaeological sites have been previously registered within the study area. Based on the presence of the Eramosa River and Torrance Creek within the study area limits, the intensity of historic land use in the vicinity of the study area, and the proximity of three registered archaeological sites, however, the subject lands have the potential for the identification of precontact and historic archaeological sites in those locales which have not been disturbed by more recent land uses.

In light of these results, the following recommendations were made:

- Prior to any land disturbing activities within the study area, a Stage 2 archaeological assessment should be conducted in accordance with Ministry of Culture Stage 1-3 Archaeological Assessment Technical Guidelines, in order to identify any archaeological remains that may be present within the study area limits.



AREAS OF POTENTIAL ARCHAEOLOGICAL RESOURCES

-  AREAS OF ARCHAEOLOGICAL POTENTIAL (WITHIN CITY LIMITS)
-  AREAS OF ARCHAEOLOGICAL POTENTIAL (OUTSIDE CITY LIMITS)

**SCHEDULE
3**

Source: Draft Cultural
Heritage Resources
Conservation Policies



Victoria Road Class EA Study
Clair Road to York Road

Environmental Study Report

Schedule 3, Guelph Official Plan

Exhibit 3.4

- Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be notified immediately.
- In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

3.8 UTILITIES

Major utilities in the Victoria Road corridor include:

- 300 mm storm sewer from York Road to 0.08 km south of York Road which connects to a 375 mm storm sewer extending to the Eramosa River, east of Victoria Road
- 225 mm sanitary sewer from York Road to Florence Lane, west of Victoria Road
- 225 mm sanitary sewer from 0.15 km south of York Road to 0.21 km south of York Road which connects to the 300 mm sanitary sewer extending to the York Road Trunk Sewer, east of Victoria Road
- York Road Trunk Sewer (600 mm) crosses Victoria Road approximately 30 m north of the Eramosa River
- 200 mm watermain from York Road to approximately 0.09 km north of the Eramosa River
- 100 mm gasmain from York Road to approximately 0.09 km north of the Eramosa River
- 400 mm watermain east of Victoria Road from Stone Road East to approximately 0.7 km south of Stone Road which connects to a 400 mm watermain west of Victoria Road extending to approximately 0.2 km south of Summerfield Drive. The watermain was installed in Summer 2000
- Bell cable from Stone Road East to approximately 0.9 km south of Stone Road, east of Victoria Road
- Bell cable west of Victoria Road from 1.1 km south of Stone Road to approximately 1.3 km south of Stone Road where it crosses to east of Victoria and extends to approximately 0.2 km south of Summerfield Drive, east of Victoria Road
- Gasmain crosses at Victoria Road/Stone Road East intersection
- Gasmain east of Victoria Road from 1.24 km south of Stone Road to approximately 1.55 km south of Stone Road where it crosses to the west of Victoria Road and extends to Arkell Road
- Abandoned gasmain from Arkell Road to west of Victoria Road to 0.2 km south of Summerfield Drive, west of Victoria Road
- City of Guelph Water Supply Aqueduct (1500 mm diameter) crossing beneath Eramosa River, including valve chamber west of Victoria road, north of the Eramosa River
- Hydro services, both Guelph Hydro and Hydro One, on poles west side of Victoria Road, from York Road south to Turfgrass Institute entrance, east and west side from Turfgrass Institute entrance to College Avenue, east side of Victoria Road from College Avenue south to Stone Road, west side of Victoria Road from Stone Road south to Clair Road.

CHAPTER 4. ALTERNATIVES

4.1 PRELIMINARY DEVELOPMENT OF ALTERNATIVES

The focus of the problem being addressed by the study includes: the need for 4 lanes along Victoria Road from York Road to south of Stone Road; the protection for 4 lanes to Arkell Road; the poor to fair condition of the Eramosa Bridge; intersection improvements and requirements; and, the poor pavement condition of Victoria Road south of Arkell Road. Given the existing and future land uses east and west of Victoria Road, and the location of significant natural heritage features, "off" right-of-way alternatives were not considered to be reasonable. Therefore the development of alternatives focussed on the existing Victoria Road corridor. Given the different characteristics and varying issues along the corridor, Victoria Road was reviewed in the following sections going from south to north:

- Clair Road to Arkell Road (Sections 4.1.1, 4.3.1)
- Arkell Road to south of Stone Road (Sections 4.1.2, 4.3.2)
- south of Stone Road to the Eramosa River (Sections 4.1.3, 4.3.3)
- Bridge over Eramosa River (Sections 4.1.4, 4.3.4)
- Eramosa River to York Road (Sections 4.1.5, 4.3.5, 4.3.6, 4.5.4)

The process for developing and assessing the alternatives and then determining the preferred alternative, included the following:

- develop the alternatives (Section 4.1)
- review with the public and technical agencies to obtain input and comments (Section 4.2)
- review and refine alternatives in light of comments received (Section 4.2.3)
- assess the alternatives and determine the preferred alternative (Section 4.3)
- review the preferred alternative with the public and technical agencies to obtain input and comments (Section 4.4)
- review and modify in consultation with public and technical agencies (Section 4.5)

The preliminary development of the alternatives involved extensive consultation with agencies and the public at information centres as well as individual meetings with potentially affected landowners.

4.1.1 Clair Road to Arkell Road

Through this section of Victoria Road, the key considerations included the existing and proposed residential subdivisions on the west side of Victoria Road and the Arkell Research Station on the east side. Access to Pine Ridge East (currently under construction) is via Summerfield Drive, which is located midblock between Clair Road and Arkell Road. At this time, however, the location of the access roads into the proposed subdivisions is known only for Victoria Gardens (approved plan of subdivision). The proposed plans for the Westminster Woods subdivision are draft, therefore the location of any access to the subdivision will be confirmed at the time of approval. There is no access from Victoria Road to the Arkell Research Station.

West
minster
Woods

Currently the right-of-way of Victoria Road through this section is approximately 20 m. As a condition of subdivision approval, the City of Guelph would likely acquire an additional 8 m to the west, which could accommodate either a 3 lane or 2 lane cross-sections. The additional 8 m has been obtained from Pine Ridge East and Victoria Gardens. The current pavement condition between Clair Road and Arkell Road is poor as well as the site visibility at the Victoria / York Road intersection.

By the year 2011, forecast traffic volumes indicate the need for 2 lanes for this section which should also accommodate the requirements beyond 2021. Therefore, the following two options were identified as shown on Exhibit 4.1:

Option 1

- 2 lanes plus turning lanes at the intersections

Option 2

- 2 lanes plus continuous centre turn lane (in order to accommodate the left turn requirements at future intersections, the locations of which are still to be determined separate from this Class EA Study)
- urban / rural cross-section

The means for handling storm water runoff has been identified as a key consideration and will require the development of a preliminary storm water management plan. This is discussed in Section 5.3.1.4.

4.1.2 Arkell Road to South of Stone Road

Through this section, Victoria Road has a right-of-way width of approximately 30 m. There are approximately 14 houses located on both sides of Victoria Road—all of which have direct access. These houses are located within the same area as the Victoria Park Golf Club East and Victoria Park Golf Club West, which also have direct access to Victoria Road. Significant natural environmental features are also located within this section and include:

Torrance Creek

- identified as supporting coldwater habitat upstream of Victoria Road and mixed and warmwater habitat downstream of Victoria Road.
- mapped components of the Torrance Creek / Hamilton Corners Provincially Significant Wetland are located on both sides of the Victoria Street.

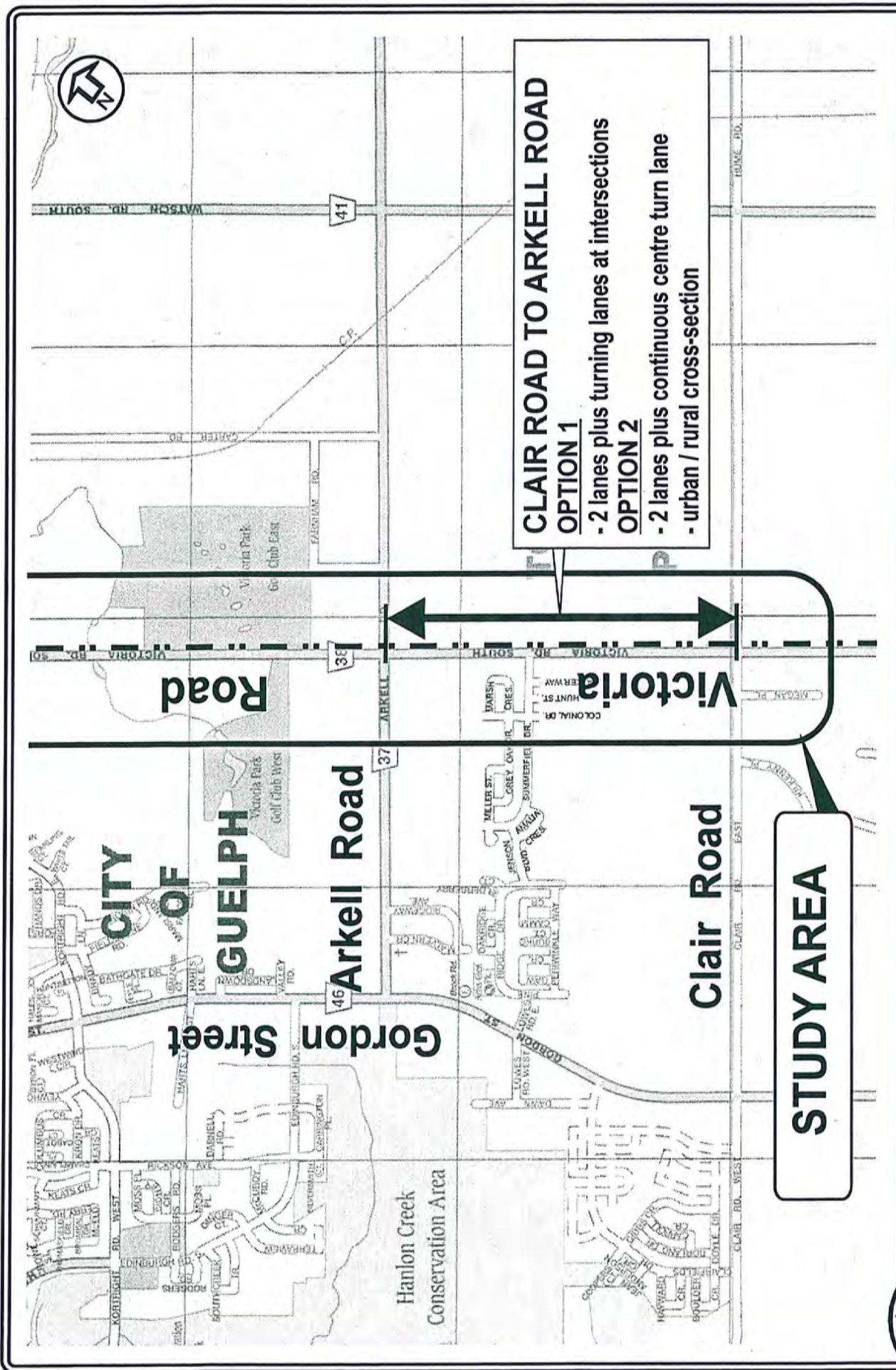
Torrance Creek Tributary

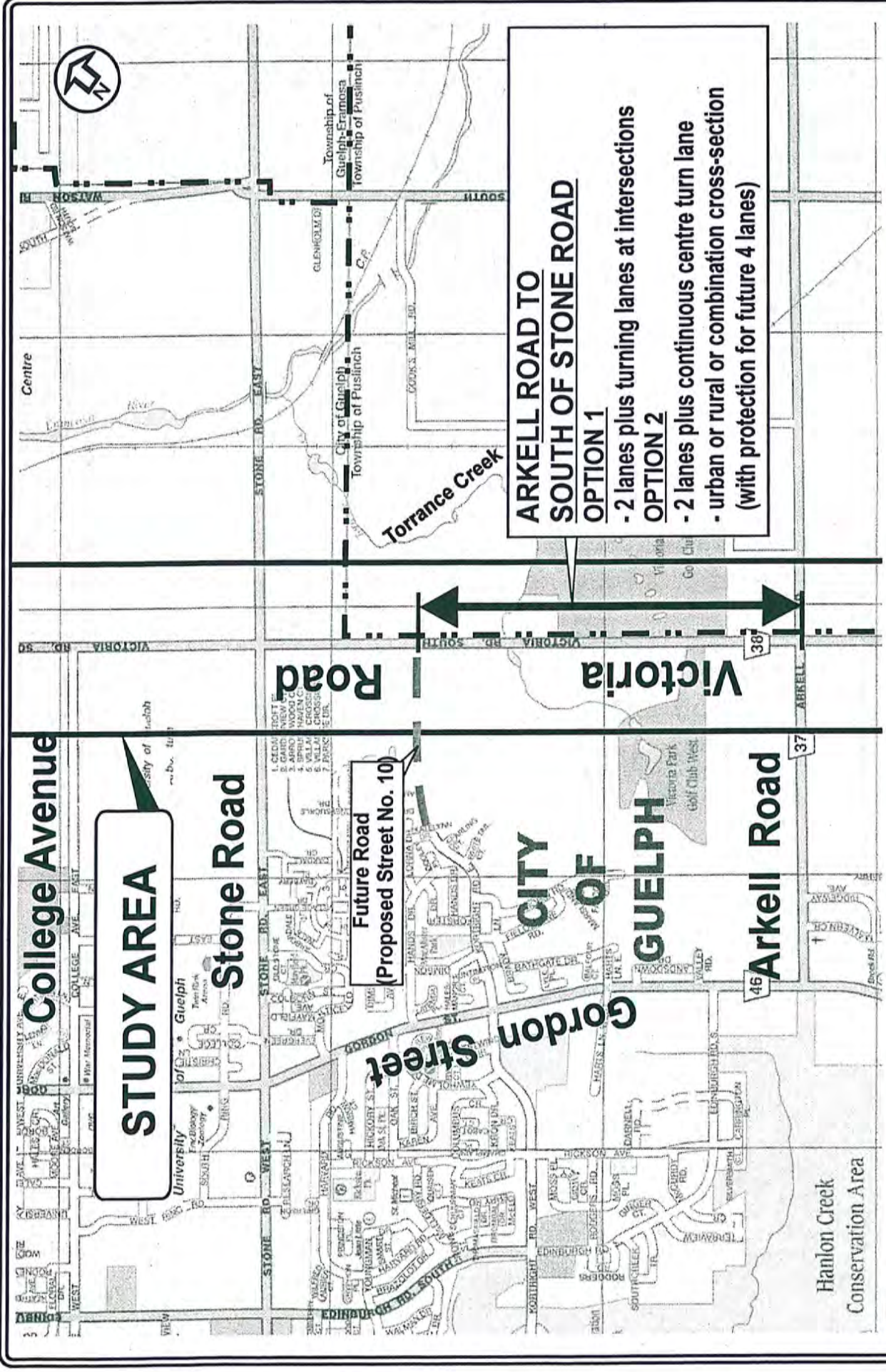
- identified as “intermittent” and is also known as the Arboretum Wood Tributary

The traffic analysis has indicated that there will be the need for 2 lanes by 2011 and the need for 4 lanes by 2021. Therefore, a 4 lane cross-section should be protected for. Based on the key considerations identified, the following options were developed as shown on Exhibit 4.2.

Option 1

- 2 lanes plus turning lanes at the intersections





**Preliminary Development of Alternatives
Arkell Road to South of Stone Road**

**Victoria Road Class EA Study
Clair Road to York Road**



Option 2

- 2 lanes plus continuous centre turn lane
- urban/rural or combination cross-section (with protection for a future 4 lanes)

The means for handling storm water runoff has been identified as a key consideration and will require the development of a preliminary storm water management plan. This is discussed in Section 5.3.1.4.

4.1.3 South of Stone Road to the Eramosa River

The results of the traffic analysis indicated that Victoria Road from the Eramosa River to Stone Road would require 4 lanes because of the significant projected traffic growth to be generated by the South Gordon Community and the ORC lands by 2011.

In this section of the Victoria Road corridor, there are a number of constraints. West of Victoria Road is the University of Guelph Arboretum and the Cutten Club and to the east are the Turfgrass Institute and Guelph Research Station which are operated by the University of Guelph.

Therefore, based on the constraints noted and the forecasted growth, widening to 4 lanes with a rural cross-section is proposed as shown on Exhibit 4.3. With the most significant vegetation being located along the westerly right-of-way limit, and based on the initial comments received from the University of Guelph about avoiding both the Arboretum and the Cutten Club, it was proposed to widen to the east and maintain the existing westerly edge of pavement. The development of a preliminary storm water management plan will be required because the terrain is very flat and no positive channel outlets have been identified. The storm water management plan is discussed in more detail in Section 5.3.1.4.

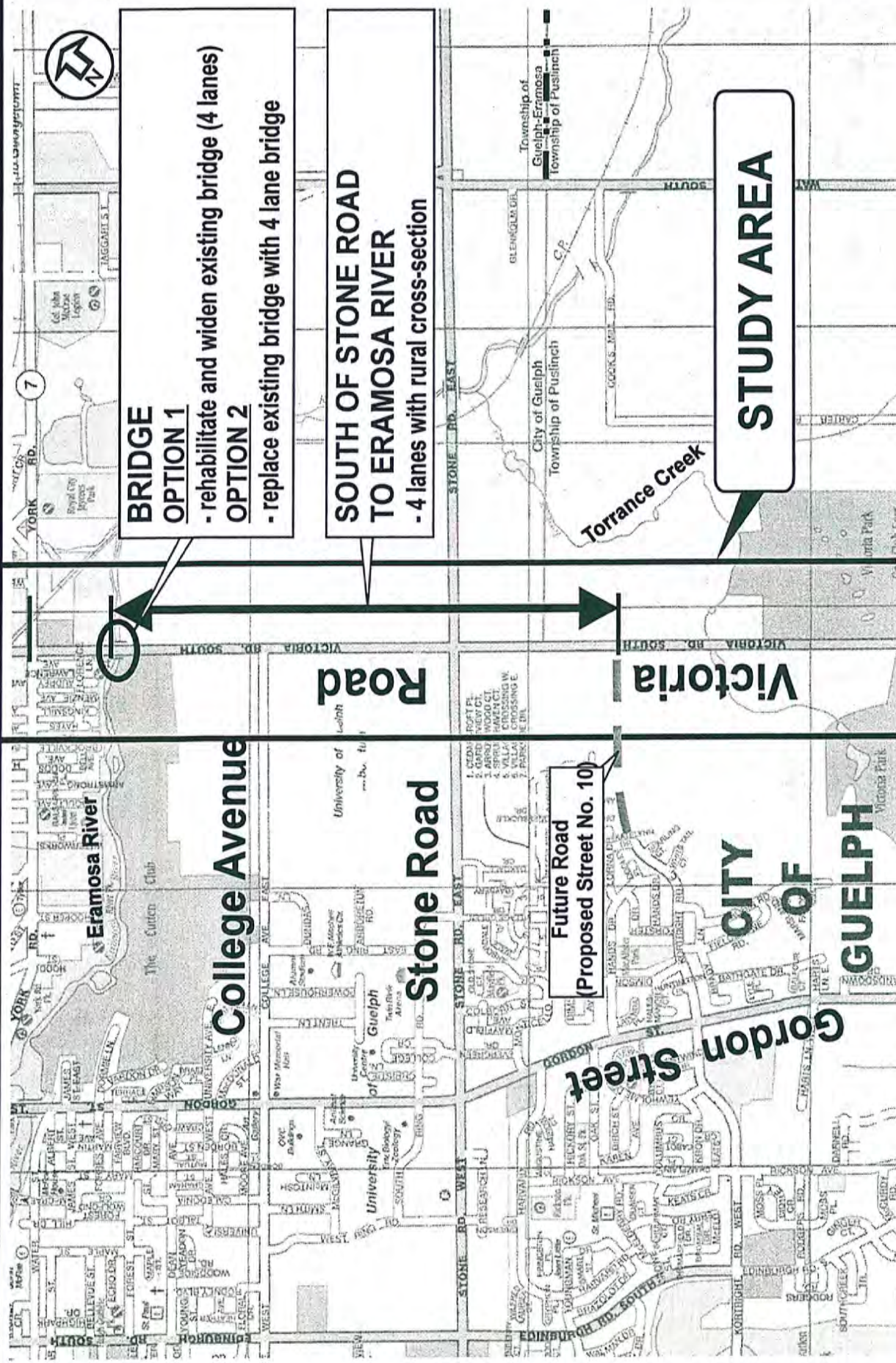
4.1.4 Bridge over the Eramosa River

Where Victoria Road crosses the Eramosa River, the significant features in the vicinity of the crossing include the following:

- the Eramosa River and Valley:
 - warm water fishery
 - considered to be navigable by the Canadian Coast Guard
- existing east / west recreational trails and the proposed future trail system along the Eramosa River
- Eramosa River Park
- property constraints north of the Eramosa River on both sides of Victoria Road

In 2001, a bridge review was completed that indicated the bridge over the Eramosa River as being in poor to fair condition. The deck of the bridge needs to be replaced and the piers need to be refaced. In addition, both the railings and the sidewalk on the west side are not to bridge code.

Taking into consideration the above-noted constraints, the following options were developed as shown on Exhibit 4.4:



**Preliminary Development of Alternatives
South of Stone Road to Eramosa River**

**Victoria Road Class EA Study
Clair Road to York Road**





VICTORIA / YORK INTERSECTION

- OPTION A - Provide turning lanes by widening to the east
- OPTION B - Provide turning lanes by widening to the west

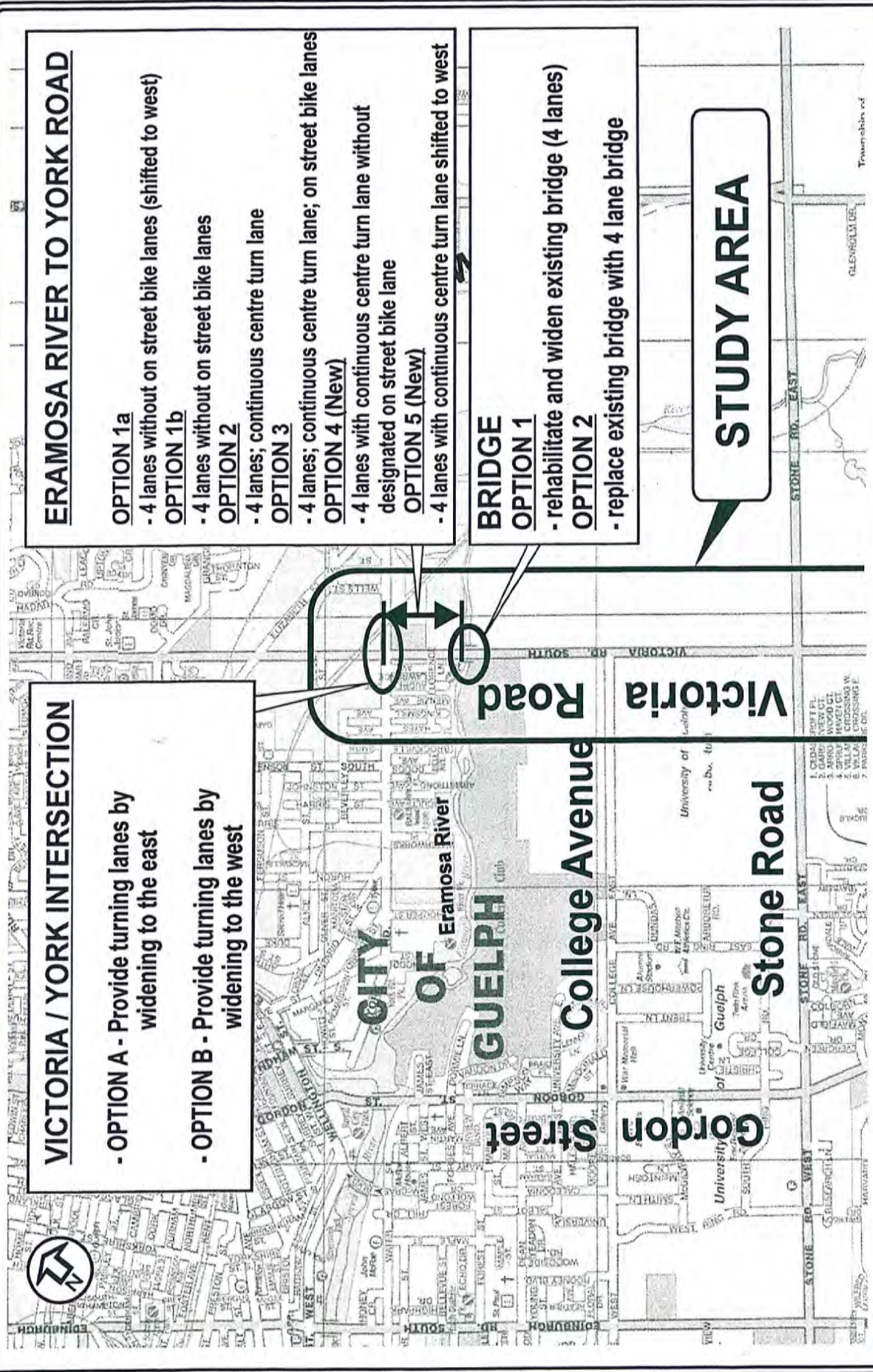
ERAMOSA RIVER TO YORK ROAD

- OPTION 1a**
- 4 lanes without on street bike lanes (shifted to west)
- OPTION 1b**
- 4 lanes without on street bike lanes
- OPTION 2**
- 4 lanes; continuous centre turn lane
- OPTION 3**
- 4 lanes; continuous centre turn lane; on street bike lanes
- OPTION 4 (New)**
- 4 lanes with continuous centre turn lane without designated on street bike lane
- OPTION 5 (New)**
- 4 lanes with continuous centre turn lane shifted to west

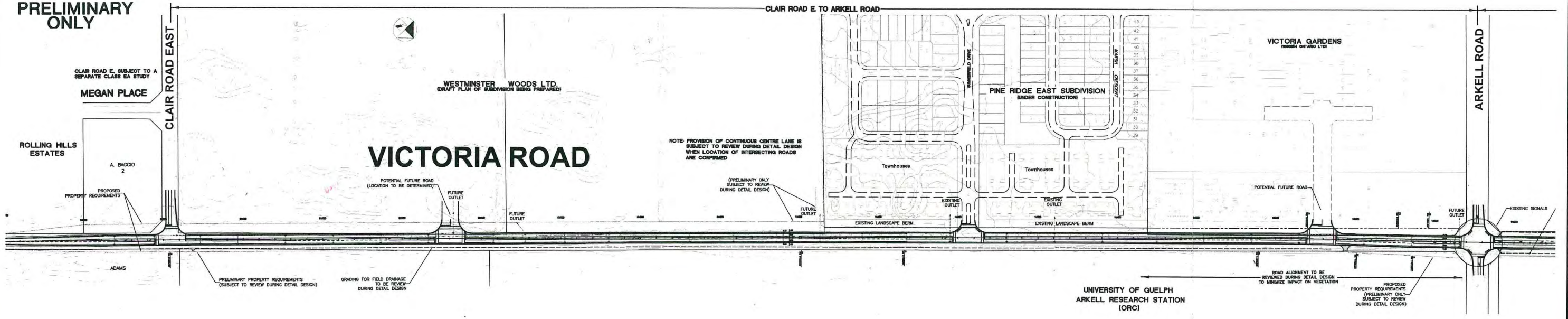
BRIDGE

- OPTION 1**
- rehabilitate and widen existing bridge (4 lanes)
- OPTION 2**
- replace existing bridge with 4 lane bridge

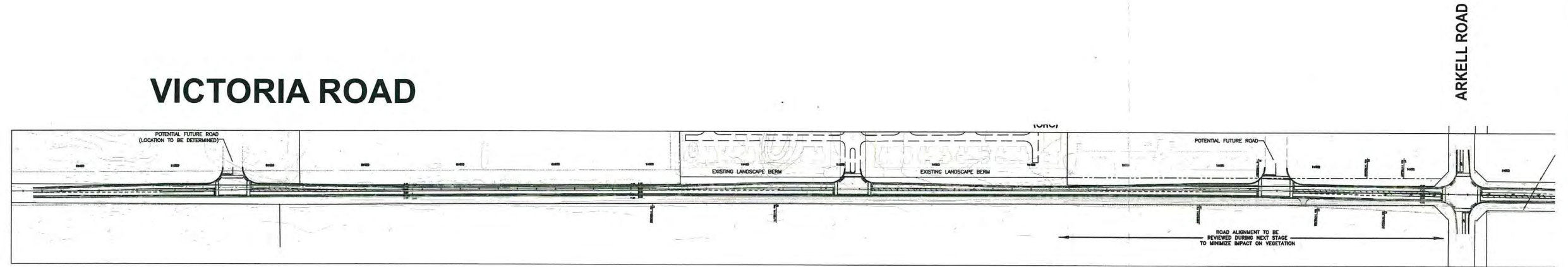
STUDY AREA



PRELIMINARY ONLY



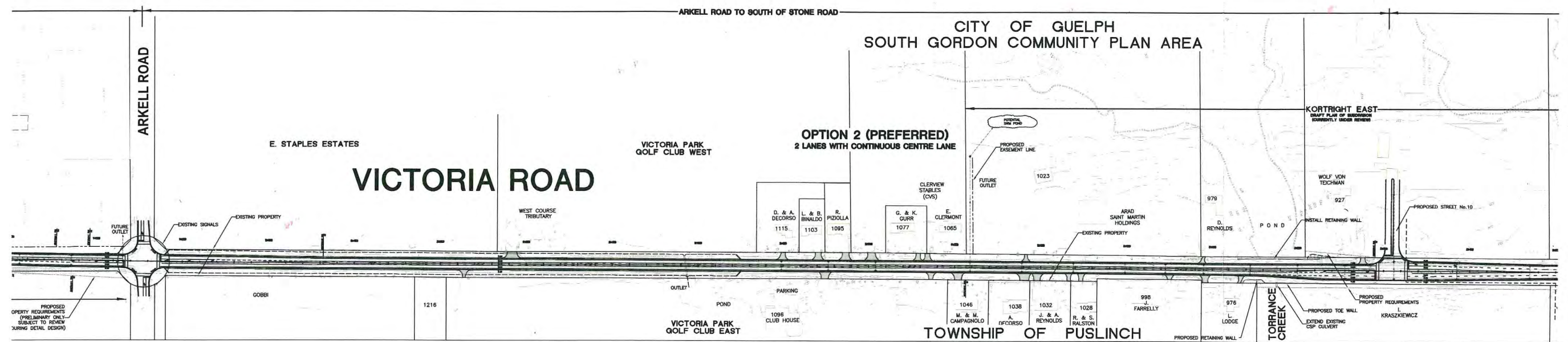
Option 2 (Preferred)
2 Lanes with Continuous Centre Lane



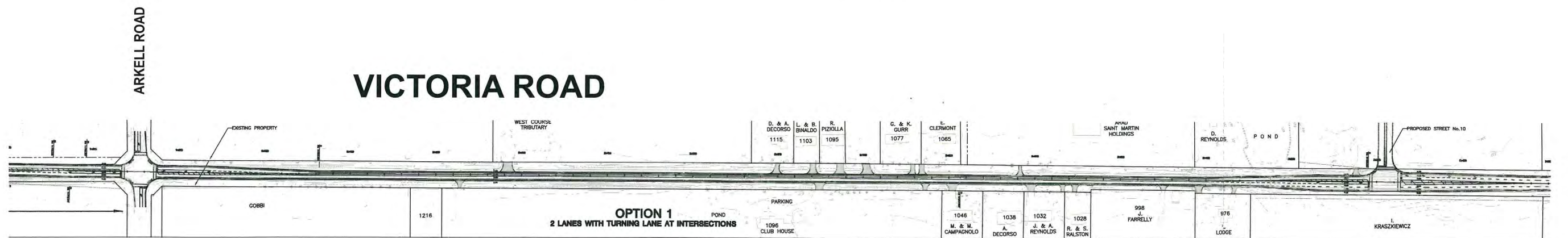
Option 1
2 Lanes with Turning Lane at Intersections

Approx. Scale 1:5000





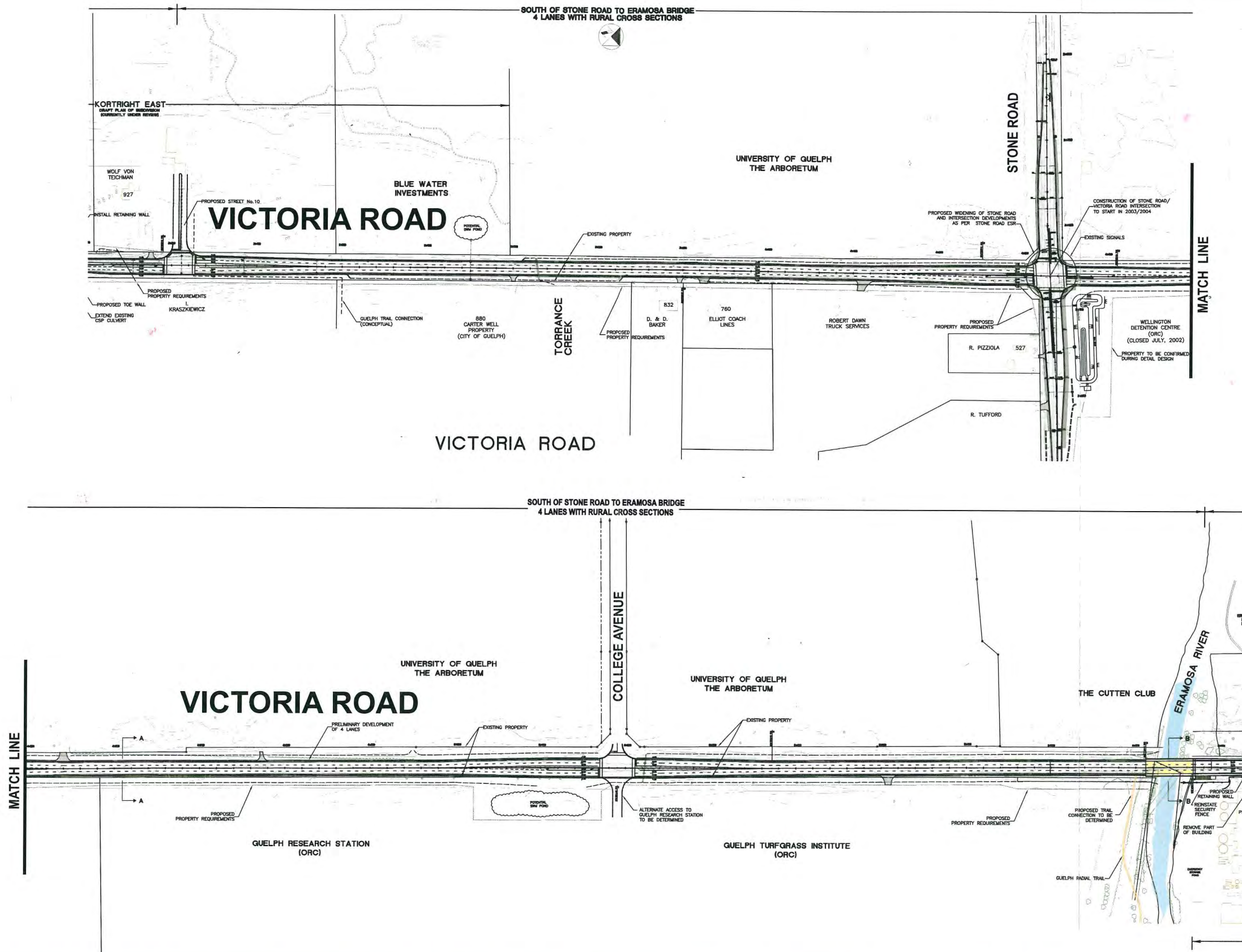
Option 2 (Preferred)
2 Lanes with Continuous Centre Lane



Option 1
2 Lanes with Turning Lane at Intersections

Approx. Scale 1:5000





Approx. Scale 1:5000



Victoria Road Class EA Study
 Clair Road to York Road
Environmental Study Report

Preliminary Alternatives
South of Stone Road to Eramosa River

Exhibit 4.7

Option 1

- Option 1 A - Rehabilitate and widen the existing bridge to 4 lanes with median
- Option 1 B – Rehabilitate and widen the existing bridge to 4 lanes with no median

Option 2

- Replace the existing structure with a new 4 lane bridge

4.1.5 Eramosa River to York Road

There are a number of considerations and tight constraints through this section including:

- the basic right-of-way is 20 m. The City has acquired an additional 5 m on the east side of Victoria Road along the Victoria-York Centre property
- 25 houses on the west side of Victoria Road, all of which are in close proximity to the road and have driveway access onto Victoria Road
- hydro pole line located along the west side of Victoria Road
- the Huntsman industrial property, located at 256 Victoria Road. Part of the building closest to Victoria Road has a storage area, the westerly wall of which abuts the easterly right-of-way of Victoria Road
- Victoria-York Centre which includes a number of commercial businesses including a Tim Hortons. There are three separate entrances as well as 6 parallel parking spaces immediately adjacent to Victoria Road
- no turning lanes at the intersection of Victoria Road and York Road

While Victoria Road is 4 lanes north of the Eramosa River, there are no turning lanes either along Victoria Road or at the York Road intersection.

Given the proximity of the houses to Victoria Road, any widening of Victoria Road about the centre line will impact the existing houses on the west side of Victoria Road. Therefore, in developing the alternatives it was considered reasonable to avoid the houses by maintaining the westerly right-of-way limit and widening to the east.

Accordingly, the following options were identified as shown on Exhibit 4.4:

Option 1

- Option 1 A - 4 lanes without on-street bike lanes (shifted to the west)
- Option 1 B – 4 lanes without on-street bike lanes

Option 2

- 4 lanes plus continuous centre turn lane without on-street bike lanes

Option 3

- 4 lanes plus continuous centre turn lane with on-street bike lanes

Additional options were developed after the first public review as discussed in Section 4.3.5.

4.2 REVIEW WITH TECHNICAL AGENCIES, ADJACENT MUNICIPALITIES, UTILITIES AND THE PUBLIC

4.2.1 Technical Agencies, Adjacent Municipalities and Utilities

A letter dated May 21, 2002 (copy included in Appendix A) was sent to those agencies, municipalities and utilities with a potential interest in the study, advising them of the study and enquiring as to whether or not they wished to be kept informed, areas of interest / concern, any pertinent background information and designated contact for future correspondence. The letter also included an invitation to attend a meeting on June 5, 2002.

Comments from participating technical agencies, adjacent municipalities and utilities, and how they have been addressed are summarized in Exhibit 5.4 in Chapter 5, while copies of pertinent correspondence are provided in Appendix A.

4.2.2 Public Review

4.2.2.1 Notice of Study Commencement and Public Information Centre #1

The notice of study commencement was combined with the invitation to Public Information Centre #1 and is provided in Appendix B. It was placed by the City in the Guelph Tribune newspaper on Friday May 24, 2002 and Friday May 31, 2002. The notice introduced the study and invited anyone with a potential interest to contact the City to be placed on the study mailing list and attend the first Public Information Centre. The information included in the newspaper notice was included in Newsletter #1, copies of which were mailed to:

- City Councillors
- Committees appointed by Council and interest groups including:
 - Guelph Heritage Committee (Local Architectural Conservancy Advisory Committee – LACAC)
 - Rivers Advisory Committee
 - Environmental Advisory Committee
 - Guelph Barrier Free Committee
 - The Clean Water Coalition
 - Guelph Development Association
 - Guelph Green Plan Steering Committee
 - Guelph and District Homebuilders Association
 - OPIRG – University of Guelph
 - Guelph and District Real Estate Board
 - Guelph Historical Society
 - Guelph Field Naturalists
 - Guelph Safe City Committee
 - Guelph Wellington Association for Community Living Inc.
 - Guelph Hiking Trail Club
 - Guelph Off-Road Bicycle Association
- technical agencies
- utilities

- adjacent municipalities
- property owners within the study area (approximately 100)
- interest groups

In addition, approximately 62 Newsletters were also hand delivered on Wednesday, May 29, 2002 to property owners adjacent to Victoria Road between York Road and Clair Road.

4.2.2.2 June 5, 2002 Public Information Centre #1

The purpose of the first Public Information Centre was to obtain public input after reviewing: the problem being addressed; the alternatives being considered including the “do nothing” alternative, the widening of Victoria Road and the preliminary assessment of the alternatives at the crossing of the Eramosa River.

The information centre was arranged as an open house / drop-in centre from 6:00 p.m. to 7:00 p.m. with a formal presentation at 7:00 p.m. followed by a question and answer period. The information centre was attended by approximately 15 members of the public. Minutes of the information centre including a copy of the presentation slides and summary of verbal comments are provided in Appendix C.

The main comments may be summarized as follows:

- Main concerns of adjacent property owners are the potential impacts on property and access.
- Clarification of lane requirements and traffic analysis.
- Existing and future truck usage along Victoria Road, Clair Road and Arkell Road.
- Timing of development in the South Gordon Community Plan Area.
- Timing of improvements to Victoria Road.

Copies of the written comments received following the first information centre and the response letters from the City of Guelph are provided in Appendix C.

4.2.3 Review of Study Findings in Light of Comments Received

In reviewing the comments received, the Project Team noted the following

Problem Being Addressed

- There was general acceptance of the problem statement
- There was general recognition / acceptance of the proposed improvements to Victoria Road

Alternatives

- General acceptance / agreement with the alternatives being considered south of the Eramosa River.
- A number of residents on Victoria Road between Stone Road and Arkell Road, as well as representatives of the golf course, indicated their preference for the provision of a centre turn lane in this area.

- North of the Eramosa River, representatives of Huntsman Corporation (industrial property located at 256 Victoria Road) requested that additional alternatives be developed to minimize impacts.
- Representatives of the University of Guelph provided the following comments:
 - potential property requirements
 - potential for improved access to Victoria Road
 - impacts to research facilities on the east side of Victoria Road

4.3 ASSESSMENT OF ALTERNATIVES AND DETERMINATION OF THE PREFERRED ALTERNATIVE

The determination of the preferred alternative evolved through a series of activities:

- the alternatives were reviewed in light of comments received and confirmed or modified
- in response to the comments received, the Project Team identified additional alternatives between the Eramosa River and York Road and at the Victoria Road – York Road intersection (Section 4.3.5).
- a preferred alternative was determined in each section taking into consideration:
 - transportation
 - land use
 - social environment
 - cultural environment
 - natural environment
 - property requirements
 - comments from agencies and the public
- the preferred alternative was developed in more detail
- the preferred alternative was then reviewed with participating technical agencies, adjacent municipalities, utilities and the public at PIC #2 (discussed in Section 4.4)
- the preferred alternative was then reviewed by the Project Team in light of comments received and was modified as described in Section 4.5.
- additional alternatives were considered for the section from the Eramosa River to York Road in consultation with the affected property owners (see Section 4.5).

The following sections describe how the preferred alternative was determined for each section of Victoria Road.

4.3.1 Clair Road to Arkell Road

In this section two options were considered as shown on Exhibit 4.5: i) 2 lanes with turning lanes at intersections, and, ii) 2 lanes with a continuous centre turn lane. Currently within this section there is only one existing intersection located at Summerfield which provides access into the Pine Ridge East Subdivision (currently under construction). The future location of the access road into the proposed Victoria Gardens subdivision from Victoria Road has been approved; however, future access to Westminster Woods Ltd. is under review and not approved.

Given that:

- there is very little difference between the two alternatives,
- the location of the future access road into the proposed Westminster Woods subdivision is not known at this time, and
- there will likely be additional intersecting roads for which left turns will need to be provided along Victoria Road, but at the time of this study, the locations have not yet been finalized and approved,

the Project Team concluded to carry forward the reconstruction to 2 lanes with a continuous centre turn lane in order to accommodate the left turn lane requirements for future intersections along Victoria Road. Those who attended the Public Information Centre or provided written comments did not identify a specific preference for either alternative.

Through this section an urban cross-section on the west side of Victoria Road is proposed. On the east side, the provision of either an urban (i.e. curb and cutter) or rural (i.e. shoulder plus ditch or swale) will be determined during detailed design. It is also proposed to raise the grade of Victoria Road at the Clair Road intersection in order to provide improved sight distance. The City of Guelph has acquired an additional 8 m right-of-way, as part of the subdivision approval process, from both the Pine Ridge East subdivision and the Victoria Gardens subdivision. Additional property would be required from Westminster Woods as well as at the Victoria Road / Arkell Road intersection. The proposed requirements are preliminary only and subject to further review during detail design. During detail design, the impacts on the vegetation along the easterly right-of-way limit south of Arkell Road will also be reviewed in order to reduce effects.

4.3.2 Arkell Road to south of Stone Road

From Arkell Road to south of Stone Road, there are approximately 14 houses located on either side of Victoria Road between the Victoria Park golf courses and the Torrance Creek. The houses have direct access onto Victoria Road. By the year 2011, the forecast traffic volumes indicate the need for 2 lanes. By year 2021, however, there will be a need for 4 lanes.

In this section two options were considered as shown on Exhibit 4.6: i) 2 lanes plus turning lanes at intersections; and, ii) 2 lanes plus continuous centre turn lanes with protection for future 4 lanes. Comments received from the property owners recognized that there is a need for improvements to Victoria Road. The property owners also identified a preference for the 2 lane alternative with a continuous centre turn lane. Some concerns were also identified about the potential impacts on property and access.

The existing right-of-way from Arkell Road to south of Stone Road is approximately 30 m. In order to minimize property impacts, the Project Team identified the following considerations:

- minimize property impacts by developing alternatives within the existing right-of-way.
- provide 2 through lanes (however, it was recognized that the existing 30 m right-of-way could accommodate a 4 lane urban section, should this be required in the long term future).

- provide a continuous centre turn lane given the number and types of access onto Victoria Road (i.e. 14 residential houses and 2 golf courses within approximately 600 m)

Therefore, the Project Team concluded that the preferred alternative for Victoria Road from Arkell Road to south of Stone road is the reconstruction to 2 lanes with a continuous centre turn lane, with the protection for a future 4 lane urban cross-section. The proposed widening of Victoria Road would be developed to fit, for the most part, within the existing 30 m right-of-way. At the crossing of the Torrance Creek, an extension to the existing culvert and associated grading would be required thereby additional property in this area would be required from adjacent properties. As part of the initial improvements, Victoria Road would be widened to 4 lanes at the proposed intersection into the Kortright East subdivision, which is a draft plan currently under review. Property would be required at the intersection.

4.3.3 South of Stone Road to the Eramosa River

In this section, the Arboretum abuts the Victoria Road right-of-way. In previous discussions with the City of Guelph, representatives of the University of Guelph advised that their goal is to maintain features associated with the Arboretum and therefore the University of Guelph identified significant concerns with any direct impacts to the Arboretum.

The Turfgrass Institute and the Guelph Research Station are located on the east side of Victoria Road. While they are actively using the lands immediately adjacent to Victoria Road, it was also recognized that they have long term leases with the Province.

Victoria Road is “perched” in some areas, with the result that any widening will require additional grading with associated impacts. Given this and given the permanent nature of the Arboretum on the west side of Victoria Road, it was concluded to maintain the westerly edge of pavement and ditch line and widen Victoria Road to the east as shown on Exhibit 4.7. Given the associated grading and SWM requirements, the preliminary property requirements included a proposed 8 - 9 m strip plus a large block in the vicinity of the intersection of Victoria Road and College Avenue for a proposed SWM pond. The foregoing was staked in the field to assist the University of Guelph in reviewing the potential impacts and providing their comments to the City (see discussion in Sections 4.4.2, 4.5.1 and 4.5.6.2).

4.3.4 Eramosa River Structure

As explained in Section 2.1.2, the existing bridge over the Eramosa River was constructed in 1962 as a 2 lane bridge with a sidewalk on the west side. The current condition of the structure has been identified as poor to fair. The deck currently needs to be replaced and the piers need to be refaced. Neither the railing nor the sidewalk meets the design code.

In addition, the bridge was “overbuilt” in terms of length since in the past a roadway along the north bank of the Eramosa River was proposed for the long term future and so the bridge was built to clear it. Should the bridge be replaced, there is an opportunity to reduce its length, however, the structure would still have to provide adequate clearance to maintain access for emergency vehicles accessing the Huntsman property.

The options presented at the first Public Information Centre are shown on Exhibit 4.8 and included:

- **“Do Nothing”** – rehabilitate existing 2-lane bridge
- **Option 1** – rehabilitate and widen existing bridge:
 - **Option 1A** – rehabilitate and widen existing bridge with median
 - **Option 1B** – rehabilitate and widen with no median

Option 2 – replace existing bridge

The options were assessed for the following factors:

- Structural
 - Existing bridge
 - New bridge
- Utilities
- Transportation
 - No. of lanes
 - Construction staging
- Social Environment
 - Pedestrians
 - Cyclists
- Property Requirements
- Natural Environment
 - Eramosa River and Valley
- Maintenance Considerations
- Preliminary Cost Estimate

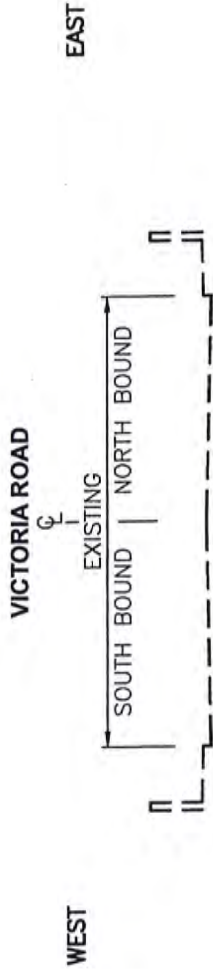
Based on the comparative assessment (see Exhibit 4.9), the following were determined:

- Overall there is little difference in cost between replacing the existing bridge versus rehabilitating and widening the existing bridge.
- The three options are similar in terms of the social environment and transportation.
- In terms of the natural environment, Option 1 A would potentially require 2 piers in the water and Option 1B would require 2 piers in the water. Option 2 would require one pier in the water.
- Option 1A would have the greatest impact on the Huntsman property in comparison to Option 1B, which would have the potential to reduce impacts. In addition, with a new structure there would be a greater opportunity to locate the new bridge in order to further minimize the impacts to the Huntsman property.

Taking into consideration the above technical and environmental considerations, the Project Team identified Option 2 - the replacement of the existing 2 lane bridge with 4 lane bridge as being the preferred alternative subject to review with agencies and the public.

4.3.5 Eramosa River to York Road

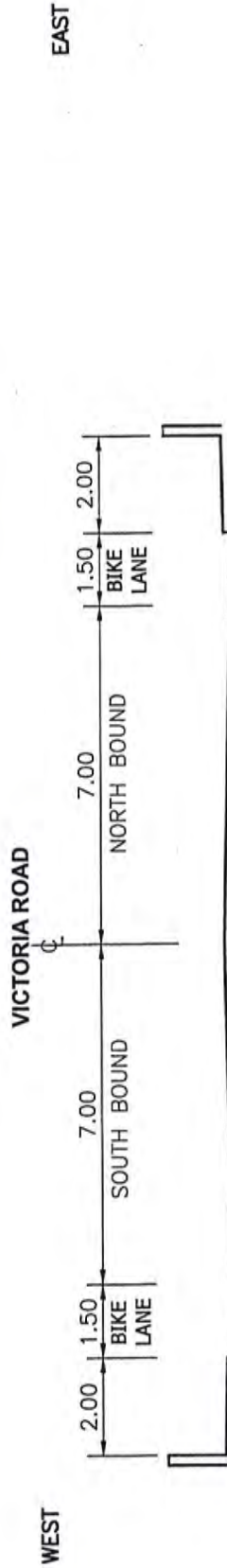
The key considerations in this section were identified as:



Existing Condition
Rehabilitate Existing Bridge



Option 1
Rehabilitate Existing Bridge & Widen to 4 Lanes



Option 2 - Preferred
Replace Existing Bridge with new 4 Lane Bridge

Scale 1:150



- replace existing bridge with 4 lane bridge
- approximately 25 houses located on the west side of Victoria Road which are in close proximity to Victoria Road as well as to each other and have direct access onto Victoria Road – a continuous centre turn lane would provide improved access to these houses
- Huntsman Corporation property (industrial property at 256 Victoria Road) including the proximity of the storage building to the existing right-of-way and existing access
- Victoria – York Centre – property and access
- access to 494 – 500 York Road (northeast quadrant)
- proximity to edge of pavement of the house located at 170 Victoria Road, which is located on the east side of Victoria Road north of York Road
- need for turning lanes at the intersection of Victoria Road and York Road
- consideration of on-street bike lanes

At the June 5, 2002 Public Information Centre #1 (See Section 4.2.2), the following alternatives were identified (Exhibit 4.10):

- Do Nothing – i.e. maintain existing
- Option 1a – 4 lanes without on street bike lanes (shifted to west)
- Option 1b – 4 lanes without on street bike lanes
- Option 2 – 4 lanes; continuous centre turn lane
- Option 3 – 4 lanes; continuous centre turn lane; on street bike lanes

In initial discussions with representatives of Huntsman Corporation, they advised that they supported proposals to widen Victoria Road to 4 lanes and that the relocation / replacement of the storage area abutting the existing right-of-way was likely physically feasible. At a meeting on June 5, 2002 with representatives of the City, however, representatives of Huntsman Corporation requested that the City consider additional alternatives to either reduce or avoid the impacts to their property located at 256 Victoria Road. Representatives of the City explained that to physically avoid the Huntsman property would impact the houses on the west side. Two additional alternatives were subsequently identified (see Exhibit 4.10):

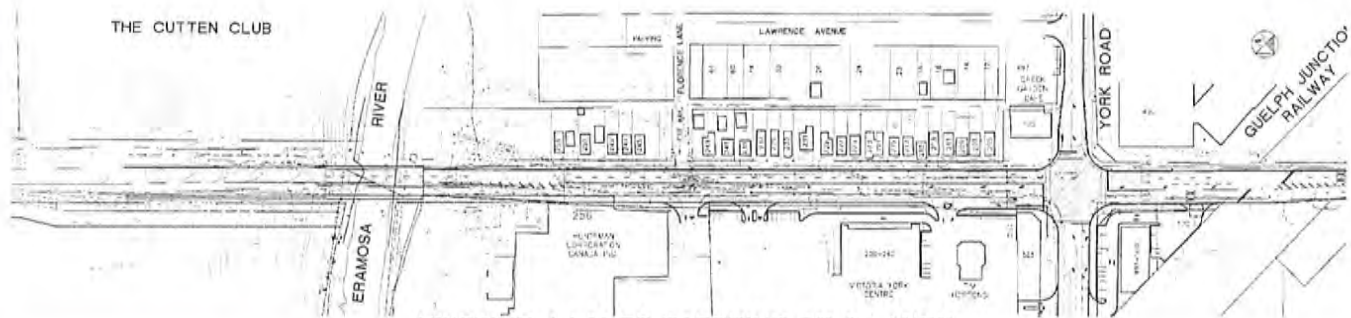
- Option 4 – 4 lanes with continuous centre lane without designated on street bike lanes
- Option 5 – 4 lanes with continuous centre turn lane shifted to the west

In reviewing the alternatives, the Project Team noted the following:

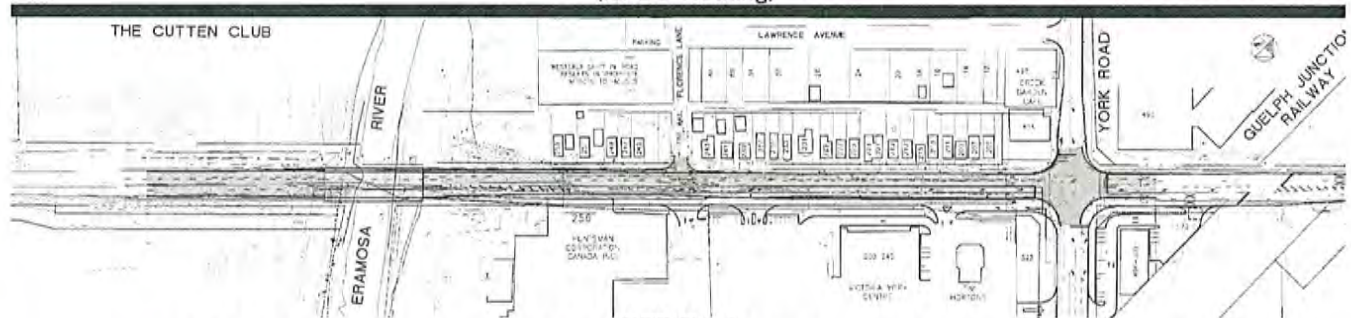
- **Do Nothing** - does not address the need for 4 lanes on Victoria Road
- not preferred
- **Option 1a** - while this would avoid the building on the Huntsman property, it would remove houses located on the west side of Victoria Road
- this is not considered reasonable and is not preferred
- **Option 1b** - while this would avoid the houses located on the west side of Victoria Road, it does not provide for a turning lane and still affects the Huntsman property
- this is not preferred
- **Option 2** - while this would avoid the houses located on the west side of Victoria Road and provides a turning lane, there may be an opportunity to taper the centre turn lane before the structure – see Option 4

Exhibit 4.9 – Eramosa River Bridge Comparative Assessment

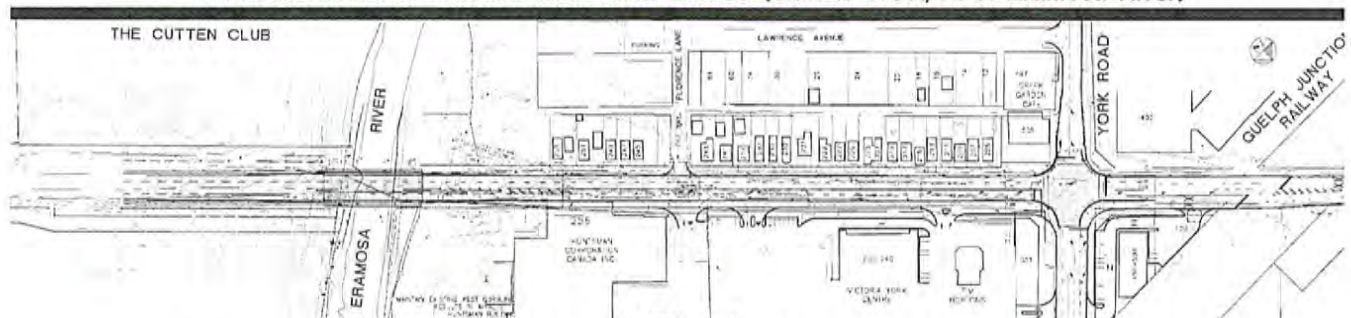
ALTERNATIVES FACTORS	REHABILITATE EXISTING 2-LANE BRIDGE ⁽¹⁾ ("do nothing")	OPTION 1 REHABILITATE ⁽¹⁾ & WIDEN EXISTING BRIDGE		OPTION 2 REPLACE EXISTING BRIDGE
		OPTION 1a (with median)	OPTION 1b (with no median)	
STRUCTURAL				
<ul style="list-style-type: none"> existing bridge new bridge 	<ul style="list-style-type: none"> railing does not meet code deck needs to be replaced, reface piers N/A N/A 	<ul style="list-style-type: none"> rehabilitate existing bridge - Railing; deck; reface piers; remove end span, semi-integral build new bridge to east, with separate structure, piers do not have to match need to address conflict with sanitary main 	<ul style="list-style-type: none"> rehabilitate existing bridge - Railing; deck; reface piers; remove end span, semi-integral build new bridge to east; match existing span need to address conflict with sanitary main 	<ul style="list-style-type: none"> remove existing bridge replace existing with new 4 lane bridge extend sanitary main in order to reduce structure length
UTILITIES				
TRANSPORTATION				
<ul style="list-style-type: none"> no. of lanes construction staging 	<ul style="list-style-type: none"> 2 N/A 	<ul style="list-style-type: none"> 4 2 lanes of traffic can be maintained during construction 	<ul style="list-style-type: none"> 4 2 lanes of traffic can be maintained during construction 	<ul style="list-style-type: none"> 4 potential to stage construction to maintain 2 lanes or close roadway during construction
SOCIAL ENVIRONMENT				
<ul style="list-style-type: none"> pedestrians cyclists 	<ul style="list-style-type: none"> sidewalk on west side does not meet code no provision 	<p>←</p> <p>←</p>	<p>→</p> <p>→</p>	<ul style="list-style-type: none"> potential to provide; specifics to be determined potential to provide; specifics to be determined
PROPERTY REQUIREMENTS				
	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> greatest impact on Huntsman building 	<ul style="list-style-type: none"> potential to reduce impact on Huntsman property 	<ul style="list-style-type: none"> opportunity to locate new bridge to reduce impact on Huntsman property
NATURAL ENVIRONMENT				
<ul style="list-style-type: none"> Eramosa River & Valley 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for 2 new piers in water different life cycles existing bridge – 40 to 50 years (may be less on substructure 20 to 30 years to next repair) new bridge – 80 years+ \$1,600,000 	<ul style="list-style-type: none"> 2 new piers in water different life cycles existing bridge – 40 to 50 years (maybe less on substructure 20 to 30 years to next repair) new bridge – 80 years+ \$1,600,000 	<ul style="list-style-type: none"> potential for new pier(s) in water 80 year plus life cycle
MAINTENANCE CONSIDERATIONS	<ul style="list-style-type: none"> rehabilitation could extend life by 40 to 50 years 			
PRELIMINARY COST ESTIMATE	<ul style="list-style-type: none"> \$700,000 			<ul style="list-style-type: none"> \$1,800,000 (60x20x \$1500)



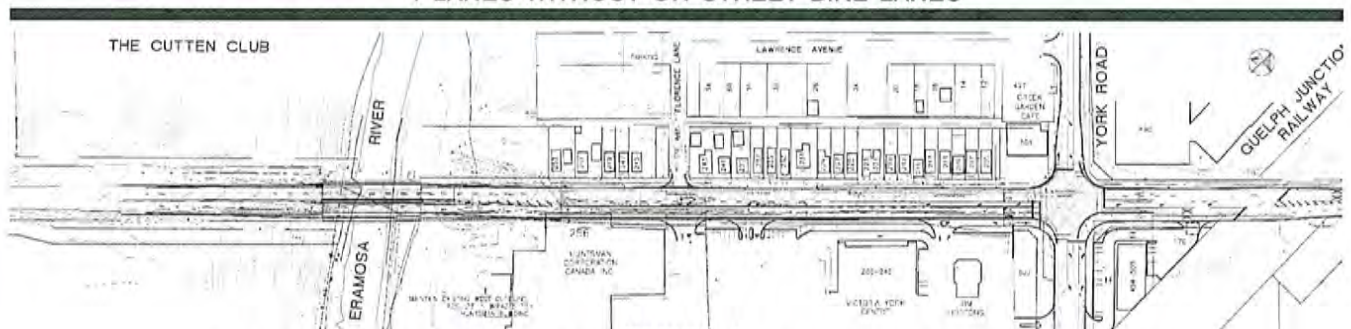
**EXISTING 4 LANES TAPERING TO 2 LANES
(ie. Do Nothing)**



**OPTION 1a
4 LANES WITHOUT ON STREET BIKE LANES (Shift to West, N. of Eramosa River)**

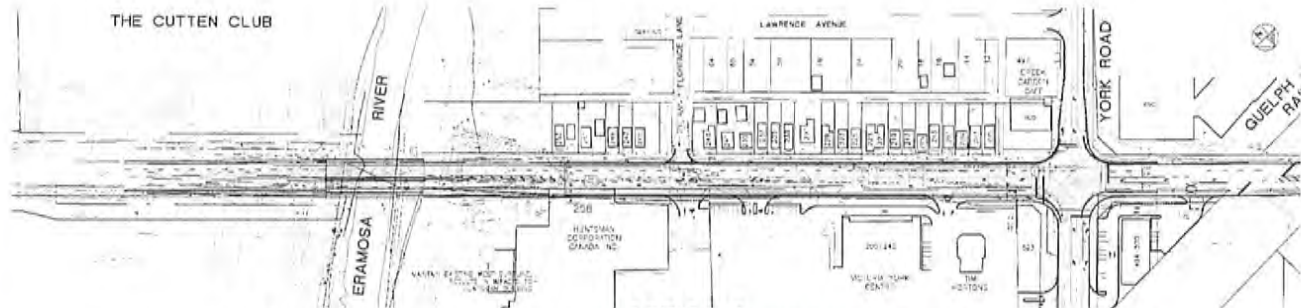


**OPTION 1b
4 LANES WITHOUT ON STREET BIKE LANES**

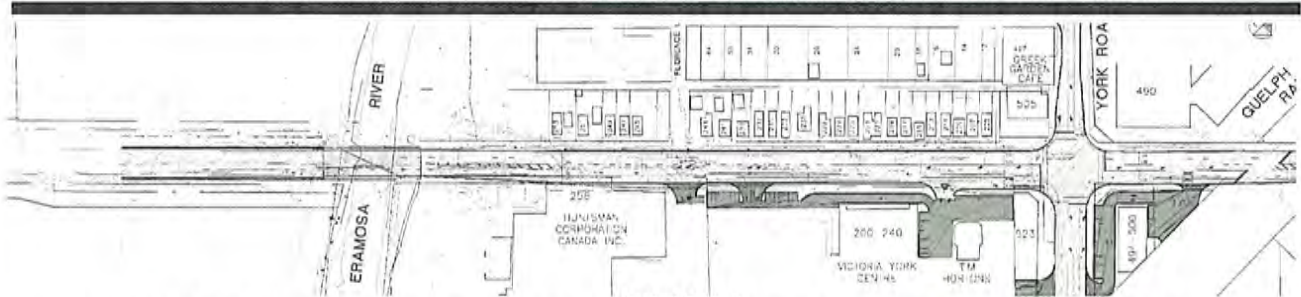


**OPTION 2
4 LANES WITH CONTINUOUS CENTRE LANE WITHOUT ON STREET BIKE LANES**

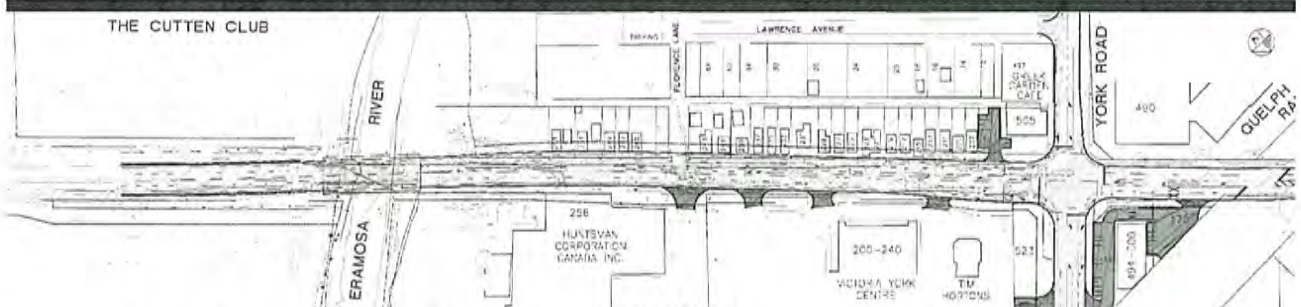




OPTION 3
4 LANES WITH CONTINUOUS CENTRE LANE WITH ON STREET BIKE LANES



OPTION 4
4 LANES WITH CONTINUOUS CENTRE LANE WITHOUT DESIGNATED ON STREET BIKE LANE



OPTION 5
**4 LANES WITH CONTINUOUS CENTRE LANE WITH DESIGNATED ON STREET BIKE LANE
 (SHIFT TO WEST, NORTH OF ERAMOSA RIVER)**



- **Option 3** - while this would avoid the houses located on the west side of Victoria Road and provides a turning lane, it has the greatest impact on the Huntsman property
 - this is not preferred
- **Option 4** - this would avoid the houses on the west side of Victoria Road, provide a turning lane and have less impact on the Huntsman property building. **Carry forward for further review.**
- **Option 5** - while this would avoid the industrial building, it would remove the houses located on the west side Victoria Road. This is not considered reasonable and is not preferred.

The Project Team recognized that, given the tight constraints through this area, it is not possible to widen Victoria Road to four lanes and provide turning lanes and, at the same time, avoid the houses located on the west side of Victoria Road and avoid the Huntsman property on the east side of Victoria Road. Furthermore, avoiding the Huntsman Corporation property would require that the houses on the west side of Victoria Road be removed. This was not considered to be reasonable. Therefore, the objective was to avoid the houses (which are already in close proximity to Victoria Road) and minimize impacts as best as possible on the east side of Victoria Road.

Option 4 was identified as being preferred (subject to review with the public, technical agencies and utilities) since:

- it provides for a 4 lane crossing of the Eramosa River
- it avoids the houses
- it reduces the property requirements on the Huntsman property but will remove part of the storage area
- given the tight constraints, however, designated on street bike lanes are not feasible and are therefore not proposed

4.3.6 York Road Intersection

The intersection of York Road and Victoria Road currently has a lack of turning lanes. Analysis of the intersection has indicated that, without the introduction of left and right-turn lanes on all approaches to the Victoria Road/York Road intersection, there would be a significant short-fall in available capacity during the peak periods. Therefore, the following options were identified as shown on Exhibit 4.11:

Option A

- Provide turning lanes by widening to the east

Option B

- Provide turning lanes by widening to the west

Following PIC #1 the Project Team compared both Options A and B (Exhibit 4.11) in terms of transportation benefits, potential property impacts, potential utility impacts and cost considerations. The following was concluded:

- Both Options A and B provide for left turns at the intersection.

- Both Options A and B would require the removal of the house located at 170 Victoria Road to the north of York Road.
- Option A has a greater impact on the commercial property at 494-500 York Road (to the north of York Road), since it would remove the five parking spaces on the west side of the building.
- To avoid impacting 494-500 York Road would require shifting Victoria Road to the west. This however will require the hydro poles to be relocated north of York Road as well as the removal of mature trees. South of York Road, due to the proximity of the existing houses, the hydro poles would likely have to be placed underground at a cost greater than \$500,000.

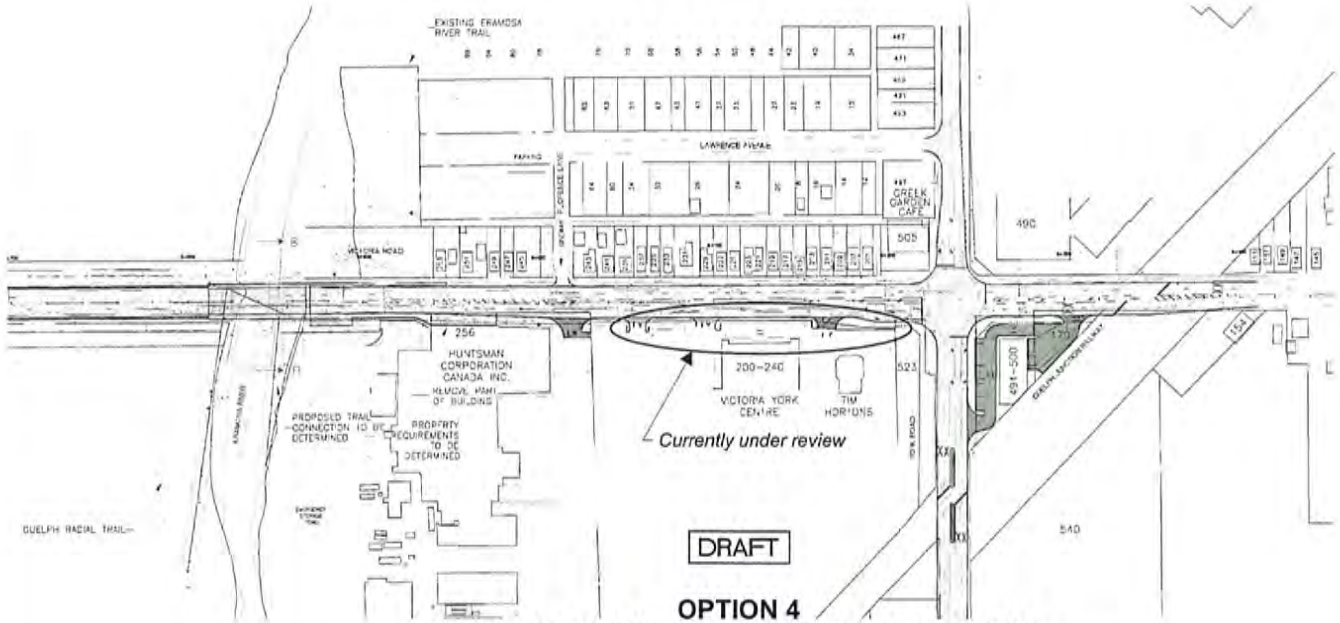
Consequently, in reviewing both Options A and B, Option A was identified by the Project Team as being preferred. It was proposed to replace the parking spaces removed at 494-500 York Road by acquiring the property to the north and providing parking on the north side of the building.

There are issues regarding the operation of Victoria Road in the vicinity of Victoria-York Centre as well as access to and from the Victoria-York Centre. At the time of preparing for Public Information Centre #2, this was still under discussion and review with the owner of the Victoria-York Centre. Consequently a note was shown on the preliminary plan indicating "currently under review". This is discussed further in Section 5.6.2.

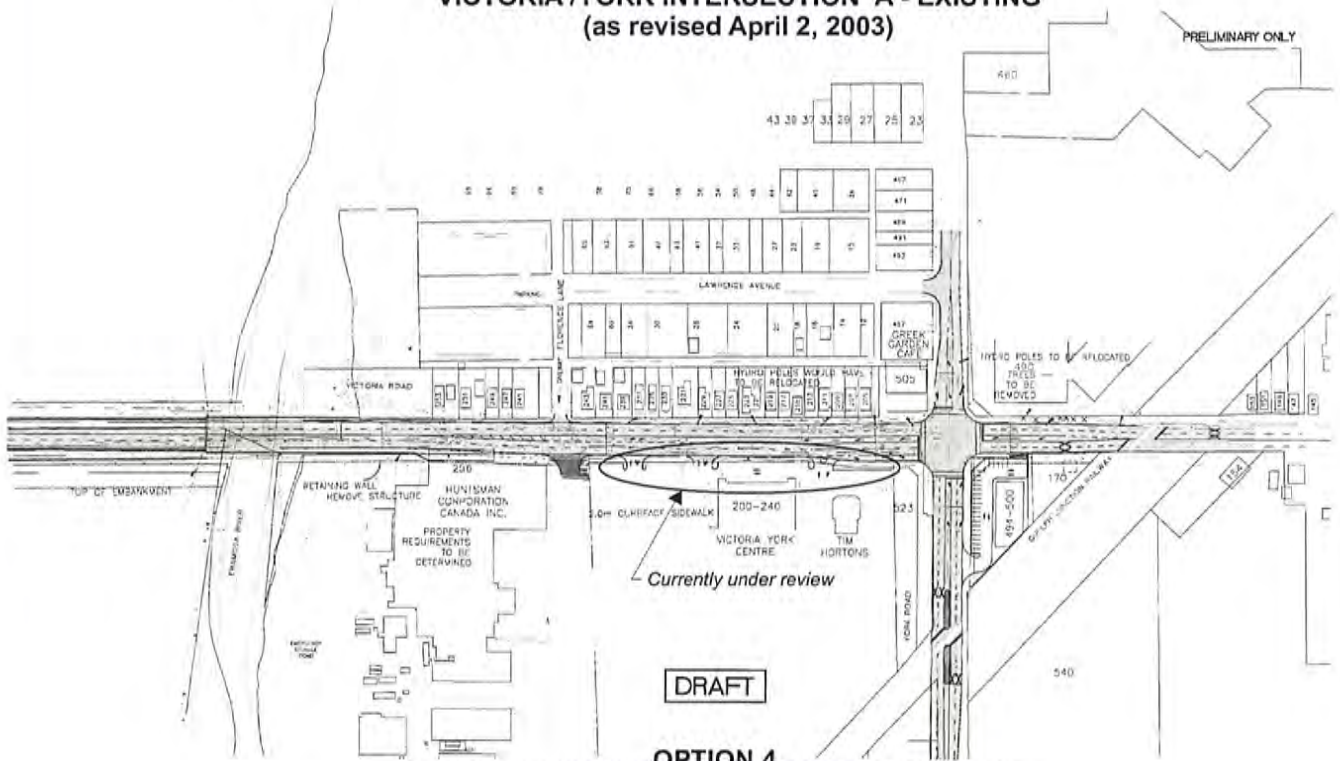
4.4 REVIEW OF PREFERRED ALTERNATIVE

The preferred alternative as reviewed at Public Information Centre #2 (June 11, 2003) is shown conceptually on Exhibit 4.12 and included the following:

- Clair Road to Arkell Road Option 2 – Preferred
 - 2 lanes plus continuous centre turn lane
 - urban / rural cross-section
- Arkell Road to South of Stone Road Option 2 – Preferred
 - 2 lanes plus continuous centre turn lane
 - urban or rural or combination cross-section (with protection for future 4 lanes)

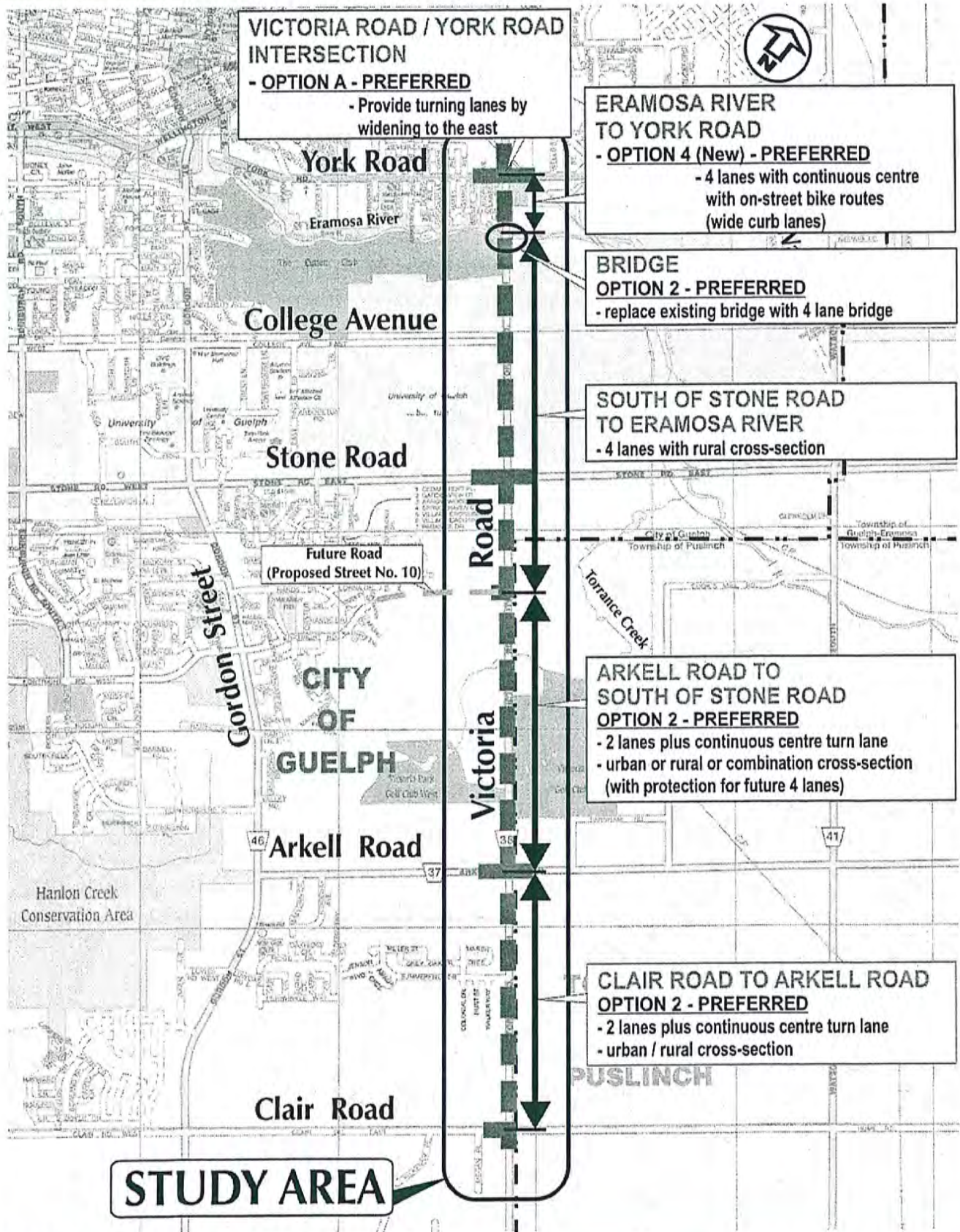


OPTION 4
VICTORIA /YORK INTERSECTION 'A'- EXISTING
 (as revised April 2, 2003)



OPTION 4
VICTORIA /YORK INTERSECTION 'B'- EXISTING
 (as revised April 2, 2003)





Victoria Road Class EA Study
 Clair Road to York Road

Environmental Study Report

Preferred Alternative
 (as reviewed at PIC #2 - June 11, 2003)

Exhibit 4.12

- South of Stone Road to Eramosa River Preferred
 - 4 lanes with rural cross-section
- Bridge Option 2 – Preferred
 - Replace existing bridge with 4 lane bridge
- Eramosa River to York Road Option 4 – Preferred
 - 4 lanes with continuous centre turn lane without designated on street bike lane
- Victoria Road / York Road Intersection Option A – Preferred
 - Provide turning lanes by widening to the east

4.4.1 May 16, 2003 Site Visit with GRCA

A site visit was held with staff of the GRCA on May 16, 2003 to review the preliminary plan of the preferred alternative at key locations including the crossing of the Eramosa River, Arboretum Wood Tributary, crossing of Torrance Creek and wetland by the Victoria Golf Courses.

Minutes are provided in Appendix A. The main comments and follow-up are discussed in Section 4.5.6.1.

Overall, GRCA staff advised that the potential impacts of the project would likely be considered minor and consequently a presentation by the City to the Authority would not be required.

4.4.2 Review with Technical Agencies, Adjacent Municipalities and Utilities

A letter dated May 26, 2003 (copy included in Appendix D) was sent to those agencies, municipalities and utilities who wished to participate in the study, inviting them to attend a meeting on June 11, 2003. The purpose of the meeting was to review the preferred alternative and associated mitigating measures. The meeting was attended by representatives of:

- | | |
|--------------------------------------|---|
| • Ontario Realty Corporation | Concern with potential impacts on their land holdings |
| • Grand River Conservation Authority | See Section 4.4.1 |
| • City of Guelph Police | See Exhibit 5.4 |
| • Guelph Hydro Electric Systems | See Exhibit 5.4 |

In addition to the technical agencies, representatives of the University of Guelph also attended including:

- | | |
|------------------|---|
| • Steve Gazzola | - University of Guelph |
| • Ric Jordan | - The Arboretum, University of Guelph |
| • Dave Hume | - Assistant Vice President Research for Agri-Food, University of Guelph |
| • Mary Buhr | - Assistant Dean Ontario Agricultural College, University of Guelph |
| • Ken Carey | - Guelph Turfgrass Institute, University of Guelph |
| • Tanya Lonsdale | - Consultant representing the University of Guelph |

The main comments from representatives of the University of Guelph were:

- The preliminary location of the storm water management facility south of College Avenue and the potential impacts to the Guelph Turfgrass Institute including:
 - loss of trees / vegetation,
 - increased levels of chlorides and the impacts to research facilities adjacent to the right-of-way,
 - impacts to the Turfgrass Institute's tile drain system, and
 - property requirements.
- Advised that a possible revised location for the storm water management facility could be north of the laneway into the Turfgrass Institute.
- Advised that relocation of access into the Turfgrass Institute to the College Avenue / Victoria Road intersection is desirable.
- Expressed concern about potential noise level increases and the impacts to recreational activities at the University of Guelph Arboretum.

Potential property impacts to the lands located on the east side of Victoria Road between the Eramosa River and Stone Road as well as the lands located east of Victoria Road south of Arkell Road.

4.4.3 Public Information Centre #2

The purpose of the second Public Information Centre (PIC #2) was to review and obtain public comments about the analysis of the alternatives and the preferred alternative. The notice of PIC #2 was placed by the City in 2 editions of the Guelph Tribune on May 30th and June 6th, 2003. Copies of Newsletter #2 (same content as the notice) were mailed to:

- City Councillors
- Committees appointed by Council and interest groups including:
 - Guelph Heritage Committee (LACAC)
 - Rivers Advisory Committee
 - Environmental Advisory Committee
 - Guelph Barrier Free Committee
 - The Clean Water Coalition
 - Guelph Development Association
 - Guelph Green Plan Steering Committee
 - Guelph and District Homebuilders Association
 - OPIRG – University of Guelph
 - Guelph and District Real Estate Board
 - Guelph Historical Society
 - Guelph Field Naturalists
 - Guelph Safe City Committee
 - Guelph Wellington Association for Community Living Inc.
 - Guelph Hiking Trail Club
 - Guelph Off-Road Bicycle Association
 - LACAC
- technical agencies

- utilities
- adjacent municipalities
- property owners within the study area (approximately 100)
- interest groups
- public (those who attended PIC #1 and those who asked to be placed on the study mailing list)

In addition, approximately 65 Newsletters were also hand delivered during the week of May 26, 2003 to property owners adjacent to Victoria Road between York Road and Clair Road.

The information centre was arranged as an open house / drop-in centre from 6:00 p.m. to 7:00 p.m. with a formal presentation at 7:00 p.m. followed by a question and answer period. The information centre was attended by approximately 20 members of the public. Minutes of the information centre including a copy of the presentation slides and summary of verbal comments are provided in Appendix D. Following the information centre, approximately 9 written comments were received.

The main comments may be summarized as follows:

- Impacts to access during construction to the residents on the west side of Victoria Road.
- Changes to access / impacts to commercial properties on the east side of Victoria Road from York Road to the Eramosa River.
- Potential loss of business during construction.
- Potential impacts of construction staging plans.
- Timing of construction.
- Existing vibration encountered by one house (first house north of Eramosa River on west side of Victoria Road).

4.5 REVIEW OF PREFERRED ALTERNATIVE IN LIGHT OF COMMENTS RECEIVED AND PROPOSED MODIFICATIONS

4.5.1 University of Guelph

The University of Guelph owns the lands located on the west side of Victoria Road from south of Stone Road to the Eramosa River which include the Arboretum and the Cutten Club. In addition, the University is affiliated with major enterprises that operate on lands located on the east side of Victoria Road which are leased long term from the Ontario Realty Corporation (ORC), including the Turfgrass Institute, the Guelph Research Station and the Arkell Research Station. Consequently, the University was invited to participate on the Project Team given their level of interest in the study and so that they could provide input as the study progressed. The University's participation on the Project Team for the Class EA Study in turn enabled the City and the University to identify, discuss and address issues as the study proceeded. Representatives of the University were also invited to attend the meetings with technical agencies which were held prior to each public information centre.

Based on previous comments from the University, the widening of Victoria Road was developed from the outset to avoid the Arboretum and the Cutten Club lands. As a result however, additional lands were required from property occupied by the Turfgrass Institute and the Guelph Research Station. The University identified their concerns in a letter dated May 15, 2003 and at the June 11, 2003 meeting of technical agencies. Thereafter, a meeting was held with representatives of the University on February 13, 2004, at which time the University advised that they would undertake an internal review of the “conflicting” desires of the University and report back to the City of Guelph. In their letter of April 30, 2004, the University advised that, “giving up 12 metres for road allowance on the east side of Victoria Road will have an impact on the research programs – both agriforestry and Turfgrass. The loss of a tree row on the east side of Victoria will have an impact on the research results but can be accommodated”. The University also indicated that they would prefer “a linear storm water treatment system to be installed and avoid the necessity for a large SWM pond near the College/Victoria intersection.”

The main comments/concerns provided by the University and how they have been addressed are summarized in Section 5.5.

4.5.2 Huntsman Corporation (Industrial Property at 256 Victoria Road)

Over the course of the study, a number of meetings were held with representatives of Huntsman Corporation who own the property at 256 Victoria Road. Early in the study, they advised that they supported the widening of Victoria Road and that the removal/relocation of the storage area which abuts the easterly right-of-way limit of Victoria Road was likely physically feasible. During the study, however, it was determined that if the property limits for the Huntsman property were to be changed, then additional site-specific environmental approvals would be required. Therefore, an interim staging option was developed which avoids the Huntsman property. This is discussed in Section 4.5.4. During the preparation of the Environmental Study Report, Huntsman Corporation announced that it would be closing their plant located at 256 Victoria Road. This is discussed further in Sections 5.1 and 5.7.1.

4.5.3 Victoria – York Centre

Over the course of the study, a number of meetings were held with the owner of the Victoria-York Centre as well as representatives of Tim Hortons located at the north end of the plaza.

The Victoria-York Centre plaza has three access points on Victoria Road, with an internal roadway connecting the central and the northerly access points. Parallel parking is provided on-site between this internal roadway and the easterly right-of-way limit for Victoria Road. The operation of the northerly access is of particular concern even under existing conditions, especially in regard to making inbound and outbound left turns. The on-site parallel parking also creates sight-line problems for vehicles using the northerly access.

The proposed improvements to Victoria Road along the property frontage include the widening of Victoria Road to four through lanes, along with a northbound left-turn lane and a short right-turn taper at the Victoria/York intersection. These improvements can be accommodated within the existing right-of-way limits. The landscaped area (about 7 m wide) in front of the Victoria-York Centre and abutting the on-site parallel parking is

within the road right-of-way. The proposed widening will remove the landscaped area and leave about 3 m wide shoulder between the pavement and the property line on the eastside.

With the proposed widening, from a technical and safety standpoint, the preferred option would be to close the northerly access. However, given the importance of this access to the Tim Hortons outlet located in the plaza, the City directed their consultants, to undertake a special traffic survey and review of the travel patterns to Tim Hortons and adjacent businesses, and the operation of the northerly access, and the potential provision of access to York Road through the Imperial Oil property. This is discussed further in Section 5.7.2.

4.5.4 Proposed Interim Staging Option

Following PIC #2, additional traffic analysis and technical investigations were carried out for the section from the Eramosa River to York Road. The preferred alternative is Option 4, however, the proposed widening would require that property be acquired from the Huntsman property at 256 Victoria Road which in turn has implications for site-specific environmental approvals. Given the constraints, the objective then became to determine if there is a valid “interim staging” option which:

- can be developed within the existing property constraints;
- provides some operational benefits particularly at the Victoria-York intersection; and
- maximizes what can be salvaged when the ultimate option is implemented.

As a result, an interim staging option was developed which provides for 5 lanes at York Road (4 lanes plus left turn lane), then tapers back into 3 lanes so that property is not required from either the houses on the west side of Victoria Road or the properties on the east side of Victoria Road including the Huntsman property. The proposed widening to 3 lanes would include 2 lanes in the southbound direction only and one northbound lane along the Huntsman property from approximately 290 m south of York Road to just north of College Street. The proposed Interim Widening Option is shown on Plate 5.

However, if the property constraints and environmental approvals relating to the Huntsman property could be addressed during the detailed design stage, the City will proceed with the full widening to four lanes along the Huntsman property.

Also, while in the interim the three lane option will extend from north of College Avenue, the grading and the construction of the linear stormwater management facility (to the east of Victoria Road) will conform to the final 4-lane configuration between College Avenue and the Eramosa River in Chapter 5.

During the preparation of this ESR, Huntsman Corporation announced that it would be closing its operation at 256 Victoria Road. The associated implications are discussed in Sections 5.1 and 5.7.1.

4.5.5 City of Guelph Planning, Works and Environment Committee Meeting and Council Meeting

The study recommendations were presented to the City of Guelph Planning, Environment and Transportation Committee on May, 26, 2004 with the recommendation,

“THAT staff be authorized to proceed with the filing of the recommended improvements for Victoria Road, between York

Road and Clair Road, identified through the Class Environmental Assessment process, as outlined in this report dated May 26, 2004”

At the meeting, there were 2 delegations:

- Representatives of Huntsman Corporation (industrial property at 256 Victoria Road) who advised that they had only recently received the revised interim option and required time to review it with City Staff before providing comments.
- Owner of the Victoria – York Centre expressing concerns with the proposed reconstruction of the northerly access to the Centre to right-out only.

Representatives of the City met with representatives of the Huntsman Corporation on June 1, 2004 to review the study recommendations (see discussion in Section 5.6.1).

Representatives of the City met with the owner of the Victoria – York Centre on June 3, 2004 to review the preferred alternative and followed up by letter dated June 18, 2004 (see discussion in Section 5.6.2).

At their meeting of June 7, 2004, Council approved the study recommendations and authorized staff to complete and file the Environmental Study Report.

4.5.6 Subsequent Events / Additional Review

During the review of the preliminary plan for the interim staging option, it became apparent that in order to keep Victoria Road open during construction, a temporary bridge or Bailey Bridge may be required. Due to the property constraints on the east side at the Huntsman property, the temporary bridge was shown on the west side of the existing structure (see Plate 5). This will be reviewed during detailed design as discussed in Section 5.1.

4.5.6.1 Grand River Conservation Authority

A letter dated September 16, 2004 (see Appendix A) was sent to GRCA advising them of the study status and the interim and ultimate widening options. GRCA responded by letter dated October 4, 2004 (see Appendix A) advising that they do not have major issues but wish to review the final Environmental Study Report and provide comments. Specific comments provided by GRCA are summarized in Section 5.6.1. The City will follow-up with GRCA during detailed design.

4.5.6.2 University of Guelph

Further to Section 4.5.1, the preferred alternative originally included a stormwater management pond on the east side of Victoria Road at the Victoria Road and College Avenue intersection. The pond was to collect stormwater runoff from the reach of Victoria Road from Stone Road to just south of the Eramosa River. The stormwater management pond was to be designed to provide enhanced water quality control and would outlet to the University of Guelph Arboretum.

Following discussions with the University of Guelph Arboretum, the Guelph (Agro-Forestry) Research Station and the Guelph Turfgrass Institute, the proposed design of the stormwater management approach was revised.

The Turfgrass Institute and the Guelph (Agro-Forestry) Research Station expressed concern that the large block of land required for the stormwater management pond would impact the existing research plots located adjacent to the east side of Victoria Road. Therefore, the stormwater management system was revised to consist of a linear facility located within the proposed ditch system along the east side of Victoria Road. The construction of a linear stormwater management system will require a 12 metre road widening to the east of the existing property line.

The original stormwater management approach would have resulted in additional runoff being directed towards the University of Guelph Arboretum through the outlet of the stormwater management pond. An alternative outlet includes the proposed linear stormwater management facilities discharging to a storm sewer system at the College Avenue intersection. The storm sewer system would convey runoff to the Eramosa River for discharge. The University of Guelph Arboretum has advised the Project Team that they do not object to the diversion of all Victoria Road runoff away from the Arboretum lands.

During the course of finalizing the Environmental Study Report, there were further discussions with representatives of the University of Guelph. Section 5.5 summarizes the discussions with the University during the study and further follow-up proposed during the detailed design stage.

CHAPTER 5. PROJECT DESCRIPTION

The main considerations and mitigating measures / commitments to further work associated with the recommended undertaking are described herein. While changes may occur during the detail design stage, such changes should not alter the intent of the recommended undertaking or its components. During detail design, there will be further consultation with technical agencies, adjacent municipalities, utilities and affected property owners.

Preliminary plans and profiles for Victoria Road have been developed at a scale of 1:1000. Preliminary plan and profile plates of the recommended undertaking are provided in the ESR at a scale of 1:2000 as follows:

- Plate 1 – Clair Road to Arkell Road
- Plate 2 – Arkell Road to South of Stone Road
- Plate 3 – South of Stone Road to Eramosa River
- Plate 4 – College Avenue to York Road (Ultimate)
- Plate 5 – College Avenue to York Road (Interim)
- Plate 6 – Preliminary Profile

5.1 REVIEW OF INTERIM AND ULTIMATE PROPOSALS DURING DETAIL DESIGN

The preferred alternative includes the widening of Victoria Road to 3 lanes (2 lanes and centre-turn lane) from Clair Road to south of Stone Road, and 4 lanes from south of Stone Road to York Road, with turning lanes at intersections as identified. For the section from the Eramosa River to York Road, while ultimately the preferred alternative is to provide 4 lanes plus turning lanes, on account of property constraints north of the Eramosa River, an interim staging option has also been identified to restrict the widening to 3 lanes (2 southbound lanes and 1 northbound lane) in the section from 290 meters south of York Road to just north of College Avenue. During the completion of this ESR, Huntsman Corporation announced that their Victoria Road plant will be shut down in 2005. Given this, the City will be following-up during the detail design to determine if the site-specific issues related to the Huntsman property can be addressed and the additional property required to provide the full widening can be acquired. If so, then the City proposes to implement the full four-lane widening as recommended by this study. The review of the interim and ultimate proposals during detail design will be done in consultation with GRCA, the University of Guelph and affected property owners.

The ultimate widening option is shown on Plate 4 while the interim staging option is shown on Plate 5. Chapter 5 focuses on the ultimate widening option. With regard to the interim staging option, the following should be noted:

- the interim staging option has been developed to avoid the Huntsman property. There is an associated extraction well located in the existing road right-of-way. While the preliminary plans show the well located beyond the proposed edge of pavement, one lane of traffic would likely have to be closed during monitoring / maintenance of the well. This will be reviewed and confirmed during detailed design.
- while in the interim the three lane option will extend from north of College Avenue, the grading and the construction of the linear stormwater management facility (to the

east of Victoria Road) will conform to the final 4-lane configuration between College Avenue and the Eramosa River.

- in order to keep Victoria Road open during construction, a temporary structure or Bailey bridge may be required under the interim option. Due to the existing property constraints on the east side (i.e. the Huntsman property), the temporary bridge has been shown on the west side of the existing structure (see Plate 5). This has the following implications.

While the affected area north of the Eramosa River (on the west side) is open, and includes passive parkland, turfgrass and cultural meadow, the area to the south of the Eramosa River is part of vegetation Units 8 and 9, the 'Cutten Club Forest' and Eramosa River valley forest, respectively. Unit 8 is a Dry-Fresh Sugar Maple-Black Cherry Deciduous Forest located on the rolling tableland and contiguous with the valley. The 'dripline' of the mature forest is generally located at least 15 m away from the existing road edge. The edge zone includes dense regeneration of White Ash and Common Buckthorn under the hydro line and Trembling Aspen to the south. Unit 9 is comprised of a narrow band of riparian forest, which is a young-immature Fresh-Moist White Elm Lowland Deciduous Forest, with White Elm, Manitoba Maple, Basswood and White Ash, along the narrow floodplain and above the vertical rock cliff face. The proposed Bailey bridge and temporary crossing alignment, which would extend approximately 20 m beyond the existing road, would encroach nominally into the dripline of the more mature forest component of Unit 8. The Bailey bridge may span at least some of the younger tolerant vegetation in the valley to the north (in Unit 9).

During detailed design, if there is resolution regarding the Huntsman property issues, the City will also consider the option of locating the temporary construction on the east side of the river, to minimize the environmental effects of the temporary bridge, or implement the ultimate widening option which does not require a temporary bridge.

5.2 IMPLEMENTATION AND STAGING

The detailed design will begin after completion of the EA process, which is expected to be at the beginning of 2005. The construction is planned to be undertaken in the following stages.

- York Road to Stone Road - 2006 to 2007
- Arkell Road to Clair Road – 2006 to 2007
- Stone Road to Arkell Road – 2007 to 2008

The following factors will also affect the timing / staging of construction of the recommended undertaking:

- obtaining the necessary approvals
- obtaining the required funding
- acquiring the necessary land
- designing the roadway in detail

PRELIMINARY ONLY

DATE: JANUARY 24, 2005

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CLAIR ROAD E., SUBJECT TO A SEPARATE CLASS EA STUDY

MEGAN PLACE

ROLLING HILLS ESTATES

A. BAGGIO 2

CLAIR ROAD E.

PROPOSED CLAIR ROAD TO BE SHIFTED TO THE NORTH AS PER SEPARATE STUDY

PROPOSED PROPERTY

POTENTIAL FUTURE ROAD (LOCATION TO BE DETERMINED)

FUTURE OUTLET

WESTMINSTER W (DRAFT PLAN OF SUBDIVISION)

RETAINING WALL/TOE-WALL REQUIREMENT TO BE DETERMINED DURING DETAIL DESIGN

ADAMS

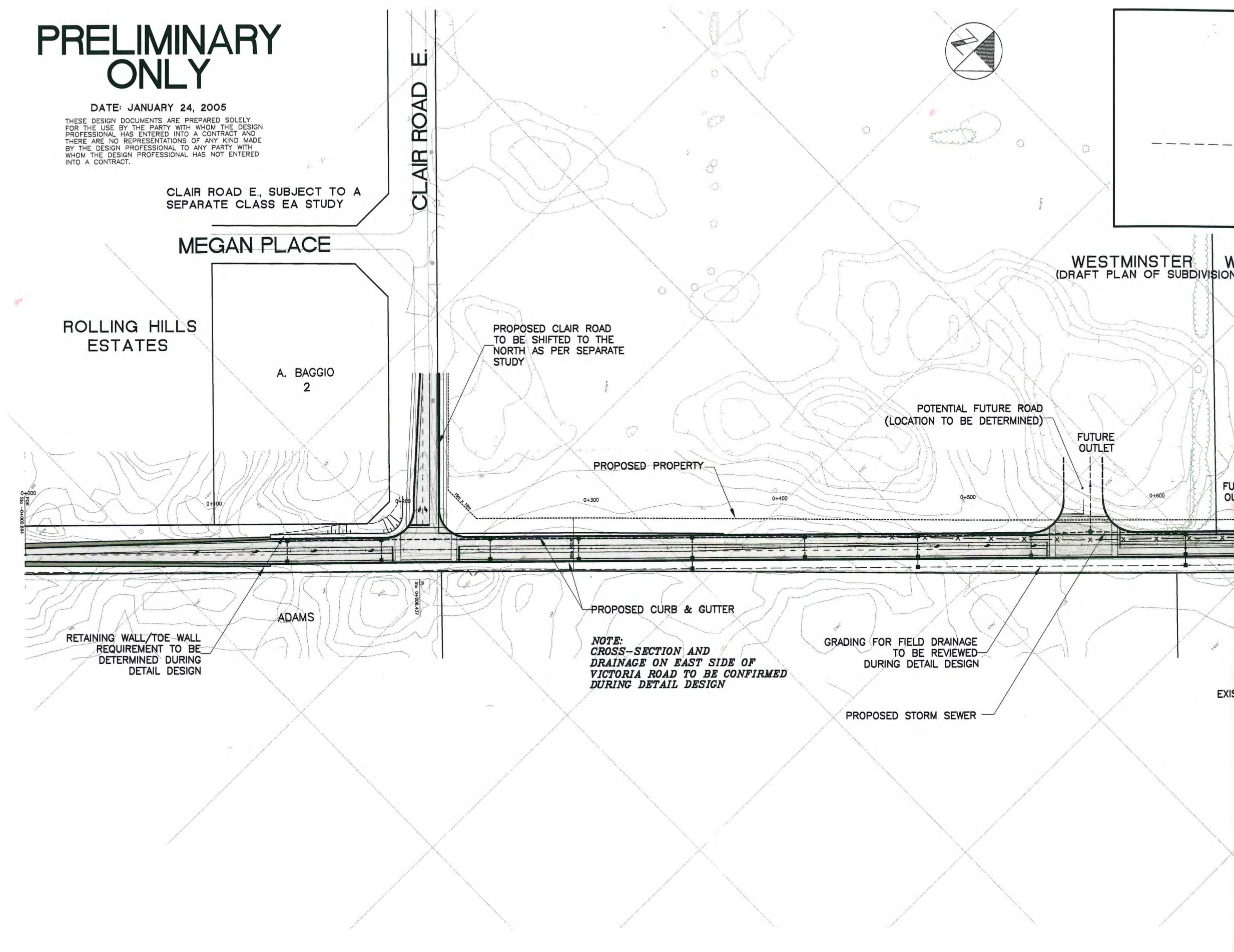
PROPOSED CURB & GUTTER

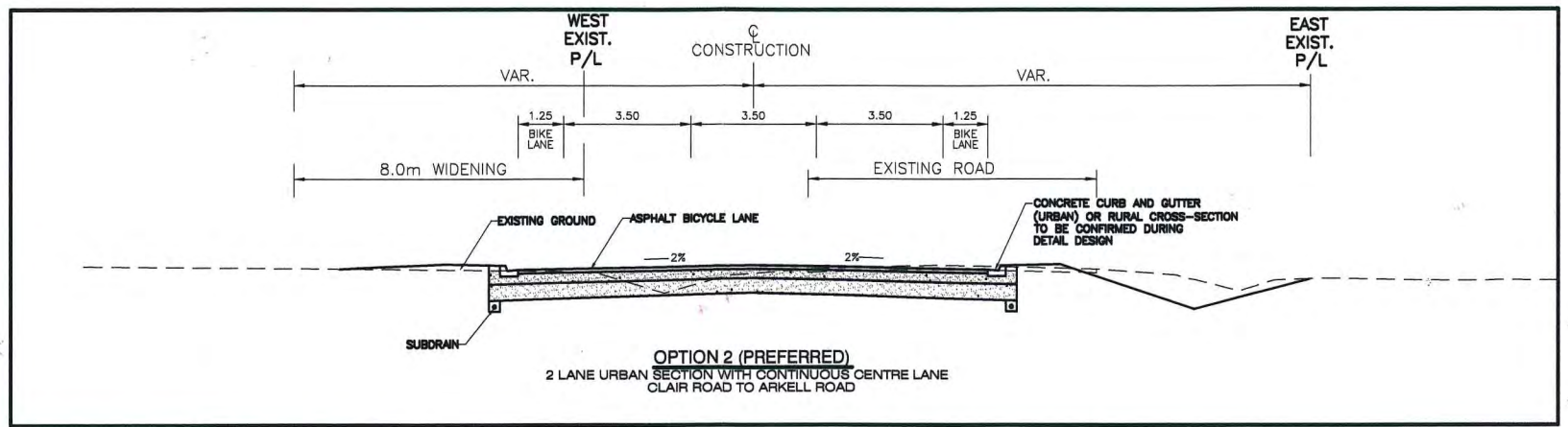
NOTE:
CROSS-SECTION AND DRAINAGE ON EAST SIDE OF VICTORIA ROAD TO BE CONFIRMED DURING DETAIL DESIGN

GRADING FOR FIELD DRAINAGE TO BE REVIEWED DURING DETAIL DESIGN

PROPOSED STORM SEWER

EXIS





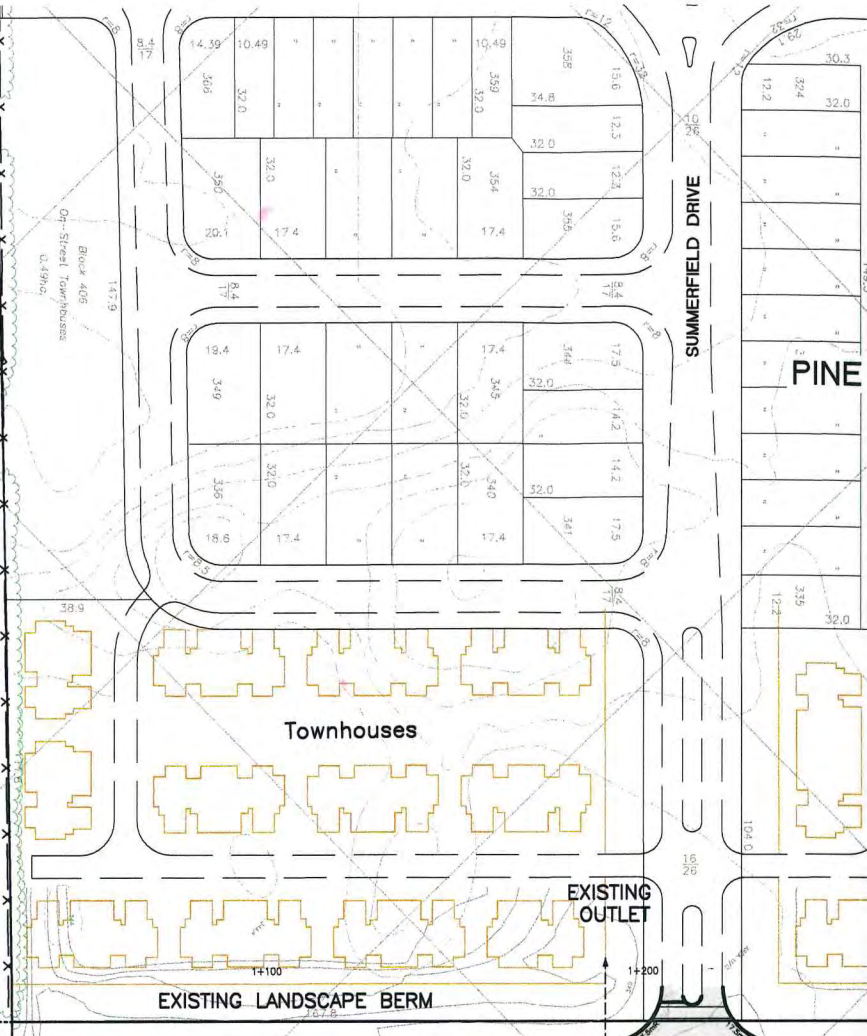
WESTMINSTER WOODS LTD.
(DRAFT PLAN OF SUBDIVISION BEING PREPARED)

PROPOSED RECONSTRUCTION TO 2 LANES WITH CONTINUOUS CENTRE LANE
NOTE: PROVISION OF CONTINUOUS CENTRE LANE IS SUBJECT TO REVIEW DURING DETAIL DESIGN WHEN LOCATION OF INTERSECTING ROADS ARE CONFIRMED

POTENTIAL FUTURE ROAD
(LOCATION TO BE DETERMINED)

VICTORIA ROAD

(PRELIMINARY ONLY
SUBJECT TO REVIEW
DURING DETAIL DESIGN)



FUTURE OUTLET

FUTURE OUTLET

FUTURE OUTLET

EXISTING OUTLET

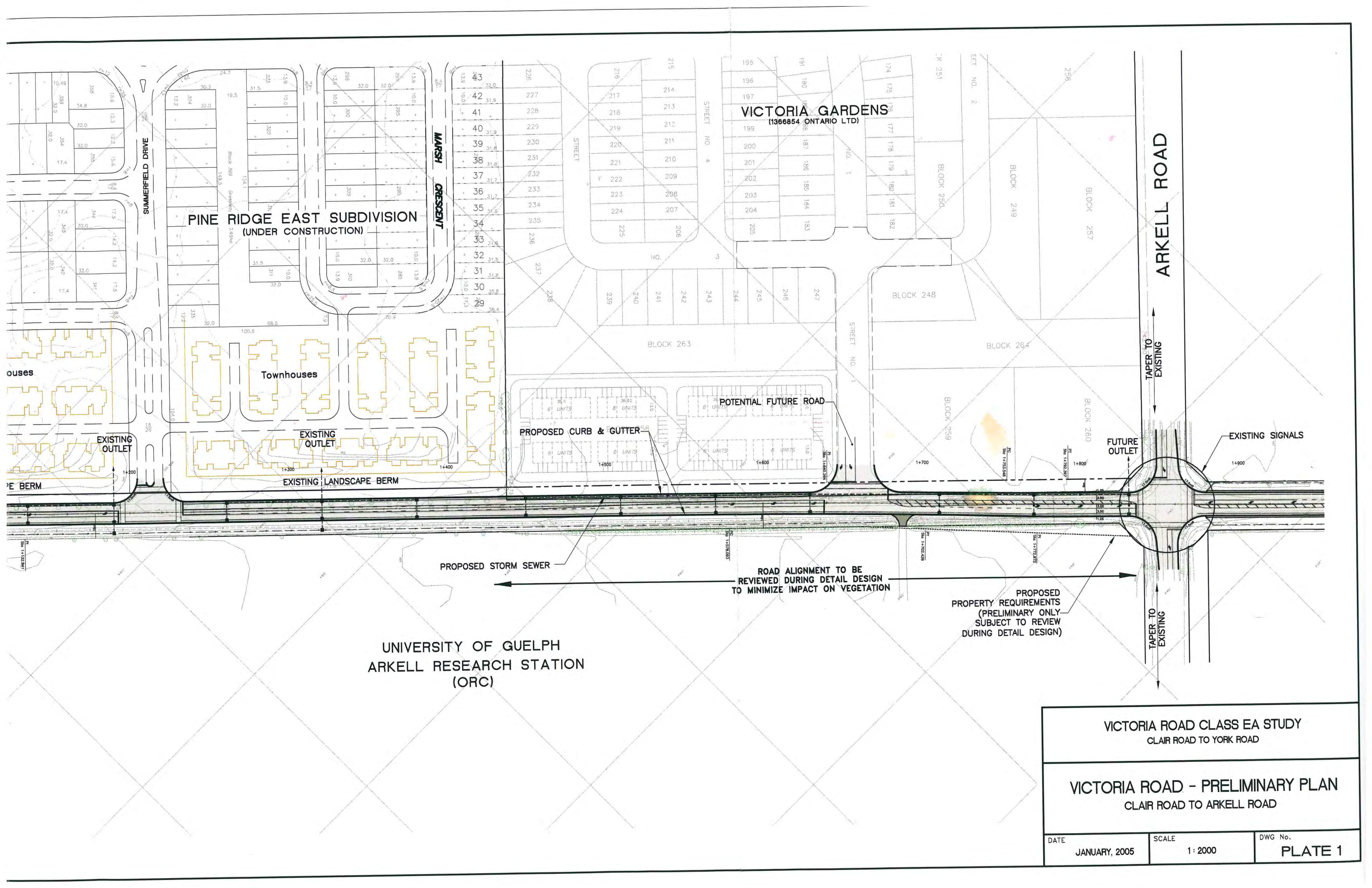
GRADING FOR FIELD DRAINAGE
TO BE REVIEWED
DURING DETAIL DESIGN

PROPOSED STORM SEWER

EXISTING PROPERTY

CONSTRUCTION

BIKE LANES



PINE RIDGE EAST SUBDIVISION
(UNDER CONSTRUCTION)

VICTORIA GARDENS
(1366854 ONTARIO LTD)

UNIVERSITY OF GUELPH
ARKELL RESEARCH STATION
(ORC)

ARKELL ROAD

PROPOSED STORM SEWER

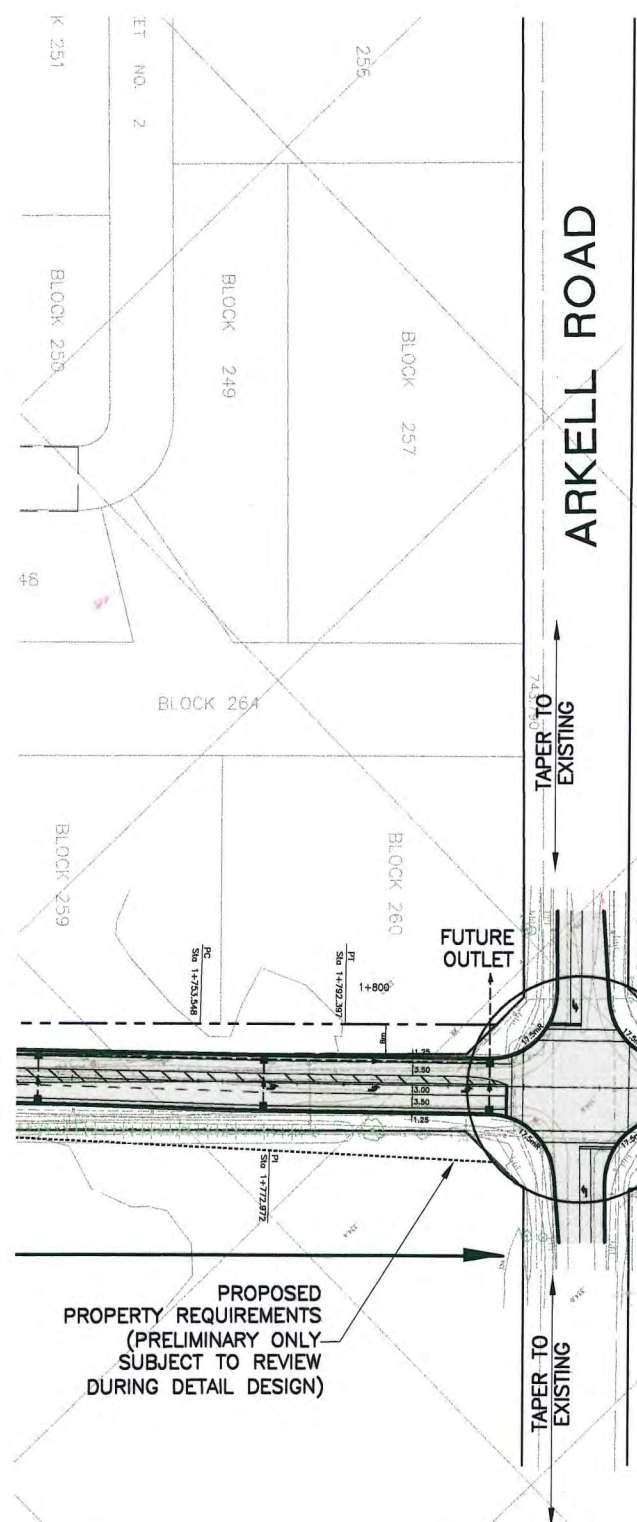
ROAD ALIGNMENT TO BE
REVIEWED DURING DETAIL DESIGN
TO MINIMIZE IMPACT ON VEGETATION

PROPOSED
PROPERTY REQUIREMENTS
(PRELIMINARY ONLY
SUBJECT TO REVIEW
DURING DETAIL DESIGN)

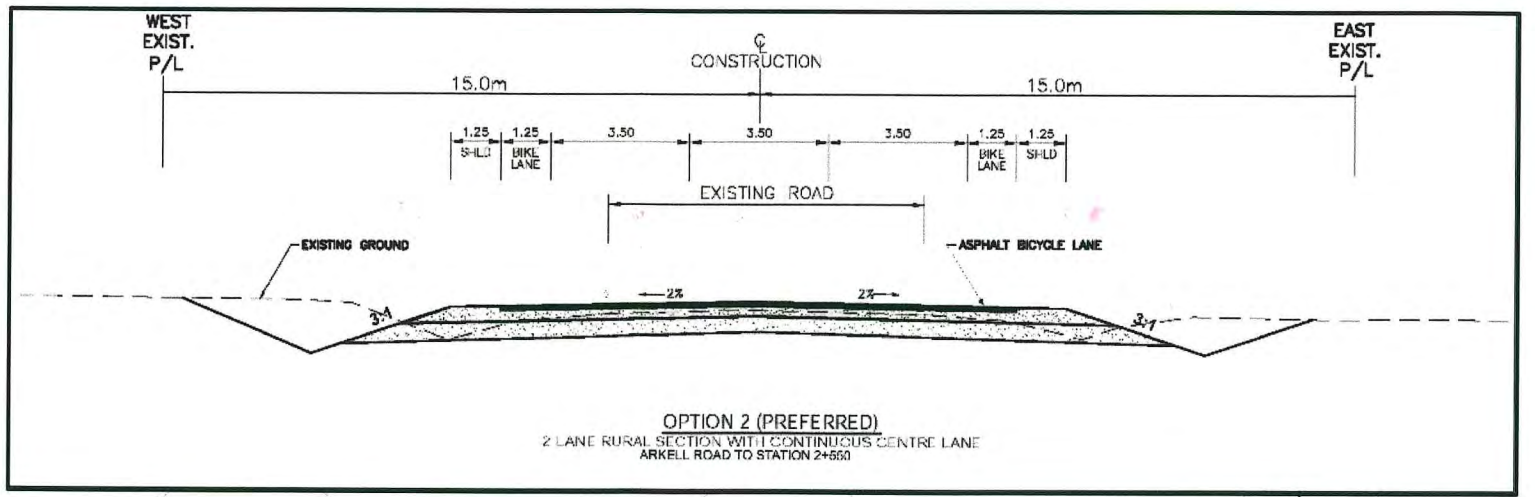
VICTORIA ROAD CLASS EA STUDY
CLAIR ROAD TO YORK ROAD

VICTORIA ROAD - PRELIMINARY PLAN
CLAIR ROAD TO ARKELL ROAD

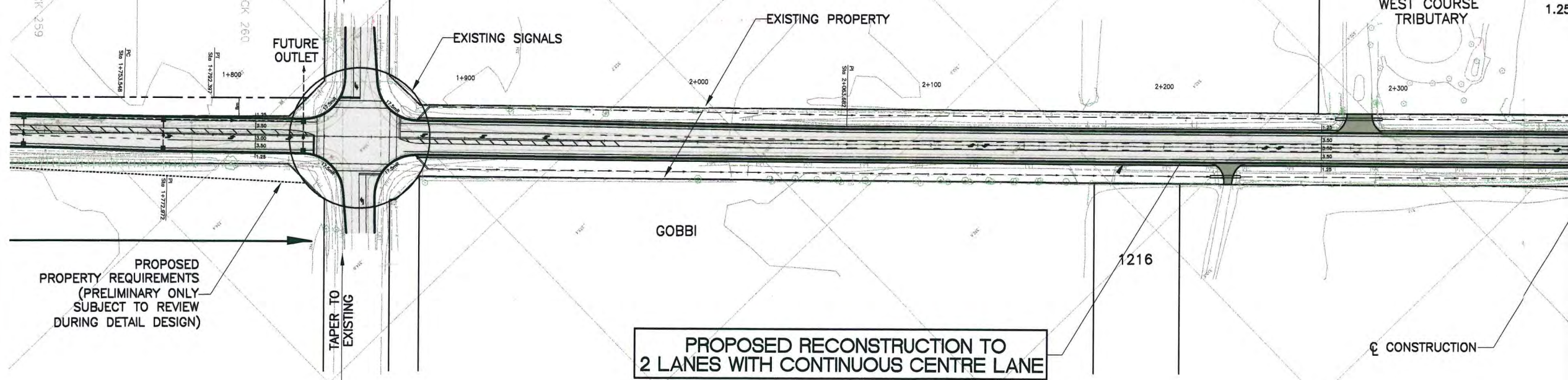
DATE JANUARY, 2005	SCALE 1 : 2000	DWG No. PLATE 1
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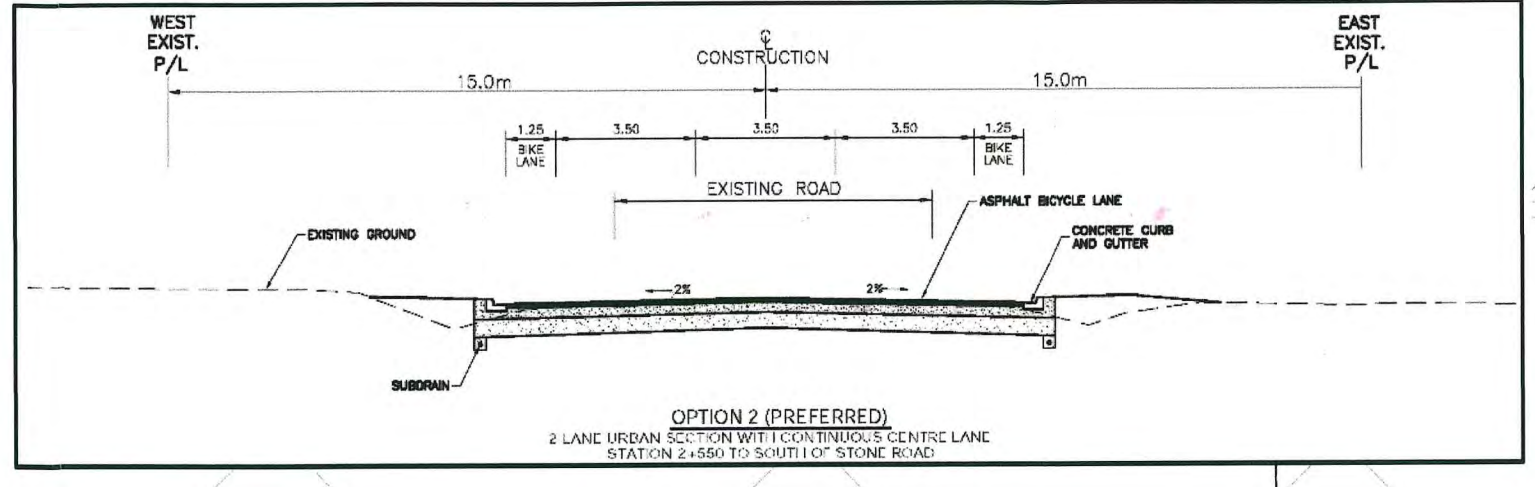
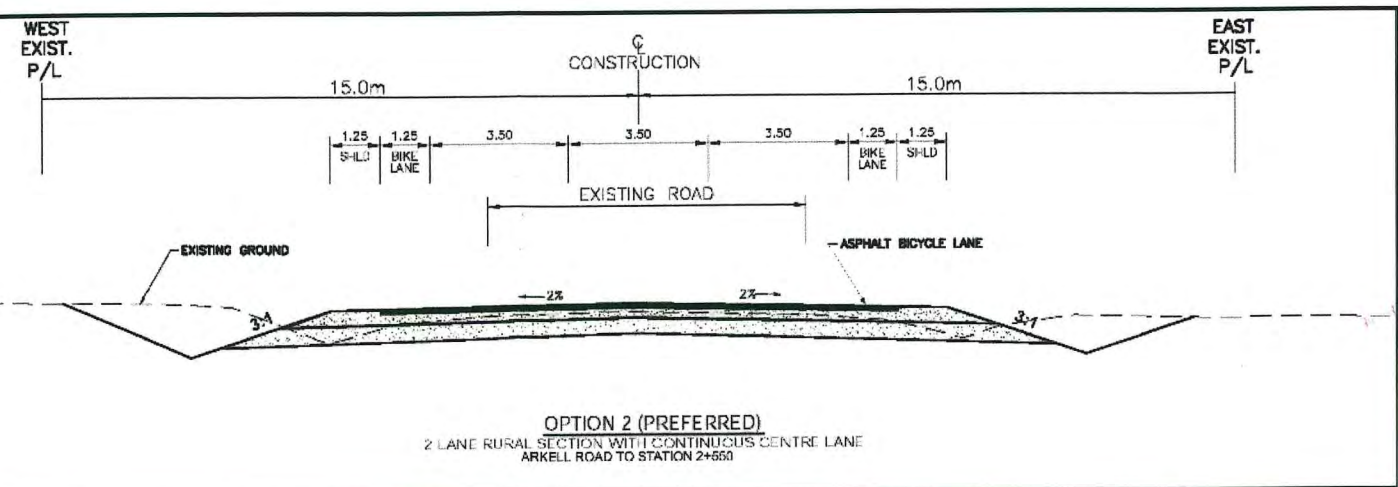
ARKELL ROAD



E. STAPLES ESTATES



PROPOSED PROPERTY REQUIREMENTS (PRELIMINARY ONLY SUBJECT TO REVIEW DURING DETAIL DESIGN)



SOUT

E. STAPLES ESTATES

VICTORIA PARK GOLF CLUB WEST

VICTORIA ROAD

WEST COURSE TRIBUTARY

1.25m PAVED SHOULDER

D. & A. DECORSO

L. & B. BINALDO

R. PIZIOLLA

G. GIAPP

E. CLERMONT

1115

1103

1095

1077

1065

EXISTING PROPERTY

2+000

2+100

2+200

2+300

2+400

2+500

2+600

2+700

2+800

GOBBI

1216

CONSTRUCTION

OUTLET

POND

PARKING

1096 CLUB HOUSE

PROPOSED STORM SEWER

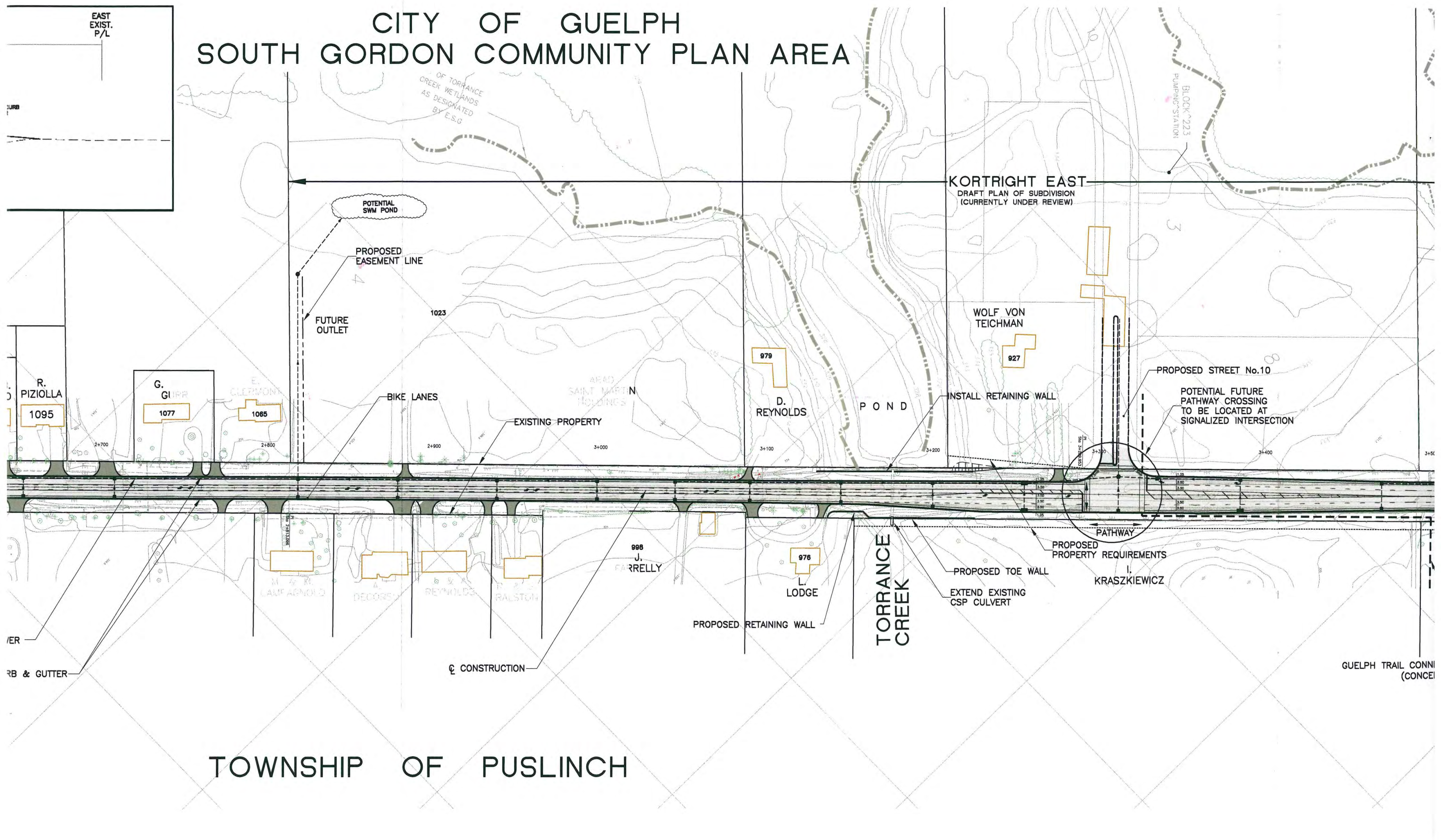
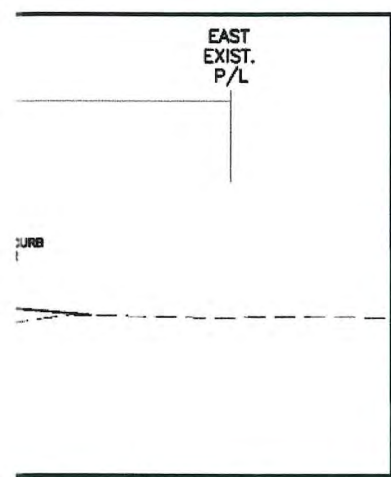
PROPOSED CURB & GUTTER

VICTORIA PARK GOLF CLUB EAST

PROPOSED RECONSTRUCTION TO 2 LANES WITH CONTINUOUS CENTRE LANE

TOW

CITY OF GUELPH SOUTH GORDON COMMUNITY PLAN AREA



KORTRIGHT EAST
DRAFT PLAN OF SUBDIVISION
(CURRENTLY UNDER REVIEW)

BLOCK 223
PUMPING STATION

R. PIZIOLLA
1095

G. GLIPP
1077

E. CLEPOMONT
1085

979
D. REYNOLDS

WOLF VON
TEICHMAN
927

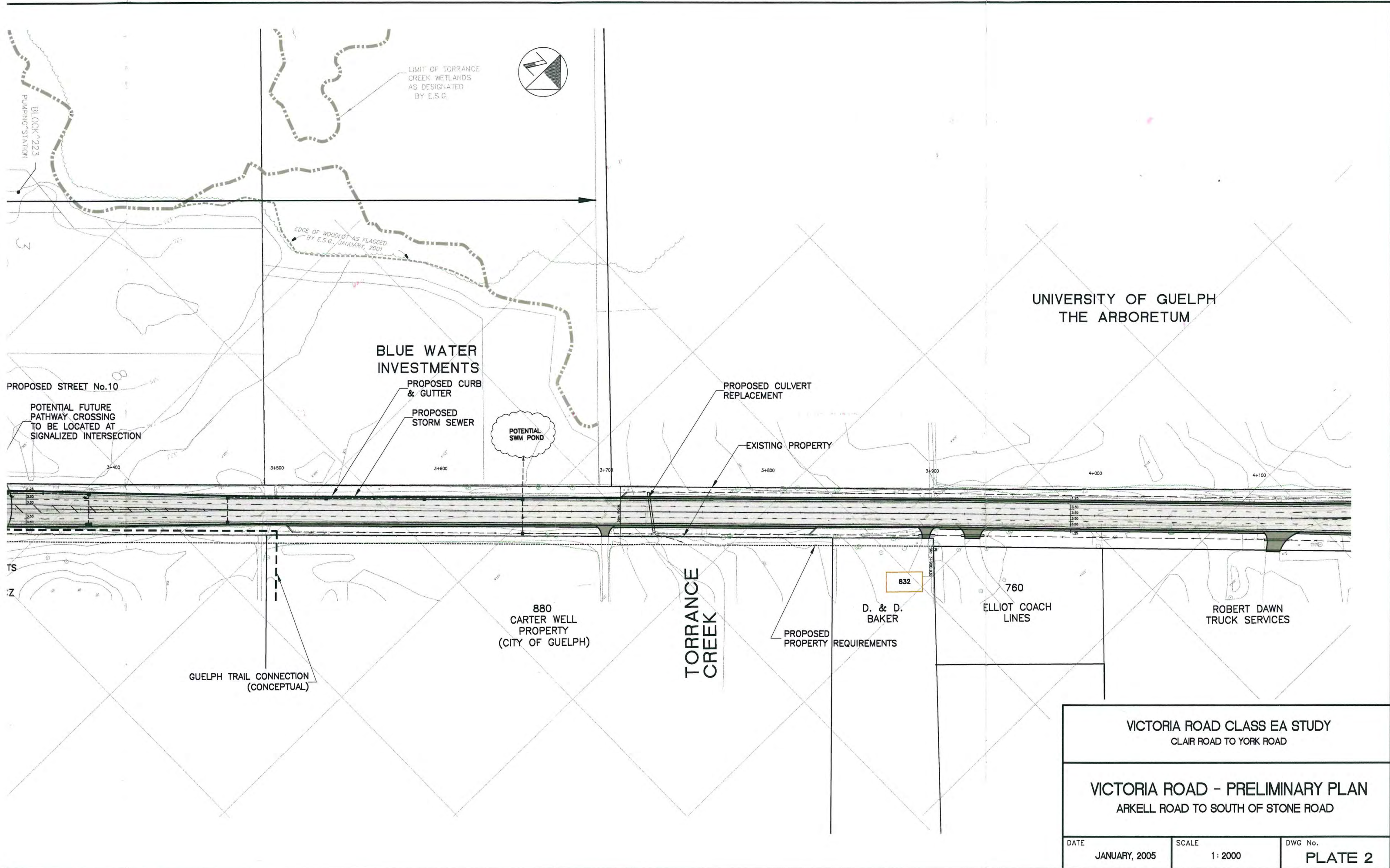
M. & K. LAMFAGNOLD
A. DECORSY
REYNOLDS
RALSTON

998
J. FARRELLY

976
L. LODGE

TOWNSHIP OF PUSLINCH

GUELPH TRAIL CONN
(CONCE)



UNIVERSITY OF GUELPH
THE ARBORETUM

BLUE WATER
INVESTMENTS

PROPOSED CURB
& GUTTER
PROPOSED
STORM SEWER

PROPOSED CULVERT
REPLACEMENT

EXISTING PROPERTY

POTENTIAL
SWM POND

POTENTIAL FUTURE
PATHWAY CROSSING
TO BE LOCATED AT
SIGNALIZED INTERSECTION

880
CARTER WELL
PROPERTY
(CITY OF GUELPH)

TORRANCE
CREEK

PROPOSED
PROPERTY
REQUIREMENTS

D. & D.
BAKER

ELLIOT COACH
LINES

ROBERT DAWN
TRUCK SERVICES

GUELPH TRAIL CONNECTION
(CONCEPTUAL)

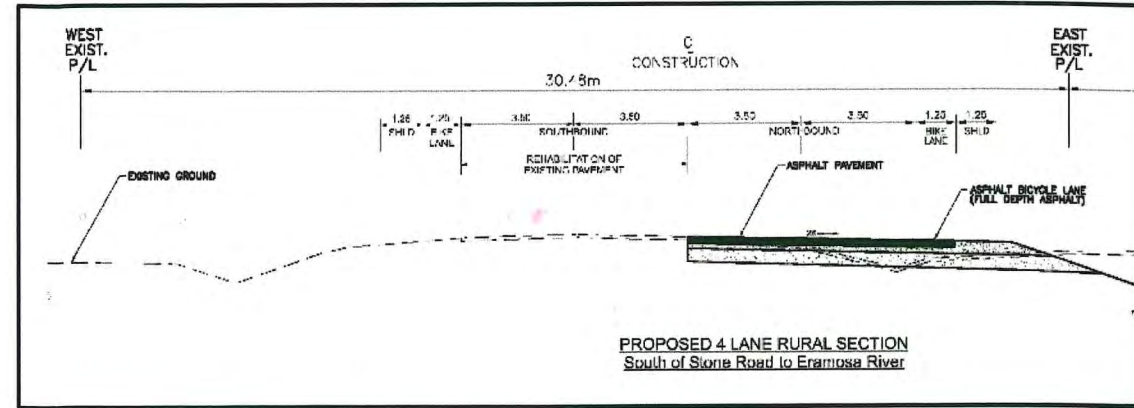
VICTORIA ROAD CLASS EA STUDY
CLAIR ROAD TO YORK ROAD

VICTORIA ROAD - PRELIMINARY PLAN
ARKELL ROAD TO SOUTH OF STONE ROAD

DATE JANUARY, 2005	SCALE 1:2000	DWG No. PLATE 2
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PROPOSED WIDENING OF STONE ROAD AND INTERSECTION DEVELOPMENTS AS PER STONE ROAD ESR CONSTRUCTION OF STONE ROAD/VICTORIA ROAD INTERSECTION COMMENCING IN SUMMER 2004

STONE ROAD E.



VICTORIA ROAD

EXISTING SIGNALS

MAINTAIN EXISTING DRAINAGE

EXISTING PROPERTY LINE

R. PIZZIOLA

527

WELLINGTON DETENTION CENTRE (ORC) (CLOSED JULY, 2002)

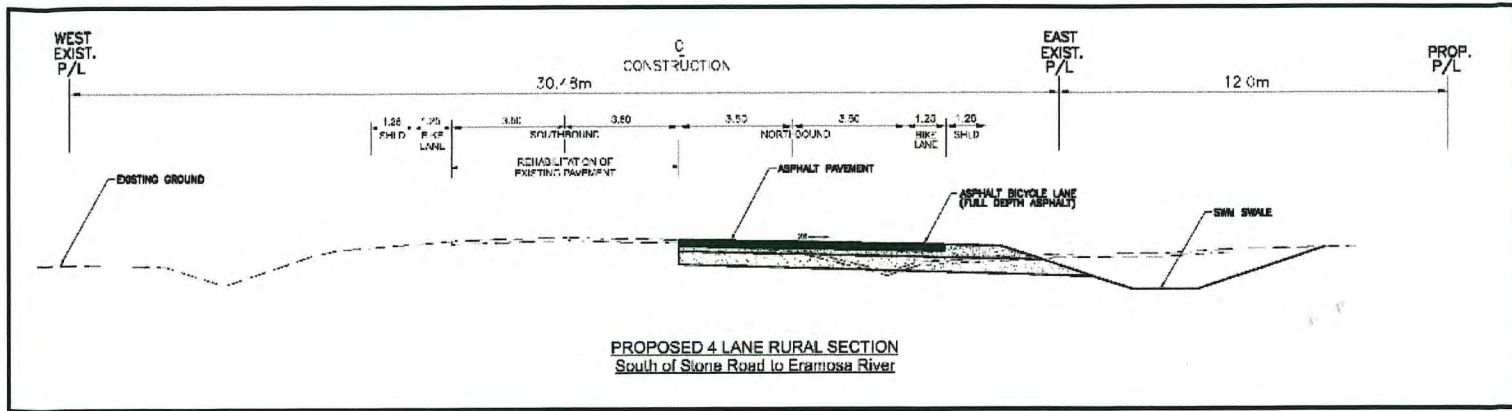
EXISTING PROPERTY

PROPOSED PROPERTY REQUIREMENTS

PROPOSED BIKE LANES

GUELPH RES

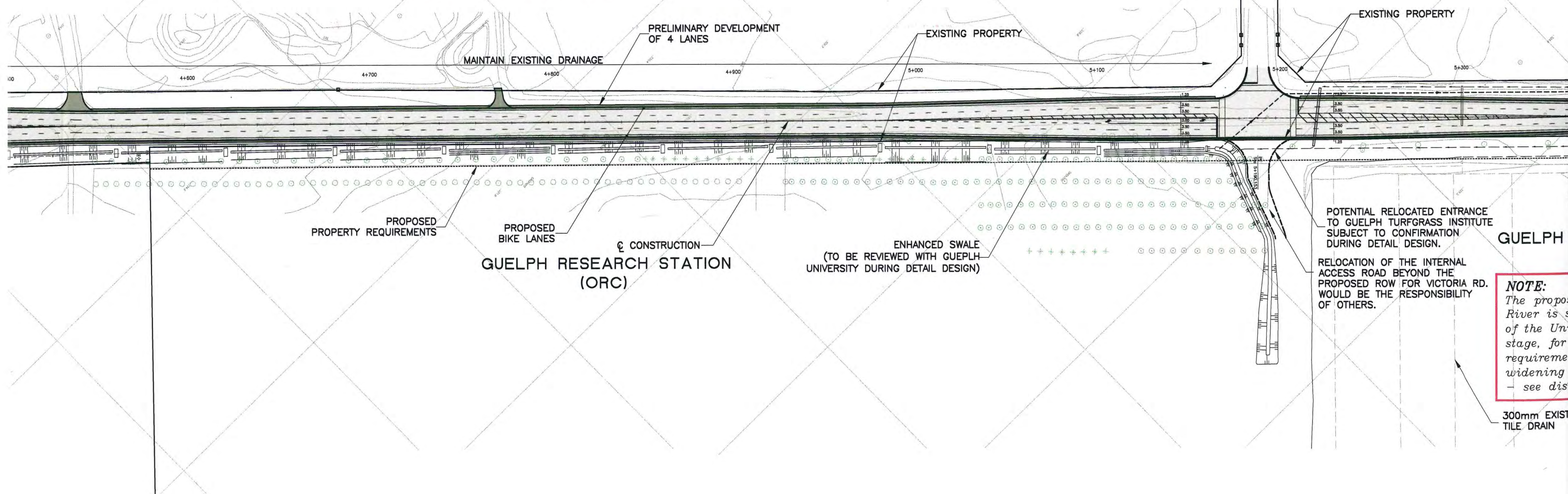
R. TUFFORD



UNIVERSITY OF GUELPH
THE ARBORETUM

VICTORIA ROAD

COLLEGE AVE

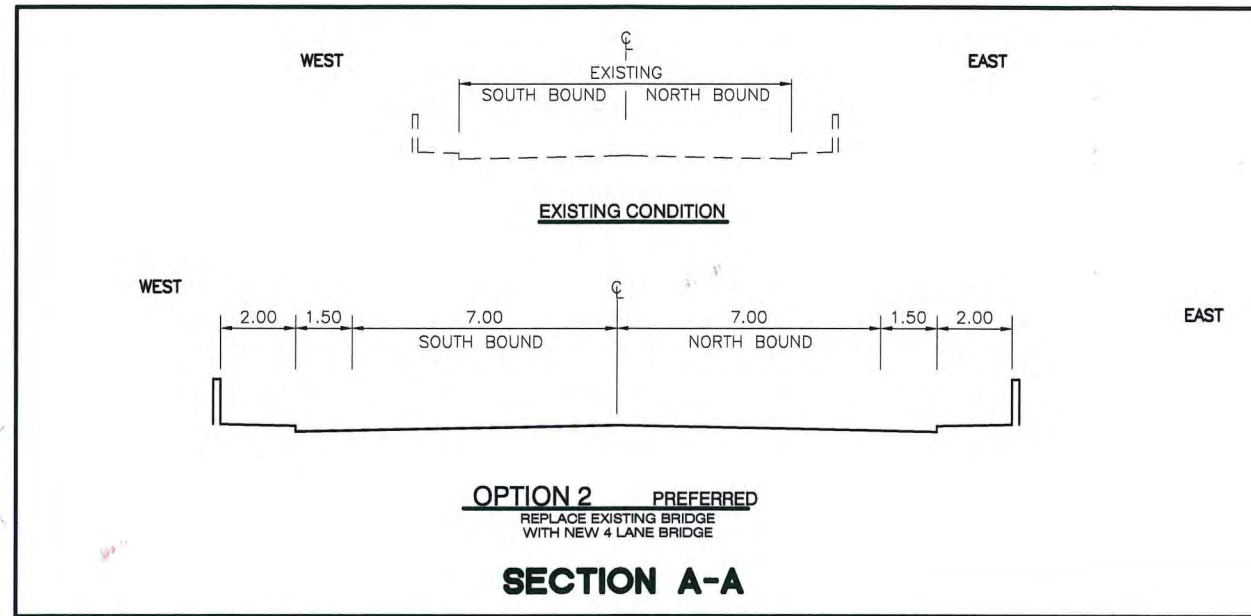


POTENTIAL RELOCATED ENTRANCE TO GUELPH TURFGRASS INSTITUTE SUBJECT TO CONFIRMATION DURING DETAIL DESIGN.

RELOCATION OF THE INTERNAL ACCESS ROAD BEYOND THE PROPOSED ROW FOR VICTORIA RD. WOULD BE THE RESPONSIBILITY OF OTHERS.

NOTE:
The proposed River is s of the Un stage, for requireme widening - see dis

300mm EXIST. TILE DRAIN



UNIVERSITY OF GUELPH
 THE ARBORETUM

THE CUTTEN CLUB

ERAMOSA RIVER

ERAMOSA RIVER PARK
 EXISTING ERAMOSA RIVER TRAIL
 98 94 80 78 76

EXISTING PROPERTY

CONSTRUCT STORM SEWER OUTLET TO EROMOSA RIVER (LOCATION TO BE CONFIRMED DURING DETAIL DESIGN)

CONNECT DRAIN OUTLET TO PROPOSED STORM SEWER

PROPOSED PEDESTRIAN TRAIL CONNECTION TO BE REVIEWED DURING DETAIL DESIGN IN CONSULTATION WITH GRCA

SERVICE ACCESS TO CUTTEN CLUB TO BE MAINTAINED AND GATED

MAINTAIN EMERGENCY ACCESS (NEED FOR THIS TO BE CONFIRMED DURING DETAIL DESIGN)

POTENTIAL RELOCATED ENTRANCE TO GUELPH TURFGRASS INSTITUTE SUBJECT TO CONFIRMATION DURING DETAIL DESIGN.

GUELPH TURFGRASS INSTITUTE (ORC)

RELOCATION OF THE INTERNAL ACCESS ROAD BEYOND THE PROPOSED ROW FOR VICTORIA RD. WOULD BE THE RESPONSIBILITY OF OTHERS.

EXISTING 300mm DRAIN OUTLET (TO BE MAINTAINED & PROTECTED DURING CONSTRUCTION)

PROPOSED STRUCTURE TO BE REVIEWED IN LIGHT OF FINAL INTERIM DESIGN

PROPOSED PROPERTY REQUIREMENTS

PROPOSED RETAINING WALL

HUNTSMAN CORPORATION CANADA INC.

REMOVE PART OF BUILDING

PROPOSED PROPERTY REQUIREMENTS

EMERGENCY STORAGE POND

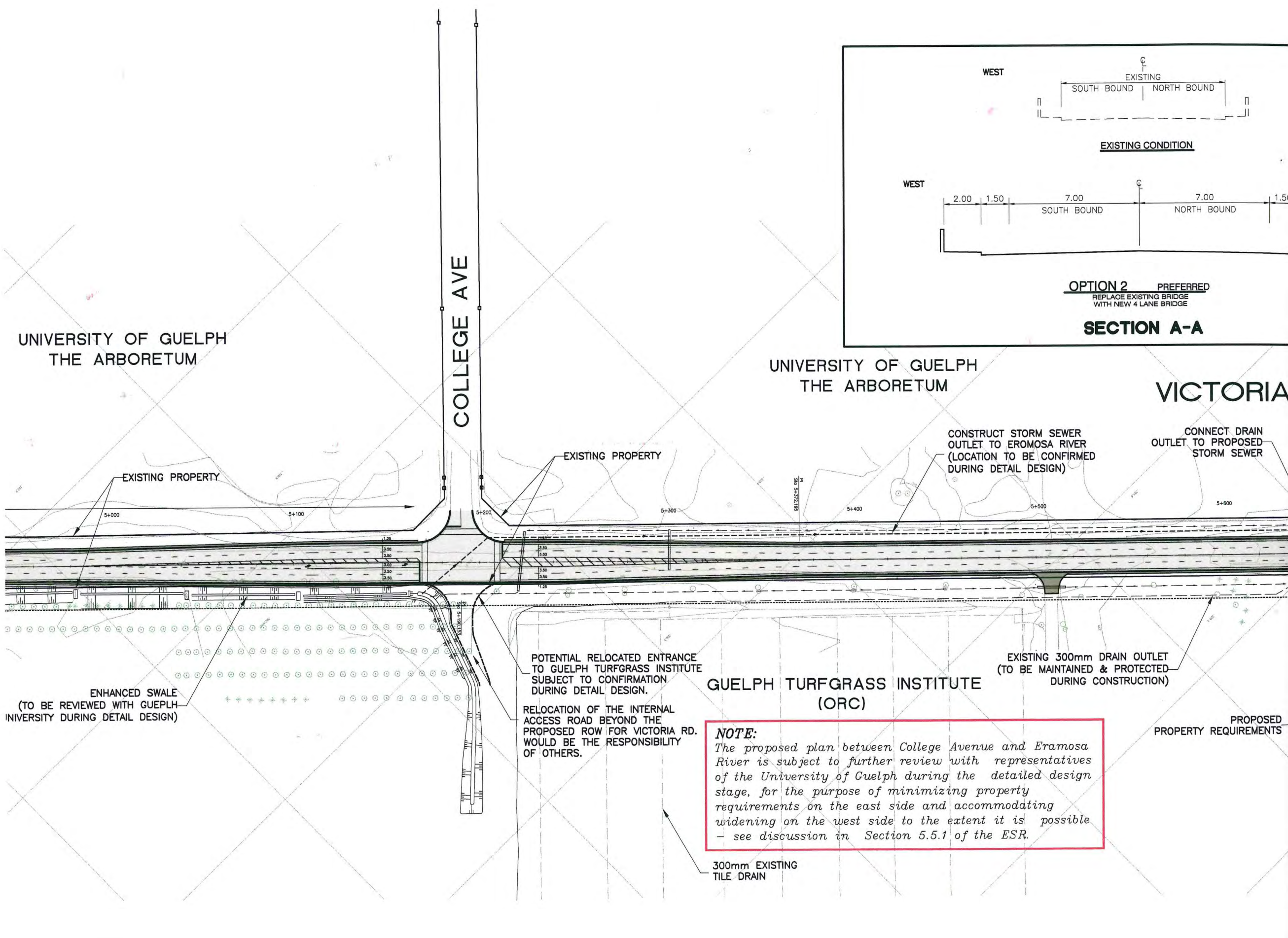
NOTE:
 The proposed plan between College Avenue and Eramosa River is subject to further review with representatives of the University of Guelph during the detailed design stage, for the purpose of minimizing property requirements on the east side and accommodating widening on the west side to the extent it is possible - see discussion in Section 5.5.1 of the ESR.

300mm EXISTING TILE DRAIN

VICTORIA ROAD CLASS EA STUDY
 CLAIR ROAD TO YORK ROAD

VICTORIA ROAD - PRELIMINARY PLAN
 SOUTH OF STONE ROAD TO ERAMOSA RIVER

DATE	SCALE	DWG No.
JANUARY, 2005	1: 2000	PLATE 3

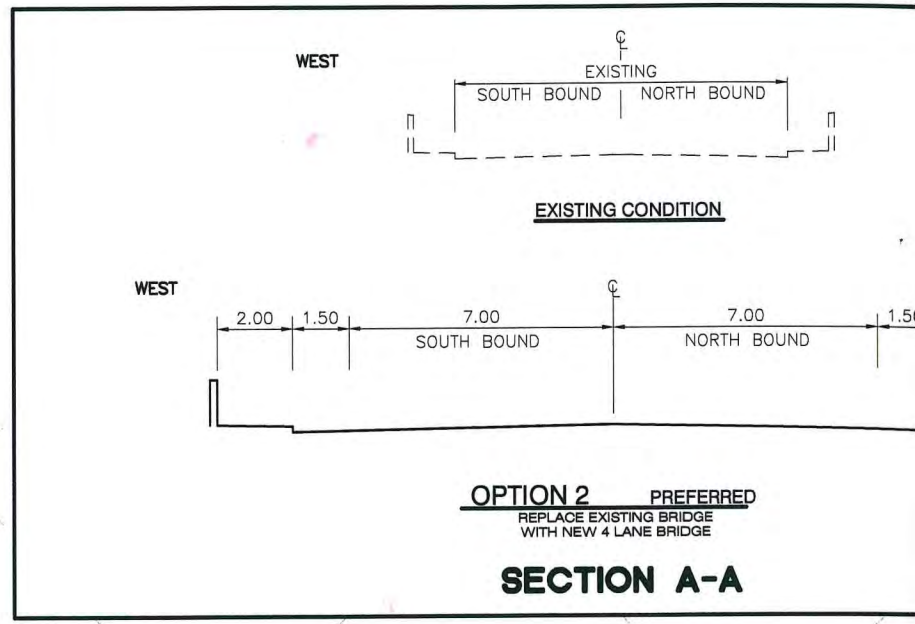


UNIVERSITY OF GUELPH
THE ARBORETUM

COLLEGE AVE

UNIVERSITY OF GUELPH
THE ARBORETUM

VICTORIA



EXISTING PROPERTY

EXISTING PROPERTY

CONSTRUCT STORM SEWER
OUTLET TO EROMOSA RIVER
(LOCATION TO BE CONFIRMED
DURING DETAIL DESIGN)

CONNECT DRAIN
OUTLET TO PROPOSED
STORM SEWER

ENHANCED SWALE
(TO BE REVIEWED WITH GUELPH
UNIVERSITY DURING DETAIL DESIGN)

POTENTIAL RELOCATED ENTRANCE
TO GUELPH TURFGRASS INSTITUTE
SUBJECT TO CONFIRMATION
DURING DETAIL DESIGN.

RELOCATION OF THE INTERNAL
ACCESS ROAD BEYOND THE
PROPOSED ROW FOR VICTORIA RD.
WOULD BE THE RESPONSIBILITY
OF OTHERS.

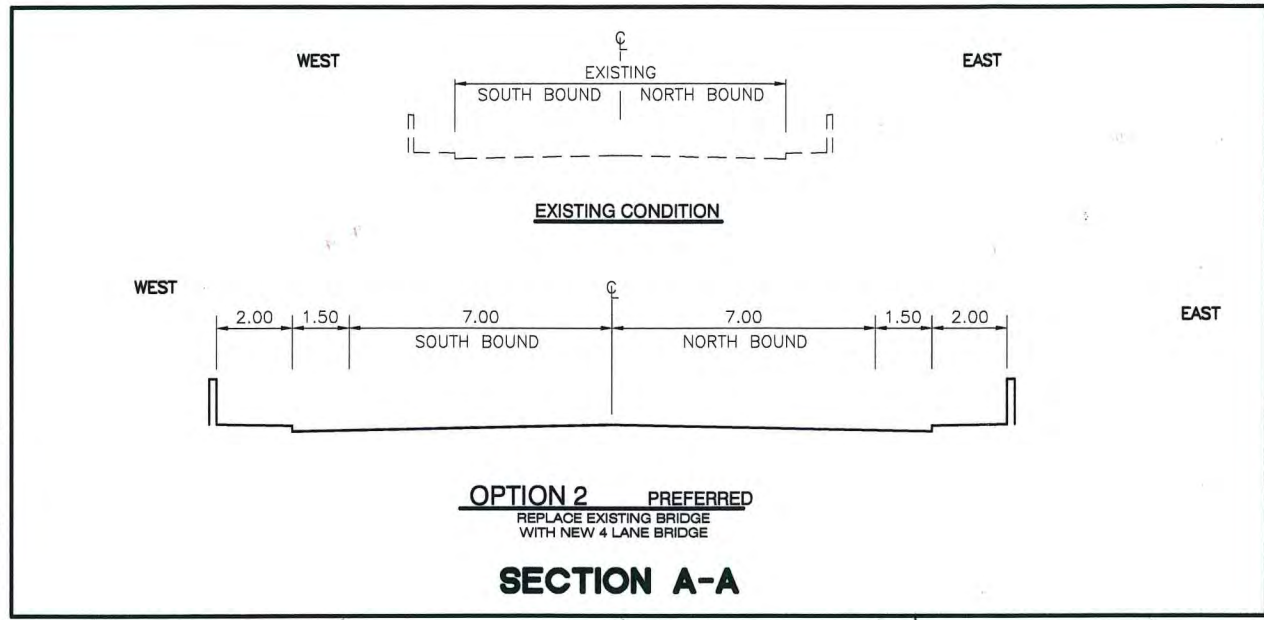
GUELPH TURFGRASS INSTITUTE
(ORC)

EXISTING 300mm DRAIN OUTLET
(TO BE MAINTAINED & PROTECTED
DURING CONSTRUCTION)

PROPOSED
PROPERTY REQUIREMENTS

NOTE:
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300mm EXISTING
TILE DRAIN



COLLEGE AVE

UNIVERSITY OF GUELPH
THE ARBORETUM

VICTORIA ROAD

THE CUTTEN CLUB

ERAMOSA RIVER

ERAMOSA RIVER PARK
EXISTING ERAMOSA RIVER TRAIL

EXISTING PROPERTY

CONSTRUCT STORM SEWER OUTLET TO EROMOSA RIVER (LOCATION TO BE CONFIRMED DURING DETAIL DESIGN)

CONNECT DRAIN OUTLET TO PROPOSED STORM SEWER

PROPOSED PEDESTRIAN TRAIL CONNECTION TO BE REVIEWED DURING DETAIL DESIGN IN CONSULTATION WITH GRCA

SERVICE ACCESS TO CUTTEN CLUB TO BE MAINTAINED AND GATED

MAINTAIN EMERGENCY ACCESS (NEED FOR THIS TO BE DURING DETAIL DESIGN)

POTENTIAL RELOCATED ENTRANCE TO GUELPH TURFGRASS INSTITUTE SUBJECT TO CONFIRMATION DURING DETAIL DESIGN.

RELOCATION OF THE INTERNAL ACCESS ROAD BEYOND THE PROPOSED ROW FOR VICTORIA RD. WOULD BE THE RESPONSIBILITY OF OTHERS.

GUELPH TURFGRASS INSTITUTE (ORC)

EXISTING 300mm DRAIN OUTLET (TO BE MAINTAINED & PROTECTED DURING CONSTRUCTION)

PROPOSED PROPERTY REQUIREMENTS

PROPOSED STRUCTURE TO BE REVIEWED IN LIGHT OF FINAL INTERIM DESIGN

REMOVE PART OF BUILDING

PROPOSED PROPERTY REQUIREMENTS

NOTE:
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300mm EXISTING TILE DRAIN

GUELPH RADIAL TRAIL

EMERGENCY STORAGE POND

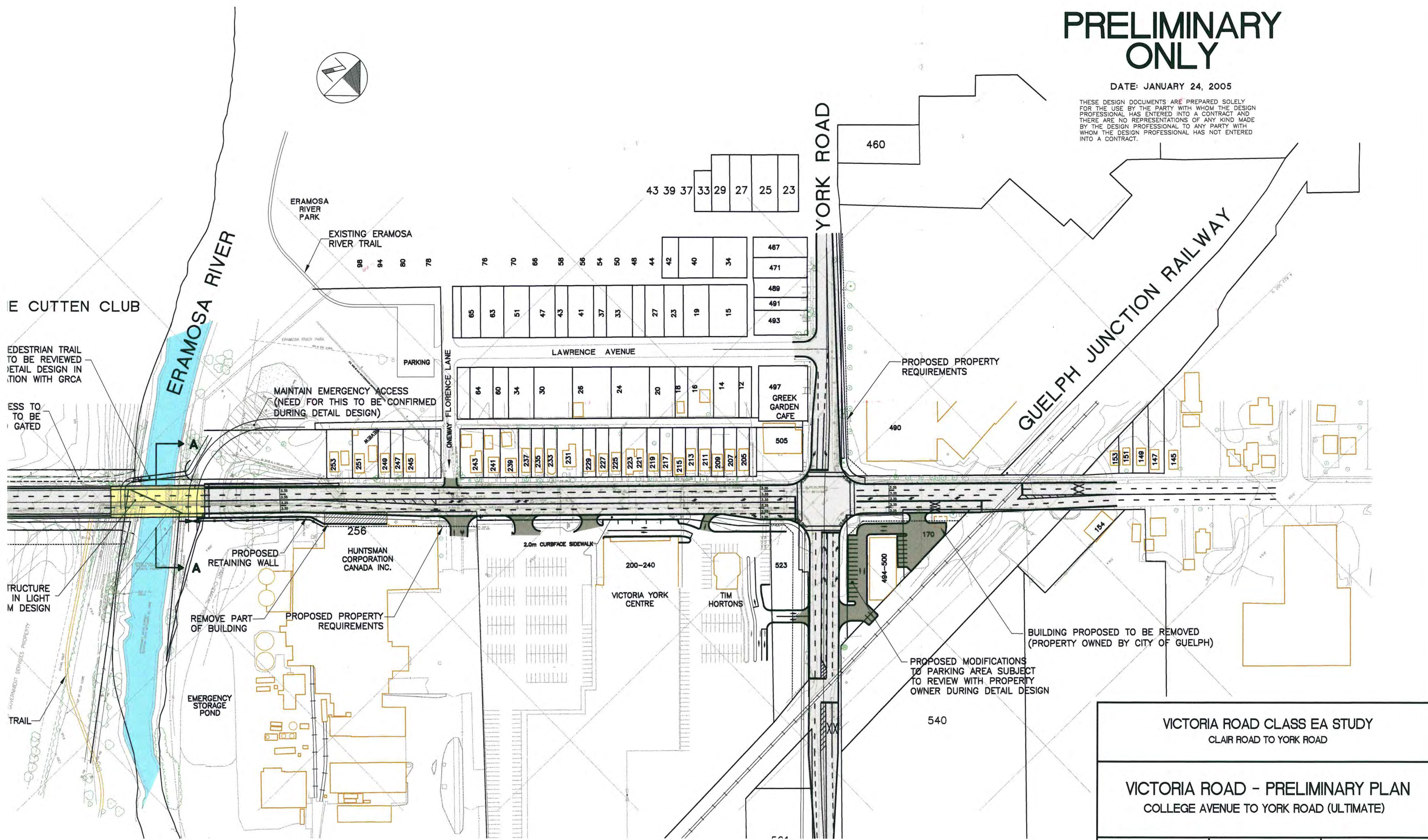
256
HUNTSMA CORPORATI CANADA II

253 251

PRELIMINARY ONLY

DATE: JANUARY 24, 2005

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VICTORIA ROAD CLASS EA STUDY
CLAIR ROAD TO YORK ROAD

VICTORIA ROAD - PRELIMINARY PLAN
COLLEGE AVENUE TO YORK ROAD (ULTIMATE)

DATE	SCALE	DWG No.
JANUARY, 2005	1:2000	PLATE 4

COLLEGE AVE

UNIVERSITY OF GUELPH
THE ARBORETUM

VICTORIA ROAD

THE CUTT
PROPOSED
TEMPORARY
(TO BE REVIEWED
DET

PROPOSED
SERVICE/MAINTENANCE ACCESS
TO THE CUTTEN CLUB
BE MAINTAINED AND GA

EXISTING PROPERTY LINE
(REVISED JUNE 2004)

BICYCLE LANE

THE POTENTIAL RELOCATION OF THE ENTRANCE
TO THE TURFGRASS INSTITUTE/GUELPH RESEARCH
STATION WILL BE REVIEWED DURING DETAIL
DESIGN. RELOCATION OF THE ACCESS ROAD
BEYOND THE PROPOSED ROW FOR VICTORIA ROAD
WOULD BE THE RESPONSIBILITY OF OTHERS.

PROPOSED PROPERTY
REQUIREMENTS

CONSTRUCT
TO BE REVIEWED
DURING DI

GUELPH TURFGRASS INSTITUTE
(ORC)

NOTE:
The proposed plan between College Avenue and Eramosa River is subject to further review with representatives of the University of Guelph during the detailed design stage, for the purpose of minimizing property requirements on the east side and accommodating widening on the west side to the extent it is possible - see discussion in Section 5.5.1 of the ESR

MINISTRY OF GOVERNMENT

COLLEGE AVE

UNIVERSITY OF GUELPH
THE ARBORETUM

VICTORIA ROAD

THE CUTTEN CLUB

PROPOSED DETOUR AND
TEMPORARY STRUCTURE
(TO BE REVIEWED DURING
DETAIL DESIGN)

LIMIT OF
PROPOSED EASEMENT

SERVICE/MAINTENANCE ACCESS
TO THE CUTTEN CLUB TO
BE MAINTAINED AND GATED

EXISTING PROPERTY LINE
(REVISED JUNE 2004)

BICYCLE LANE

ERAMOSA RIVER

PROPOSED PEDESTRIAN TRAIL
CONNECTION TO BE REVIEWED
DURING DETAIL DESIGN IN
CONSULTATION WITH GRCA

MAINTAIN EMERGENCY ACCESS
(NEED FOR THIS TO BE CONFIRMED
DURING DETAIL DESIGN)

1.5m SIDEWALK



256

HUNTSMAN
CORPORATION
CANADA INC.

EXISTING PROPERTY

PROPOSED
RETAINING WALL

EMERGENCY
STORAGE
POND

CONSTRUCTION STAGING
TO BE REVIEWED/CONFIRMED
DURING DETAIL DESIGN

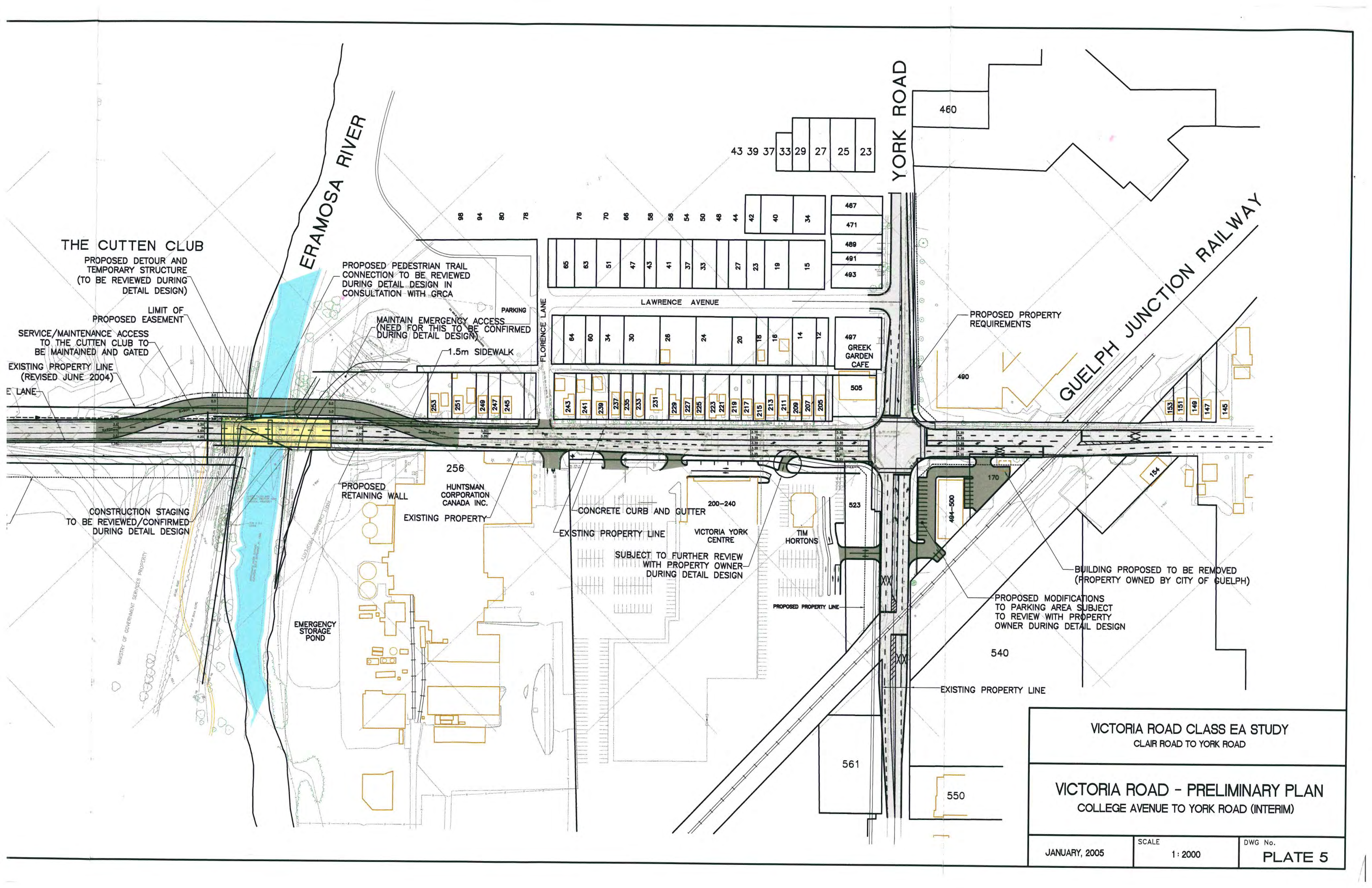
PROPOSED PROPERTY
REQUIREMENTS

THE POTENTIAL RELOCATION OF THE ENTRANCE
TO THE TURFGRASS INSTITUTE/GUELPH RESEARCH
STATION WILL BE REVIEWED DURING DETAIL
DESIGN. RELOCATION OF THE ACCESS ROAD
BEYOND THE PROPOSED ROW FOR VICTORIA ROAD
WOULD BE THE RESPONSIBILITY OF OTHERS.

GUELPH TURFGRASS INSTITUTE
(ORC)

NOTE:

The proposed plan between College Avenue and Eramosa River is subject to further review with representatives of the University of Guelph during the detailed design stage, for the purpose of minimizing property requirements on the east side and accommodating widening on the west side to the extent it is possible - see discussion in Section 5.5.1 of the ESR



THE CUTTEN CLUB

PROPOSED DETOUR AND TEMPORARY STRUCTURE (TO BE REVIEWED DURING DETAIL DESIGN)

LIMIT OF PROPOSED EASEMENT
SERVICE/MAINTENANCE ACCESS TO THE CUTTEN CLUB TO BE MAINTAINED AND GATED

EXISTING PROPERTY LINE (REVISED JUNE 2004)

ERAMOSA RIVER

PROPOSED PEDESTRIAN TRAIL CONNECTION TO BE REVIEWED DURING DETAIL DESIGN IN CONSULTATION WITH GRCA

MAINTAIN EMERGENCY ACCESS (NEED FOR THIS TO BE CONFIRMED DURING DETAIL DESIGN)

1.5m SIDEWALK

LAWRENCE AVENUE

YORK ROAD

GUELPH JUNCTION RAILWAY

PROPOSED PROPERTY REQUIREMENTS

CONSTRUCTION STAGING TO BE REVIEWED/CONFIRMED DURING DETAIL DESIGN

PROPOSED RETAINING WALL

256 HUNTSMAN CORPORATION CANADA INC. EXISTING PROPERTY

CONCRETE CURB AND GUTTER
EXISTING PROPERTY LINE

200-240 VICTORIA YORK CENTRE

TIM HORTONS

SUBJECT TO FURTHER REVIEW WITH PROPERTY OWNER DURING DETAIL DESIGN

BUILDING PROPOSED TO BE REMOVED (PROPERTY OWNED BY CITY OF GUELPH)

PROPOSED MODIFICATIONS TO PARKING AREA SUBJECT TO REVIEW WITH PROPERTY OWNER DURING DETAIL DESIGN

EMERGENCY STORAGE POND

540

EXISTING PROPERTY LINE

VICTORIA ROAD CLASS EA STUDY
CLAIR ROAD TO YORK ROAD

VICTORIA ROAD - PRELIMINARY PLAN
COLLEGE AVENUE TO YORK ROAD (INTERIM)

JANUARY, 2005

SCALE
1 : 2000

DWG No.
PLATE 5

5.3 PROJECT DESCRIPTION

5.3.1 Victoria Road – Clair Road to the Eramosa River

5.3.1.1 Design Criteria

Currently Victoria Road is posted at 70 km/h south of the Eramosa River. The desirable geometric design standards are listed below:

	<u>Victoria Road:</u> <u>Clair Road to the Eramosa River</u>
Design Speed	90 km/h
Posted Speed	70 km/h
No. of Lanes	3 – Clair Road to South of Stone Road 4 – south of Stone Road to Eramosa River
Lane Width	3.5
Maximum Grade	6%
Minimum Curve Radius	340 m
Minimum Stopping Sight Distance	160 m
Minimum Crest Curve	K = 50
Minimum Sag Curve	K = 40
Basic Right-of-Way ⁽¹⁾	28 – 36 m

Notes: (1) Additional property may be required due to grading, intersections and stormwater management considerations.

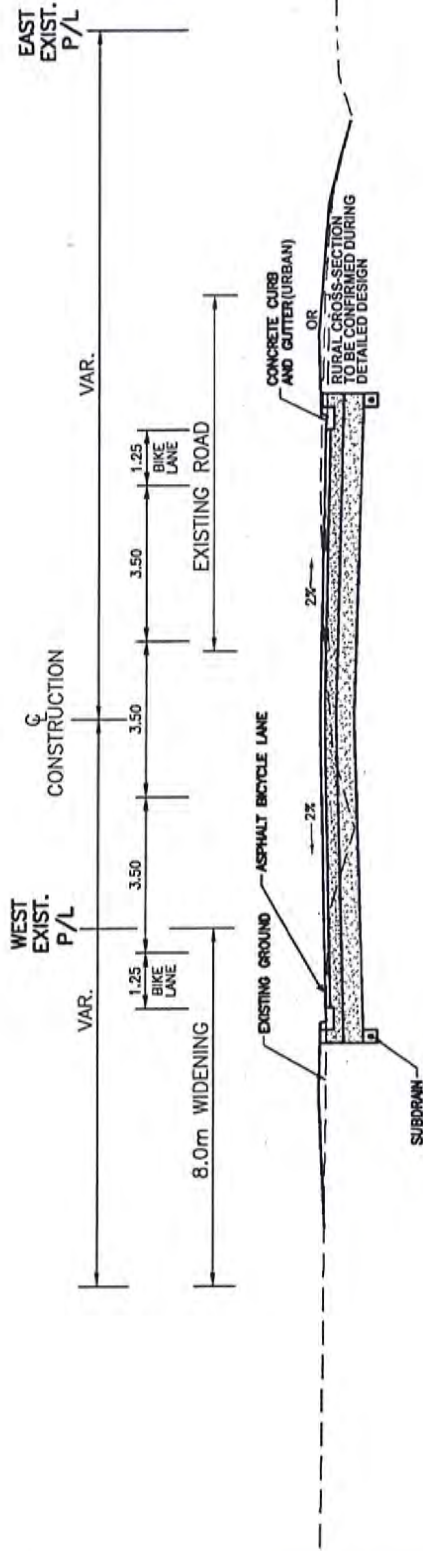
5.3.1.2 Typical Cross-Section

Clair Road to Arkell Road

- a typical cross-section is provided in Exhibit 5.1
- reconstruction comprising two lanes (one lane in each direction) plus a continuous centre-turn lane to facilitate access to the subdivisions on the west side of Victoria Road. The provision of a continuous centre turn lane will be reviewed during detail design once the location of the future intersecting roads is confirmed
- urban-section – i.e. curb and gutter (to be confirmed for the east side of Victoria Road during detailed design)
- on street bike lanes
- sidewalk along the west side of Victoria Road
- the centre line of the roadway has been shifted to the west in order to maintain the existing easterly right-of-way limit

Arkell Road to South of Stone Road

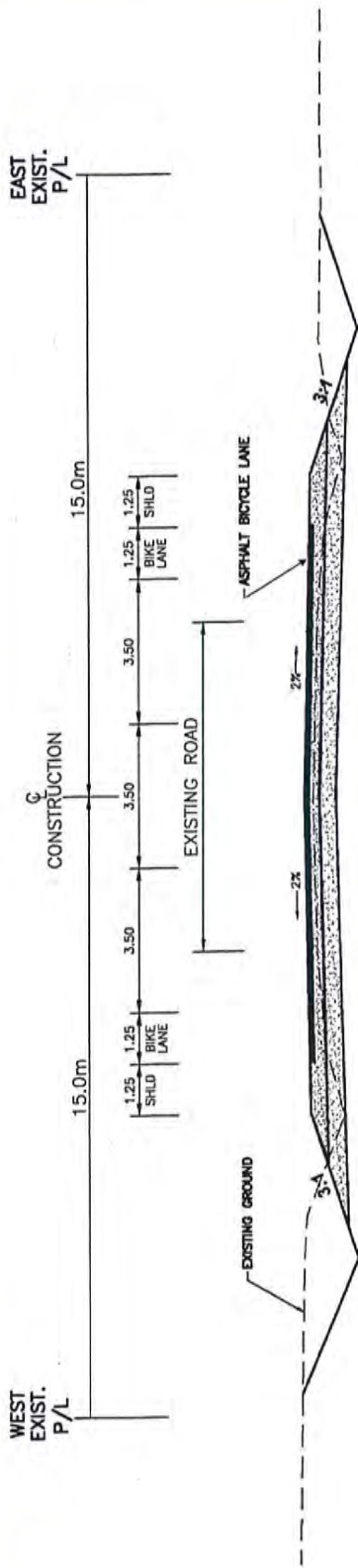
- two lanes plus continuous centre turn lane; widen about the existing centreline
- on street bike lanes
- Arkell Road to Sta. 2+550
 - rural cross-section
 - see Exhibit 5.2
- Sta. 2+550 to south of Stone Road
 - urban cross-section
 - see Exhibit 5.2



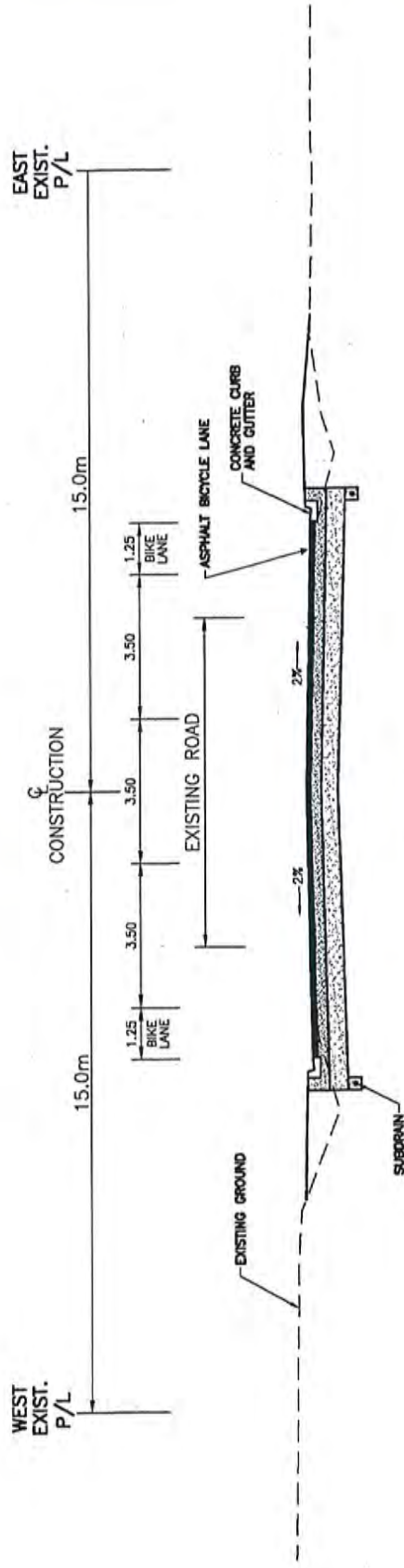
OPTION 2 (PREFERRED)
 2 LANE URBAN SECTION WITH CONTINUOUS CENTRE LANE
 CLAIR ROAD TO ARKELL ROAD

NOT TO SCALE





OPTION 2 (PREFERRED)
2 LANE RURAL SECTION WITH CONTINUOUS CENTRE LANE
ARKELL ROAD TO STATION 2+550



OPTION 2 (PREFERRED)
2 LANE URBAN SECTION WITH CONTINUOUS CENTRE LANE
STATION 2+550 TO SOUTH OF STONE ROAD

NOT TO SCALE



South of Stone Road to Eramosa River

- four lanes with turning lanes at intersections as identified
- rural cross-section
- on street bike lanes
- see Exhibit 5.3

5.3.1.3 Alignment and Grade

As noted earlier, it is proposed to shift the centreline of the roadway to the west in order to maintain the easterly right-of-way limit. The Clair Road ESR has identified a northerly shift in the centreline of Clair Road as shown on Plate 1.

The existing profile of Victoria Road is fairly flat between Clair Road and Arkell Road. In order to improve the sight distance at the Clair Road intersection it is proposed to raise the vertical profile of Victoria Road in this area. The proposed grade is subject to review during detail design given the property constraints on both sides of Victoria Road. The need for a localized retaining wall / toe wall in this area will be determined during detail design.

The existing profile of Victoria Road is fairly flat from Arkell Road to south of Stone Road. The profile is generally maintained through this section. South of the access road into the proposed Kortright East Subdivision (Draft Plan), the profile is raised approximately 0.8 m.

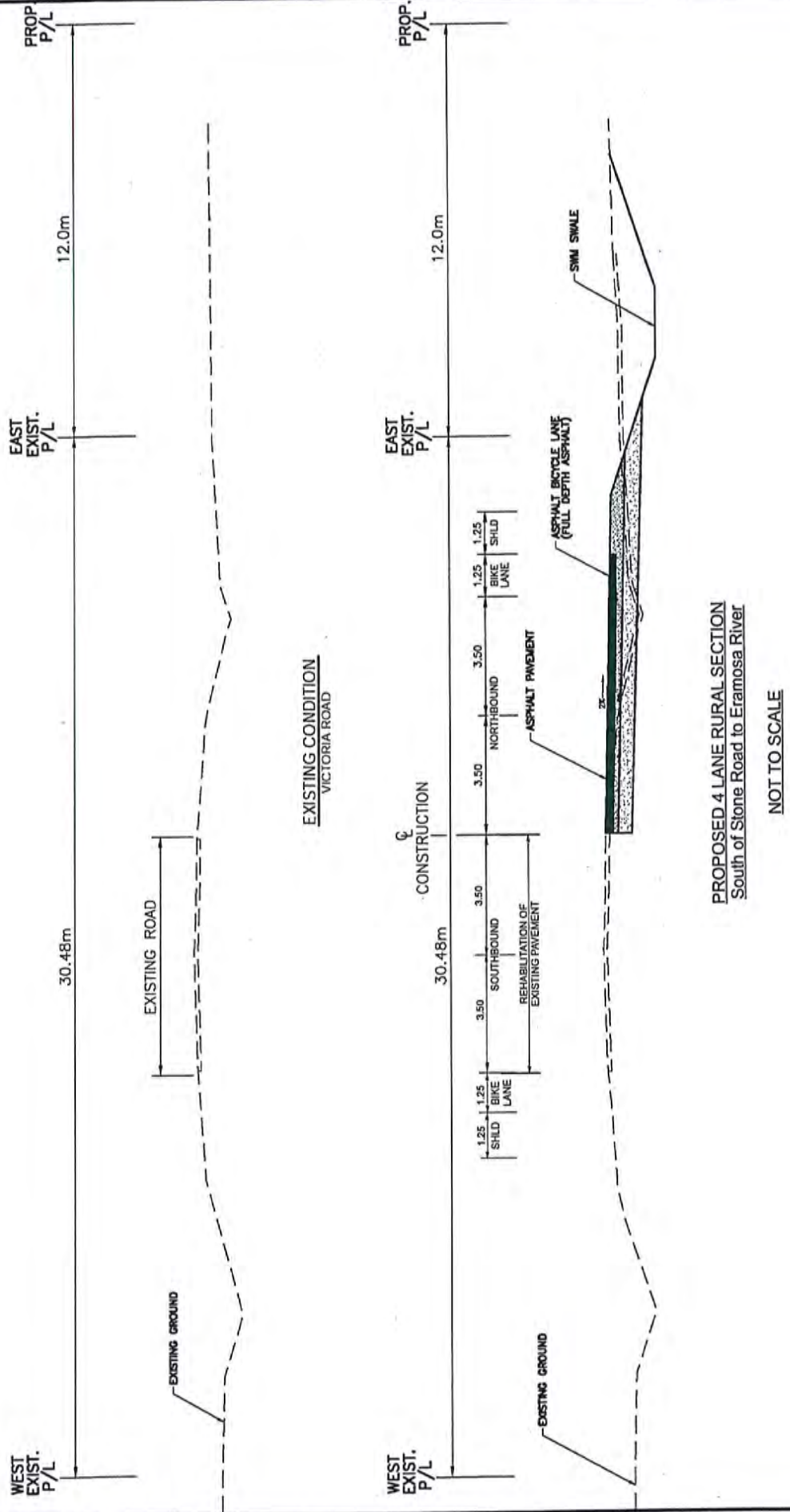
From Stone Road to the Eramosa River, it is proposed that the entire widening will be taken on the east side, on the Guelph Turfgrass Institute / Guelph Research Station, thereby avoiding the Arboretum lands to the west. The improvements at the Stone/Victoria intersection, which were also identified as part of the Stone Road EA, are being undertaken as part of the Stone Road reconstruction east of Victoria Road which began in the summer of 2004. The existing profile of Victoria Road is relatively flat and generally maintained from south of Stone Road to north of College Avenue. At the Stone Road / Victoria Road intersection, however, the grade is to be raised by approximately 0.6 to 0.8 m as part of the Victoria Road / Stone Road intersection improvements which are currently under construction as part of the reconstruction and widening of Stone Road.

The remainder of the profile is generally maintained similar to existing. At the approach to the Eramosa River bridge, however, the grade increases and is generally maintained at approximately 5.6 %.

5.3.1.4 Drainage / SWM

Stormwater runoff from Clair Road to Arkell Road will be conveyed to the stormwater management systems in the existing and proposed residential developments along the westerly right-of-way. The approved stormwater management systems for the existing subdivisions have provided capacity for runoff from the subdivision frontages.

Discussions with the engineer for the developer of the proposed subdivision indicate that capacity for Victoria Road runoff has been provided within the proposed stormwater management system.



The existing drainage patterns between Arkell Road and Stone Road will be maintained. A linear stormwater management system created within the right-of-way will provide the required water quality control prior to recharge to the groundwater system or direct discharge to one of the existing drainage outlets.

At the Stone Road and Victoria Road intersection, a stormwater management pond is under construction as part of the Stone Road reconstruction works. The stormwater management pond will provide the required water quality and quantity control required for runoff from the intersection. The stormwater management pond has been designed as an infiltration basin to recharge runoff. An overflow from the pond will discharge to the existing drainage pattern through the Wellington Detention Centre lands towards the Victoria Road and College Avenue intersection.

From Stone Road to the Eramosa River, a linear stormwater management system will be created within the proposed ditch system on the east side of Victoria Road. The system will provide the required water quality and quantity control prior to recharge to the groundwater system or direct discharge to the Eramosa River.

5.3.1.5 Intersections

A continuous centre turn lane has been shown from Clair Road to Arkell Road to accommodate the turning lanes required at future intersections. Given that the location of future intersections is not known at this time, a continuous turn lane has been shown. This will be reviewed during detail design.

A continuous centre turn lane is proposed from Arkell Road to south of Stone Road given the number and location of driveway access points and the entrances to the two golf courses. The existing signals at Arkell Road will be reinstated. Left turn lanes are proposed at the intersections at Stone Road and College Avenue. The proposed widening and intersection development at the Victoria Road / Stone Road intersection is currently under construction. The University of Guelph has expressed interest in relocating the entrance to the Guelph Turfgrass Institute to align with the College Avenue intersection. While the City is prepared to relocate the entrance, the realignment of the internal access road would be the responsibility of others. This will be reviewed during detail design.

5.3.1.6 Access

Existing driveway accesses will be maintained.

5.3.1.7 Landscaping

A landscaping plan will be developed during detail design.

5.3.1.8 Provision for Pedestrians / Cyclists

On-street bike lanes will be provided from Clair Road to the Eramosa River.

5.3.1.9 Utilities

A gravity sanitary sewer is proposed along Victoria Road from the Arkell Road intersection north to a sanitary pumping station within the proposed Kortright East Subdivision, which is located along the west side of Victoria Road. The sanitary pumping station, and associated sanitary forcemain, will service the proposed Kortright East Subdivision and will provide an outlet for the sanitary trunk sewer. The proposed

forcemain will extend from the pumping station to the gravity sanitary sewer on Victoria Road that will connect to the existing trunk sanitary sewer on the north side of the Eramosa River. The design of the proposed bridge at the Eramosa River will need to accommodate the sanitary sewer.

Hydro poles located along the length of Victoria Road, which service both Guelph Hydro and Hydro One, may have to be relocated as part of the Victoria Road works. Hydro poles in the vicinity of the Stone Road and Victoria Road intersection have been relocated as part of the Stone Road reconstruction works.

Gas services located along the length of Victoria Road may also need to be relocated as part of the Victoria Road works. The location of hydro and gas utilities will be reviewed for relocation during detailed design.

5.3.1.10 Illumination

Illumination will be as per City of Guelph standards.

5.3.2 Eramosa River Structure

It is proposed to replace the existing Eramosa River Bridge with a new 4 lane bridge. The centreline of the new bridge is located to the east of the existing centreline of Victoria Road to facilitate the staging of construction. A two span bridge is proposed and will require one pier to be located in the water and may require authorization from the Federal Department of Fisheries and Oceans Canada. This will be addressed during detail design. The Canadian Coast Guard has advised that the Eramosa River is considered to be navigable.

The proposed length of the bridge has been developed to maintain the emergency access to the Huntsman property located on the north bank of the Eramosa River. Given the announced shutdown of the Huntsman plant, the need to maintain this emergency access will be reviewed during detail design. Should the emergency access not be required, this in turn would enable the consideration of a single span bridge across the Eramosa River which would avoid the need for a centre pier in the river.

The staging of the bridge construction must be done to maintain through traffic on Victoria Road during construction.

During detail design, the proposed structure will be reviewed in light of the final interim design of the structure and adjusted accordingly.

5.3.2.1 Future Trail Crossing

Currently the City of Guelph Parks Department is undertaking a City Wide Trail Master Plan to identify important links and gaps in the City off-road trail system. The City's primary trail route runs along the Eramosa River. West of Victoria Road, it runs along the north side of the Eramosa River while east of Victoria Road it runs along the south side of the river. Therefore, a key consideration of this Class EA study was not to preclude the ability to connect the two trail routes in the future by providing a new pedestrian bridge crossing over the Eramosa River in the vicinity of the Victoria Road bridge.

The technical feasibility of providing a separate pedestrian bridge (west or downstream of the roadway bridge) to link the proposed City Wide Trail System across the Eramosa River was considered as part of this study as follows:

- a future pedestrian bridge at this location is technically feasible and has been shown conceptually on the preliminary plan, (see Plates 4 and 5).
- it would be possible to connect the on – road bicycle lanes on Victoria Road south of the river to the proposed trail system. Recommendations for the trail will be incorporated into the City of Guelph Trail Master Plan currently being developed by the City while details of the bridge will be developed after the Trail Master Plan is completed.
- The proposed pedestrian bridge over the Eramosa River, located downstream of the Victoria Road Bridge, was added to the Eramosa River Floodline Mapping. The model included the proposed single span bridge at the Victoria Road crossing. The pedestrian bridge was modelled as a single span; approximately 60 m long, with a bridge deck approximately 0.30 metres thick. The bridge was modelled with the underside of the bridge at two different elevations. The first option places the underside of the bridge 0.3 metres above the 100-year flood elevation. The second option places the underside of the bridge 0.3 metres above the Regional flood elevation. The first option results in a rise of 0.02 metres in the Regional flood elevation in the area of the existing Victoria Road Bridge. All other flood elevations are not affected. The second option does not affect any flood elevation, including the Regional flood elevation.

While the proposals for Victoria Road do not preclude a future pedestrian bridge, it should be noted that the City will be undertaking the design of this separately while the necessary approvals will be obtained by the City separately in consultation with GRCA. In their letter of October 4, 2004, (see Appendix A), GRCA advised that they prefer the second option. This will be reviewed with GRCA during detailed design of the pedestrian bridge.

5.3.2.2 Backwater Analysis

The preferred alternative for Victoria Road includes the replacement of the existing Eramosa River Bridge with a new 4-lane bridge. The new bridge is proposed to be a two-span bridge and would require one pier to be located within the Eramosa River. In order to review the potential backwater effects of the new structure, the Eramosa River floodline modelling was revised to include the proposed bridge.

In conjunction with the revision to the Victoria Road structure, a proposed pedestrian bridge, located downstream of the Victoria Road Bridge, was also added to the Eramosa River Floodline Modelling.

The pedestrian bridge was modelled as a single span; approximately 60 metres long, with a bridge deck approximately 0.30 metres thick. The bridge was modelled with the underside of the bridge at two different elevations. The first option places the underside of the bridge 0.30 metres above the 100-year flood elevation. The second option places the underside of the bridge 0.30 metres above the Regional flood elevation.

The first option results in a rise of 0.02 metres in the Regional flood elevation in the area of the existing Victoria Road Bridge. All other flood elevations are not affected. The second option does not affect any flood elevation, including the Regional flood elevation.

5.3.3 Victoria Road – Eramosa River Structure to York Road

5.3.3.1 Design Criteria

Currently, Victoria Road is posted at 50 km/h from south of the Eramosa River northerly to York Road. The desirable geometric design standard are listed below

	<u>Victoria Road</u> <u>Eramosa River to York Road</u>
Design Speed	60 km/h
Posted Speed	50 km/h
No. of Lanes	5 (ultimate widening) 3 (interim widening – College Avenue to Huntsman Corporation)
Lane Width	Stone Road to Eramosa Bridge 4 @ 3.5 m North of Eramosa Bridge to York Road 4 @ 3.35 m
Maximum Grade	6%
Minimum Curve Radius	130 m
Minimum Stopping Sight Distance	85 m
Minimum Crest Curve	K = 15
Minimum Sag Curve	K = 18
Basic Right-of-Way	26 m

5.3.3.2 Typical Cross-Section

The proposed ultimate cross-section would be an ultimate widening to four lanes with a centre turn lane from Florence Avenue northerly which in turn would become the northbound left turn lane at the York Road intersection. Additional turning lanes are also proposed on the approaches to the intersection as shown on Plate 4. Given the property constraints and site-specific environmental constraints at the Huntsman Corporation property, however, an interim widening option in the vicinity of the Huntsman property is also proposed (see discussion in Section 5.1). This will involve widening to 2 lanes in the southbound direction only, and providing only one northbound lane along the Huntsman Corporation property (from approximately 290 south of York Road to just north of College Street).

The ultimate and interim layouts are shown on Plates 4 and 5 respectively and will be reviewed during detailed design as discussed in Section 5.1.

5.3.3.3 Alignment and Grade

The existing profile of Victoria Road from York Road to north of the Eramosa River is fairly flat and will be maintained. However, immediately north of the Eramosa River structure, the vertical alignment will be improved by lowering the grade by approximately 0.8 m.

5.3.3.4 Drainage / SWM

Between the Eramosa River and the York Road intersection, stormwater runoff will be collected and conveyed with a storm sewer system. The storm sewer will be designed to convey minor storm runoff towards the river for direct discharge. Major storm runoff would be conveyed overland through the right-of-way towards the Eramosa River.

Quality control measures will be required at the outlet of the storm sewer system prior to direct discharge to the river.

5.3.3.5 Intersections

The Victoria Road / York Road intersection will be improved to include turn lanes on all four legs of the intersection (See Plates 4 and 5). Property requirements are shown on Plate 4 and discussed in Section 5.7.3.

5.3.3.6 Access

Driveway access to existing properties will be maintained. The Victoria – York Centre has three access points onto Victoria Road. The EA recommends a modification to the existing access arrangement by restricting the northerly access to right out only, as shown on Plate 4 and discussed in Section 5.7.2. This will be further reviewed with the owner of Victoria – York plaza during detail design. The EA also recommends providing a new full access from York Road through to the Victoria – York Centre.

5.3.3.7 Landscaping

A landscaping plan will be developed during detail design.

5.3.3.8 Provision for Pedestrians / Cyclists

The existing sidewalk on the westerly side of Victoria Road will be maintained. Due to existing property constraints, however, on-street bike lanes have not been provided. However, if the required property were to become available through future redevelopment opportunities in this area, the City should consider the provision of on-street bike lanes.

5.3.3.9 Utilities

Existing utilities between the Eramosa River and York Road include storm and sanitary sewers, watermain, gas, Bell and hydro. The location of all utilities will be reviewed for relocation during detail design.

5.3.3.10 Illumination

Illumination of Victoria Road from Eramosa River to York Road will be as per City of Guelph standards.

5.3.4 Property Requirements

The City of Guelph will require property for the improvements to Victoria Road. Based on the preliminary plans, additional property will be required from the following properties:

- Adams Property
- Westminster Woods Ltd.
- Ontario Realty Corporation (provincially owned lands)
- 979 Victoria Road
- 927 Victoria Road
- Kraszkrewicz Property
- 880 Victoria Road

- 832 Victoria Road
- 760 Victoria Road
- 256 Victoria Road
- 523 York Road
- 494-500 York Road
- 490 York Road

All property requirements will be reviewed / confirmed during detail design.

5.3.5 Preliminary Construction Cost Estimate

The preliminary construction cost estimate for all five sections indicates a total project cost of approximately \$19M, of which the Development Charges portion will be \$12.5M. This is subject to review during detail design.

5.3.6 Design and Construction Considerations

The mitigation of construction impacts will follow the Environmental Construction Guidelines for Municipal Road, Sewage and Water Projects, issued by the Municipal Engineers Association.

Potential Impacts During Construction

The following sections describe the potential environmental impacts during construction and mitigating measures. The following potential adverse effects are identified:

- soil loss due to erosion
- alteration to water quality during construction
- protect existing vegetation
- construction noise and air quality
- disruption to vehicle traffic
- mud and dust during reconstruction

The mitigation and monitoring conditions included in the following sections indicate a commitment on the part of the proponent to mitigate potential environmental impacts and undertake a monitoring programme during and after construction.

During the detail design stage and prior to construction, the City of Guelph will be responsible for obtaining approval from the following agencies:

- Ministry of the Environment – approval for stormwater management and sewage works
- MNR – Lakes and Improvements Act Permit
- GRCA – permit for construction in floodplain
- Department of Fisheries and Oceans (if applicable)
- Transport Canada - Navigable Waters Protection Act

It is intended that the works proposed are executed in such a manner which, to the fullest possible extent, minimizes any adverse effects on the natural environment of the project area. The Contractor will be responsible to ensure all his personnel are sufficiently instructed so that the work is carried out in a manner consistent with minimizing environmental insult. The City will assign a qualified environmental inspector whose responsibility will be to ensure compliance with the environmental objectives.

Sediment Control Measures

Erosion control measures will be complemented with effective sediment retention in order to prevent sediment laden flow from leaving the construction site. Methods which will be used to retain sediment on-site include:

- installation of silt fence
- construct rock check dams within outlet ditches; and
- installation of construction sediment traps at catch basins and manholes.

Sediment control measures shall be installed prior to commencement of construction (i.e. silt fence, rock check dams).

Sediment control measures shall not be removed until the ground cover has been established.

Fencing and rock check dams shall be maintained in an upright and secure condition such that they remain fully functional for the duration of the contract.

Sediment which is accumulated shall be removed in a manner that avoids escape to the downstream side of the barrier. Accumulated sediment shall be removed when it reaches one-half the effective height of the rock check barrier and prior to repair or removal of the barrier.

Disposal of Excess Material

Surplus excavated material shall be removed to locations arranged by the Contractor at his own expense.

Prior to the disposal of any surplus excavated material, the Contractor will provide the Engineer with a sketch of the dumping site(s) showing access thereto. A written statement from the property owner(s) agreeing to allow the disposal of fill on the property must be approved by the Engineer. Furthermore, the placement of fill within any swamp, ravine or floodplain requires the written permission of the local Conservation Authority.

The Contractor is responsible for obtaining all approvals.

Upon completion of the disposing, levelling and grading of surplus excavated material on any property, the Contractor shall obtain a written statement from the property owner(s) releasing the Contractor and City from any claims and accepting the condition of the property as satisfactory.

Measures for Proper Tree Removal and Preservation of Residual Plant Communities

Measures for proper tree removal and preservation of residual plant communities are as follows:

- The Contractor shall not damage or remove trees or shrubs on the road allowance or adjoining lands unless the Engineer or representative shall otherwise direct. Trees and shrubs which require trimming or tying back should be trimmed or tied back in advance of construction under the direction of the Engineer.
- Adjacent to vegetated areas, the cut and fill slope limits will be identified and a temporary fence would be erected. This will restrict the construction work area,

protect the root zone of trees from damage and avoid soil compaction during construction.

- Temporary fence will be erected around the drip line of trees to be retained;
- Trees to be removed on City of Guelph property require prior approval in accordance with applicable City by-laws and procedures. Trees will be felled away from the residual stand to avoid damage. Tree removal should be conducted by a qualified firm experienced in the tree cutting operations.

Construction Noise and Air Quality

The applicable by-laws developed by the City of Guelph would be adhered to.

Mud and Dust Control

The Contractor shall take such steps as may be required to prevent dust nuisance resulting from his operations. The Contractor shall be responsible for all dirt and mud that is tracked onto the roadways from vehicles entering or leaving the job site. He shall, upon request from the Engineer, immediately proceed with clean up operations, or in the opinion of the Engineer, the Contractor has not or cannot sufficiently remove the mud from the road, the Engineer will proceed with the necessary clean up.

Traffic Control

Construction Staging – Between Clair Road and York Road, it is proposed that Victoria Road would be kept open for traffic during construction. The City has committed to keeping Victoria Road open over the Eramosa River during construction.

Local Traffic - The Contractor shall provide access for local residents and businesses that presently have access along the line of construction.

Construction Signs - The Contractor shall supply, place and maintain all barricades, warning signs, delineators and flashing lights necessary for the protection of the public and the work, including warning signs of construction operations in accordance with the Ministry of Transportation's Temporary Condition Manual (February 2000), Book 7 for all temporary traffic control issues for both short and long term durations.

Flagging - The Contractor shall, when directed by the Engineer, supply an adequate number of traffic control persons to direct traffic during construction, in accordance with the procedure outlined in the pamphlet "Correct Methods of Traffic Control" issued by the Construction Safety Association of Ontario and as directed by the Engineer.

5.3.7 Monitoring and Maintenance

During construction, the City will hire an independent environmental inspector to ensure that the environmental protection recommendations in the ESR and other subsequent agency approval conditions are complied with during construction. A full inspection of every part of the undertaking will be carried out one year after the completion of each part. The City of Guelph has been implementing best-practice methods for winter maintenance, especially in regard to the application of road salt and other de-icing substances. Guelph has reduced the overall application of road salt over the years and will continue to make improvements in accordance with applicable regulations and available technology. The City also has a spill-clean-up plan to respond to incidents of spill on City roadways.

5.4 POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATING MEASURES AND COMMITMENTS TO FUTURE WORK

5.4.1 Transportation

The proposals for Victoria Road as outlined in the ESR support the transportation goals and objectives of the City. The associated benefits are:

- provides increased capacity in the Victoria Road corridor to accommodate existing and future travel demands involving all modes
- improves the intersection operations at York Road, Arkell Road and Clair Road
- replaces the existing bridge which is in poor to fair condition
- addresses poor pavement condition between Clair Road and Arkell Road and improves the poor site distance at the Victoria Road / Clair Road intersection.

5.4.2 Land Use

The proposed undertaking provides improved access to existing land uses and proposed future development adjacent to Victoria Road. The proposed improvements have been developed to avoid the University of Guelph Arboretum north of Stone Road, however, additional property would be required on the east side of Victoria Road from the lands owned by Ontario Realty Corporation which are under a long term lease by the University of Guelph Turfgrass Institute / Guelph Research Station. Changes to commercial access / entrances are proposed at the Victoria Road / York Road intersection as discussed in Section 4.5.3.

5.4.3 Social Environment

In terms of the existing residential community, the proposed improvements to Victoria Road:

- will improve overall community access
- are generally located within the existing right-of-way thereby reducing effects with the exception of the section from south of Stone Road to the Eramosa River. In order to minimize impacts to the University of Guelph Arboretum, the existing westerly edge of pavement was maintained and the centreline shifted to the east. As a result additional property will be required. Other property requirements were identified in Section 5.2.4
- provide for cyclists from the Eramosa River to Clair Road
- minimize noise impacts since predicted future noise level increases are less than 5 dBA
- accommodate the continuity of existing / proposed recreational trails

5.4.3.1 Future Noise Levels

As part of the Class EA study, a noise analysis was carried out which is provided in Appendix I. Where an existing roadway is proposed to be modified / widened adjacent to a noise sensitive area, the Ministry of the Environment (MOE) requires that the future noise level with the proposed improvements be compared to the future noise level

without the proposed improvements. This assessment is done at the outdoor recreation area. The provision of noise mitigation is to be investigated should the future noise level with the proposed improvements result in a greater than 5 dBA increase over the future noise level without the proposed improvements. For reference, a doubling in traffic volumes results in an approximate 3 dBA increase in sound levels while an increase or decrease of 2 to 3 dBA is typically regarded as just perceivable to the average individual.

Noise levels were calculated at representative receiver locations as summarized in Appendix I. In summary, projected noise level increases are less than 5 dBA, therefore the consideration of noise mitigation is not required based on MOE criteria.

5.4.3.2 Pedestrians / Cyclists

Existing sidewalks will be maintained on the west side of Victoria Road from York Road to the Eramosa River. The provision of future sidewalks has also been protected for on the Eramosa River bridge and adjacent to new development. On-street bike lanes are also proposed from the Eramosa River to Clair Road.

5.4.3.3 Recreational Trails

This is discussed in Section 5.3.2.1.

5.4.3.4 Air Quality

An air quality assessment was carried out by the City of Guelph for the widening of Gordon Street, a north-south arterial road with projected traffic volumes greater than those for Victoria Road. Predicted air emission levels were within MOE criteria. While vehicle emissions will increase through the Victoria Road corridor as traffic volumes increase, based on the results of the Gordon Street air quality study, it was concluded that emission levels will be below MOE criteria.

5.4.4 Natural Environment

The detailed assessment of effects and mitigation was undertaken by Ecoplans Limited and is provided in the following sections. Vegetation units are shown on Exhibit 3.2.

5.4.4.1 Vegetation and Flora

Potential Impacts, and Planning and Design Mitigation Measures

The proposed widening will have limited impact on existing vegetation along the majority of the project limits. In general, the vegetation along Victoria Road is somewhat disturbed, as expected given the roadside location and history of agricultural, rural residential and associated influences. Predominantly cultural vegetation communities have developed, and the remnant natural vegetation communities exhibit some evidence of disturbance. As a result, in and along the edge of the right-of-way there is an abundance of non-native, invasive and disturbance tolerant species that will re-establish quickly following construction.

The limit of grading generally does not extend into the forested driplines along the road. Furthermore, the assessment of widening alternatives specifically considered protection of the edges of the mature forest blocks and wetlands, and the preferred alternative was developed to avoid to the extent possible removal of woody vegetation and particularly removal of trees along the mature forest and wetland edges.

The majority of the vegetation required for removal along Victoria Road is comprised of cultural meadows, cultural savannah, open planted roadside hedgerows and landscape trees, as summarized below:

- roadside areas of cultural/old field meadow and successional habitat
- scattered edge trees in ‘cultural savannah’ features, including the old field complex south of South Woods with its variety of scattered planted and naturally regenerating native and exotic deciduous and conifer species in the and the old field area south of the Cutten Club forest dominated by Black Locust
- the edge of the moist old field dominated by Reed Canary Grass and field grasses along the Arboretum Woods Tributary/swale
- some planted roadside hedgerow trees that are typically young; removal of some roadside landscape plantings.

In general, the impact of these removals is nominal due to the dominance of common, disturbance tolerant and exotic species. These areas are tolerant and have typically established originally following past disturbances and abandonment of agricultural land.

The greatest potential for impact is on the mature forest (e.g. Units 6, 7 and 8), or hydrologically sensitive wetland areas with moist/saturated soils and obligate wetland species (Units 2, 3 and to a lesser extent 4). As well, the proposed design incorporates a ‘trade-off’ through the University of Guelph lands to protect the natural forests on the west by encroaching further into the experimental tree farm area on the east. These features are discussed below in more detail:

i) Wetlands

The proposed widening should not encroach into the coniferous swamp (Unit 2) and mixed swamp (Unit 3) features, at least portions of which are included within the boundaries of the Torrance Creek/Hamilton Corners PSW, that are located along the west and east sides of the road, respectfully, on the golf course land. The existing right-of-way along these wetland edges is wide, and is generally disturbed. On the west side, the right-of-way has been recently cleared to install the watermain, and the exposed wetland edge is regenerating in invasive, tolerant species, predominantly buckthorns. On the east, the edge vegetation is also transitional, disturbed and tolerant in nature, with a high proportion of Glossy Buckthorn.

Fill encroachment into the edge of the portion of the Torrance Creek/Hamilton Corners PSW that abuts the east side of the road at the Torrance Creek crossing (Unit 4) is required to accommodate the proposed widening through the low valley. Design mitigation measures for the protection of the creek and floodplain noted above will also ensure impacts to the wetland are minimized.

In general, the edge of this floodplain wetland near the road is not particularly sensitive, being comprised of a mineral meadow marsh dominated by Reed Canary Grass. Removal of some woody vegetation on the upper portion of the valley slopes south of the floodplain will be required beyond the extent of the retaining walls. On the east side of the road, edge trees of the upper component of the White Cedar dominant slope forest will be removed. On the west, removal of some of the edge trees in the small cluster of

immature planted (Scot's Pine, Norway Maple) and naturally invading (Manitoba maple, Trembling Aspen, White Cedar) trees is required.

ii) Upland Forest

The proposed widening for the centre turning lane between Arkell and Stone Roads will not encroach into the two main upland forest blocks located along the west side of the road, specifically, South Woods (Unit 6) and Victoria Woods (Unit 7) on the University of Guelph Arboretum land. North of College Avenue the existing dripline edge of Cutten Club Woods extends into the road right-of-way, however, the edge is somewhat disturbed along the hydro corridor along Victoria Road, with a higher proportion of tolerant successional and invasive exotic species. Nevertheless, it is proposed to maintain the westerly edge of pavement and widen the roadway to the east.

In an attempt to limit the impact on the existing research plots located adjacent to the east side of Victoria Road, the proposed single stormwater management facility located at the intersection of Victoria Road and College Avenue was revised. In place of the single facility, a linear stormwater management facility will be designed within the proposed ditch system along the east side of Victoria Road. The linear facility will minimize the impact on the existing research plots. However, the stormwater management system will be designed to control post-development flows to the existing flow rates.

Potential for impacts to the mature Cutten Club forest (Unit 8) on the south side of the Eramosa River valley will be minimized by widening to the east. Furthermore, the mature dripline is located 10 to 15 m from the edge of pavement, beyond the hydro line and a dense protective edge of regenerating White Ash and Common Buckthorn.

While some removal of edge trees on both sides of the road will be required down the slopes of the Eramosa River valley to accommodate the wider replacement structure, the edge is similarly open and somewhat disturbed by the hydro line on the west and by the drainage outlet on the east. The slope forest itself is dominated by immature deciduous trees (White Elm, with Manitoba Maple, White Ash and Basswood), with a disturbed understory and tolerant groundcover.

iii) University of Guelph Research Station/Plantings

To protect Victoria Woods and the Arboretum Nature Reserve land north of Stone Road, the widening will be shifted to the east. However, this widening design will entail removal of several rows of the planted trees in the University's experimental plots located along the east side of the road. The University has expressed some concern with these removals, however, on balance, it was deemed more important to protect the Arboretum land and associated mature forest and vegetation mosaic.

In an attempt to limit the impact on the existing research plots located adjacent to the east side of Victoria Road, the proposed single stormwater management facility located at the intersection of Victoria Road and College Avenue was revised. In place of the single facility, a linear stormwater management facility will be designed within the proposed ditch system along the east side of Victoria Road. The linear facility will minimize the impact on the existing research plots. The linear stormwater management facility will be designed to provide enhanced water quality and quantity control prior to recharge to groundwater or direct discharge to an existing outlet.

Construction-related Mitigation Measures

General mitigation measures to minimize impacts to the vegetation features along the project limits include the following:

- An edge protection plan including erection of protective fencing and contractor notification will be developed for the edges of the upland and swamp forest blocks. Specific elements will include prevention of contractor access into the forest edges, appropriate felling of any trees to be removed away from the protected edge, proper trimming of any damaged branches or roots and re-burial of any exposed roots. Clearing will be conducted during the winter if possible and will avoid wet periods.
- A sediment and erosion control plan will be developed, including any dewatering as necessary, for construction along the edges of the PSW through the golf course land and the Torrance Creek floodplain. The plan will include at a minimum erection and maintenance of edge silt fencing; appropriate management of any temporary dewatering requirements; appropriate restoration of all disturbed areas adjacent to and/or draining to the wetlands; and inspection during and following construction.
- The road drainage system will be designed such that no additional runoff is directed into the wetlands or into the upland forest features, with particular consideration of Victoria Woods (Unit 7), and surface or subsurface drainage is not obstructed or directed away from the wetlands.
- A restoration plan will be developed, including stabilization and re-vegetation following construction of all disturbed surfaces adjacent and /or draining to the wetlands and forest areas, and edge management and enhancement measures such as vegetation plantings where appropriate. Enhancement areas include the Eramosa River crossing as noted above, as well as the valley slopes at the river and Torrance Creek, and possibly along the PSW edges through the golf course and along South Woods and Victoria Woods, as determined to be appropriate based on the ultimate extent of potential impacts finalized during detailed design. Specific attention will be paid to stabilization and restoration of the valley slopes at the river and creek, and to the road embankment areas along South and Victoria Woods.
- Grading requirements along the PSW edges will be reviewed with GRCA and a Cut, Fill and Alteration to Waterways Permit will be obtained as required. It is anticipated that a permit will only be necessary at the Torrance Creek portion of the wetland, as described above.
- The removal of the University of Guelph's experimental trees will be reviewed further during the detailed design stage to ensure all efforts to minimize removals are incorporated. Furthermore, the University will be kept apprised of the City's proposed design and construction schedule to facilitate integration of their on-going experiments with the widening plans to the extent possible.
- Wetland substrates along the edge of the PSW in the Torrance Creek floodplain should be salvaged for re-instatement in the stormwater management facilities or 'enhanced' ditchlines.
- As noted, Level 1 treatment of road runoff will be provided for runoff to the PSW, as described in detail in the Stormwater Management Report prepared by Gamsby and Mannerow and included in Appendix F.

5.4.4.2 Aquatic Habitat and Fisheries

Potential Footprint Impacts and Design Mitigating Measures

i) Eramosa River

In relation to aquatic habitat and fisheries features, the preferred alternative includes replacement of the existing structure across the Eramosa River with a new, wider structure; extension of the existing culvert at Torrance Creek; and replacement of the existing culvert at the Arboretum Woods Tributary/swale with a longer culvert. As noted, the latter drainage feature conveys seasonal flow to Torrance Creek but does not directly support fish habitat use. The direct or footprint effects of the proposed works on the river and Torrance Creek and associated fish habitat will be minimized through design refinements developed in consultation with GRCA, as outlined below. Potential for indirect impacts in relation to changes in hydrology/hydraulics and removal of riparian vegetation will also be minimized through application of appropriate design measures.

The existing Eramosa River structure is 12 m wide and consists of four spans with a central pier in the river. The structure slopes from the bedrock ridge that forms the south valley slope to a fill approach embankment in the open floodplain on the north side of the river. While the roadway will be widened, changes to the footprint of the north fill approach will be reduced by the provision of a retaining wall.

The footprint of the new pier will also be slightly larger than that of the existing pier. Potential use of a single span structure to avoid the need for replacement of the central pier in the water was assessed. However, the depth of the deck of the structure required for a single span will interfere with maintenance of the existing Huntsman Corporation emergency access under the structure on the north side of the river. Therefore, a two span structure is being proposed at this preliminary stage of the design process. As recommended below, opportunities to develop a single span design will be assessed further during the detailed design stage.

Removal of woody riparian vegetation on the north side of the river is limited to one or two small shrub willow; the floodplain is a mowed field, dominated by field grasses with other old field herbaceous species. On the south side of the river, several immature to submature Manitoba Maple and a few small willow and red-osier dogwood shrubs along the bank below the trail will likely require removal. A narrow band of the slope forest near the structure consisting of immature White Elm, Manitoba Maple, White Ash and Basswood with generally disturbed understorey and groundcover layer, will also require removal.

Removal of riparian vegetation should be limited to that required for construction of the new structure. Replacement of removed vegetation with native species of shrubs should be integrated into the detailed design in areas under the structure and along the river edge where light permits. Enhancement opportunities are also noted below.

ii) Torrance Creek

At the Torrance Creek crossing, the widening of the existing road platform to accommodate the preferred alternative would require extension of the existing culvert by approximately 6 m on the upstream (west) and downstream (east) ends. Furthermore,

without additional design mitigation, the widening to the west would extend through the low dam structure and encroach into the existing on-stream pond.

The retaining walls will also minimize encroachment into the floodplain area, which is regulated by GRCA. The area along the Arboretum Woods Tributary/swale (Station at 3+728) is also regulated by GRCA.

Opportunities for removal of the pond were discussed with GRCA, and were also reviewed during the Torrance Creek Subwatershed Study. While removal of the on-stream pond is desirable in relation to removing the barrier and its warming influence on a cold or transitional coldwater stream, its removal is complicated by ownership and design issues (i.e. re-construction of a new stream channel). Regardless, the proposed design will not limit future opportunities to remove the pond, and in the short term, enhancement opportunities are noted below for further consideration during detailed design.

Construction-Related Impacts and Mitigation Measures

Without the implementation of appropriate mitigation measures, impacts to water quality and quantity could occur during construction of the new Eramosa River structure and the Torrance Creek culvert extension, as well as during the culvert replacement at the Arboretum Woods Tributary/swale. Specifically, increased or altered flow velocities and patterns could result in erosion and sediment transport and deposition within the watercourse, and runoff from unprotected surfaces, including new slopes and ditches, to the watercourses could introduce sediment and contribute to erosion. The existing slope under the south side of the Eramosa River structure is presently subject to erosion as a result of high velocity discharge from an existing culvert on the east side. Sediment from this erosion then accumulates along the edge of the river. Improper restoration of disturbed surfaces that drain to the watercourses following construction or improper installation of the culvert extensions could result in longer term erosion and sediment impacts.

Other impacts to water quality could result from improper handling, storage and use of potential contaminants such as fuel, lubricants, paint, and poorly maintained equipment. Improper release of dewatering discharge during construction of the new pier and the culvert extensions may also impact water quality and result in erosion. Unauthorized intrusion into the water or riparian vegetation may also impact the river and creek directly and in relation to water quality. Removal of the existing structure could also result in impacts to the river as a result of debris and other potentially deleterious substances entering the river.

While it was agreed with GRCA that the Arboretum Woods Tributary/swale does not directly support fish, standard mitigation measures to protect water quality and prevent potential erosion and sediment transport downstream to Torrance Creek or through the wetland should be implemented. In addition, when the ditchlines in the immediate vicinity of the swale are shifted to accommodate the proposed widening, they should be properly stabilized and restored, since short sections of the swale drain along the ditchlines.

Appropriate general mitigation measures that should be implemented during and following construction to address potential construction-related impacts are outlined below:

- Proper edge protection and management measures to protect the riparian vegetation on the south bank and valley slope of the Eramosa River should be employed to avoid unnecessary encroachment into the adjacent vegetation.
- A sediment and erosion control plan should be developed to encompass, at a minimum, erection and maintenance of silt fencing around all disturbed surfaces draining to the watercourses; proper isolation and management of dewatering discharge during pier removal and construction at the Eramosa River and during construction of the culvert works at Torrance Creek (and the swale tributary as appropriate) to maintain clean flow around the construction zones at all times; fish rescue as required during temporary dewatering; inspection during and following construction; and restoration and re-vegetation of all disturbed surfaces following construction.
- In-water construction for the new pier and Torrance Creek culvert should be confined to a warmwater timing window that is July 1 through March 31, with a preference for avoiding high flow periods.
- The requirements of DFO's Blasting Guidelines should be adhered to if blasting is required at the Eramosa River.
- A spills management plan should be developed to ensure all potential contaminants are handled, stored and used in an appropriate manner to avoid potential release into the watercourses.
- A removal plan for the structure that will avoid impacts to the Eramosa River should be developed.

Stormwater Management

The wider pavement area will contribute additional road runoff and associated potential contaminants, with commensurate increased potential for effects to the Eramosa River and Torrance Creek, as well as to the wetlands, if direct discharge to these features is increased. As well, if runoff is directly discharged, there is potential for accidental spills of contaminants to reach the watercourses.

There will not be any deck drains in the new Eramosa River structure, and road runoff will be directed away from both watercourses. Furthermore, runoff will be treated prior to release to both the watercourses and the wetlands, as outlined in detail in the Stormwater Management Report (see Appendix F). In the vicinity of Torrance Creek, runoff will be carried to the north of the creek and to the west into a stormwater management pond that will be constructed within the future subdivision. At the Eramosa River, the proposed structure will be designed to convey runoff to the north to the storm sewer system on Victoria Road. The storm sewer system will convey runoff to an oil/grit separator for water quality treatment prior to direct discharge to the Eramosa River.

Other Commitments and Enhancement Opportunities

Other commitments to further work that should be incorporated into the subsequent design stages, some of which include enhancement opportunities, should include the following:

1. In addition to restoring all disturbed surfaces draining to the Eramosa River following construction, a restoration plan should be developed to replace riparian vegetation

- with native shrubs and trees in any areas disturbed for access. As well, additional planting of native woody material could be considered particularly along the river banks up and downstream of the structure to enhance the existing cover and under the structure edges as light permits.
2. The existing culvert outlet channel down the south valley slope on the east side of the structure, as well as the eroded bank and sediment deposition zone at its outfall point to the river, should be restored. The design for the new outlet should incorporate a drop structure and/or other appropriate design measures to remove the existing erosion point source.
 3. Grading requirements at the Eramosa River and Torrance Creek and the tributary swale will be reviewed with GRCA and a Cut, Fill and Alteration of Waterways Permit obtained as required.
 4. Exploring future opportunities to remove the on-stream pond on Torrance Creek should be continued outside of the scope of this project but potentially integrated with it, possibly related to future development of the adjacent land. In the short term as part of this project, opportunities to create a low 'rocky ramp' at the outlet from the pond dam to facilitate fish movement should be explored in consultation with GRCA.
 5. The preliminary design to replace the existing four span structure at the Eramosa River with a new two span structure should be reviewed at the detailed design stage to further assess design opportunities to utilize a single span structure, while maintaining the emergency access on the north side of the river. If a reasonable single span design cannot be developed, potential for the replacement pier at the Eramosa River to result in a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat based on the final design should be reviewed further with GRCA. It is anticipated based on the use of the retaining walls to shorten the Torrance Creek culvert extensions that these works will not result in a HADD.

5.4.4.3 Wildlife

Since this project involves widening of an existing road, the potential impacts of the undertaking will be limited to very localized intrusion into roadside edge habitats and temporary and localized disturbance of roadside habitats and associated wildlife during construction. As described in the vegetation section above, specific efforts were incorporated in the planning and preliminary design for the widening, and will be incorporated in the construction mitigation measures, to avoid impacts on the mature forest and wetland habitats along the road.

While wildlife corridors were mapped in the TCSWS and South Gordon Community Plan, there was no particular field evidence of concentrated wildlife crossing in these areas and no evidence in the City's 'wildlife roadkill' data that would suggest these areas are focal or problematic crossing areas. In general, these areas are somewhat open, good habitat linkage and cover features are not evident, and road sightline visibility is not restricted. It is not anticipated that the minor pavement widening proposed will have any significant impact on existing wildlife crossing patterns or mortality.

In addition to the measures outlined above for protection of the vegetation and associated habitat features, other general measures to minimize impacts to wildlife during and following construction should be implemented, including:

- Clearing should be conducted during the winter if possible, and should avoid the breeding bird windows during spring and early summer.
- The Contractor will be notified that no wildlife is to be harmed during construction and if any wildlife are injured, incidents should be reported immediately to MNR.

5.4.4.4 Surface and Groundwater

The potential impacts to surface and groundwater have been discussed in the preceding sections in relation to wetlands and watercourses. In general, local impacts to surface and groundwater quality could result if water movement was restricted or existing drainage patterns altered. The potential for contamination of surface or groundwater during construction could result from poor management of erosion and sedimentation or from improper handling of fuel, lubricants, paint and other potential contaminants. Increased pavement areas can have a localized impact on groundwater recharge and runoff and water quality can be impacted through improper use of maintenance materials such as salt and sand. Ultimately, increased traffic flow affects the generation of vehicular emissions.

The Stormwater Management Report, prepared by Gamsby and Mannerow Limited and included in Appendix F, provides details of the proposed stormwater management system. The system provides enhanced (Level 1) water quality treatment for stormwater runoff prior to recharge to groundwater or direct discharge to an existing watercourse. The development of appropriate spills management, sediment and erosion control plans, dewatering and flow management plans as recommended above will protect water quality and quantity.

As noted, the Phase I Environmental Site Assessment did not identify any potential sources of environmental impact or risk on the road right-of-way. However, a number of potential off-site sources of environmental impact or risk were identified up gradient of the site. Based on the high potential for environmental impacts or risks, additional investigation under a Phase II ESA is considered warranted.

5.4.4.5 Summary and Commitments to Future Work

The potential environmental sensitivities identified during the field work and consultation with the agencies and the University were incorporated in the generation and evaluation of the road widening alternatives and subsequently in the development of the design and preliminary construction mitigation measures in order to minimize and manage impacts. The design and mitigation measures will be refined during the preliminary and detailed design phases as the design of the preferred alternative is finalized.

As part of the refinement and more detailed assessment of the preferred alternative, additional site specific field work will be conducted as appropriate. The preliminary and detail design processes will also entail further consultation with GRCA and with the University, as well as obtaining necessary agency permits and approvals, if required.

Specific impact and mitigation aspects noted above that require refinement are:

- Refinement of grading requirements and associated edge intrusion into the Torrance Creek portion of the PSW edge and adjacent to the other PSW and the mature forest block and the valley slope edges, and associated development of edge protection and restoration and enhancement plans as appropriate;

- Finalizing the extent of culvert extensions required at Torrance Creek, and confirming with GRCA that the extensions will not result in a HADD;
- Reviewing and finalizing the design of the Eramosa River replacement structure, and if a single span design cannot reasonably be used, reviewing the final pier replacement with GRCA in relation to a potential HADD, and preparing the necessary compensation plan for authorization by DFO under the Fisheries Act if a HADD is likely;
- Developing detailed sediment, erosion (including restoration plans), dewatering (as required), and spills management plans, for the watercourses and PSW;
- Incorporating appropriate enhancement measures into the restoration plans as appropriate, including additional riparian plantings; re-design of the outlet structure on the southeast corner of the Eramosa River and restoration of the eroding slope, bank and sediment depositional zone; and consideration of incorporation of a 'rocky ramp' below the pond on Torrance Creek to facilitate fish passage, in consultation with GRCA;
- Consulting further with the University with respect to the removal of trees on the experimental plots;
- Ensuring all relevant permit conditions are identified in consultation with GRCA (and other agencies), and adhered to during and following construction.

5.4.5 Cultural Environment

5.4.5.1 Built Heritage Features

The proposed undertaking does not impact any identified built heritage features.

Given that it is proposed to remove the bridge and since it was constructed in 1962, the City of Guelph will follow-up with the Ministry of Culture during detail design to determine / confirm the appropriate mitigation. Mitigation measures might include completion of a heritage bridge assessment form, deposit of construction design drawings / reports in City of Guelph archives etc.

5.4.5.2 Archaeology

As part of the Class EA Study a Stage 1 Archaeological Assessment was carried out by Archaeological Services Inc. The research carried out as part of the Stage 1 assessment has determined that no archaeological sites have been previously registered within the study area.

Based on the presence of the Eramosa River and Torrance Creek within the study area limits, the intensity of historic land use in the vicinity of the study area, and the proximity of three registered archaeological sites, the subject lands have the potential for the identification of precontact and historic archaeological sites in those locales which have not been disturbed by more recent land uses.

In light of these results, the following recommendations are made:

- Prior to any land disturbing activities within the study area, a Stage 2 archaeological assessment should be conducted in accordance with Ministry of Culture Stage 1-3

Archaeological Assessment Technical Guidelines, in order to identify any archaeological remains that may be present within the study area limits.

- Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be notified immediately.

In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

5.5 REVIEW WITH THE UNIVERSITY OF GUELPH

Consultation with the University of Guelph is discussed in Section 4.5.1.

The key issues identified by representatives of the University during the study and how they have been addressed may be summarized as follows:

<u>Comment</u>	<u>Response</u>
<u>Project Team Meeting of May 16, 2003</u>	
<ul style="list-style-type: none"> • University supports minimizing impacts to Arboretum; however, University research staff who use the lands on the east side of Victoria Road would like a clearer understanding of the potential impacts 	<ul style="list-style-type: none"> > comments noted > proposed preliminary ROW was staked in the field for the University's information/review
<u>Letter dated May 15, 2003</u>	> comments discussed at May 16, 2003 Project Team Meeting
1. <u>Traffic</u>	
<ul style="list-style-type: none"> • posted speed? – University would prefer 50 km/h 	> no decrease to the existing posted speed limit (70 km/h) is proposed at this time
<ul style="list-style-type: none"> • noise control measures for outside programs 	> a noise analysis was completed for Victoria Road and the projected increases in noise levels as a result of the proposed changes to Victoria Road are not predicted to exceed 5 dBA. This analysis was carried out for the residential houses adjacent to Victoria Road. According to the Ministry of the Environment criteria, a recreational area / park area with no associated residential unit is not considered to be a Noise Sensitive Area (NSA). A NSA typically refers to the outdoor living area of a residential house. (see Section 5.4.3.1.)
<ul style="list-style-type: none"> • projected traffic volume increases? projected truck % increases? 	> as part of the Class EA study, a Transportation Needs Assessment was carried out and is discussed in Section 2.2

<u>Comment</u>	<u>Response</u>
2. <u>Road Design</u>	
<ul style="list-style-type: none"> • clarify the additional ROW width needed 	<ul style="list-style-type: none"> > a 12 m additional ROW is proposed on the east side of Victoria Road from north of Stone Road to the Eramosa River. This is required to accommodate maintaining the westerly edge of pavement and widening to the east, and providing a storm water management linear facility. The preferred alternative was developed in consultation with representatives of the University of Guelph (see Section 4.5.6.2)
<ul style="list-style-type: none"> • is there sufficient width to accommodate a bicycle lane on east side within ROW? 	<ul style="list-style-type: none"> > on-street bike lanes will be provided in both the northbound and southbound direction south of the Eramosa River
<ul style="list-style-type: none"> • potential future improvements to access for the Arboretum along Victoria Road 	<ul style="list-style-type: none"> > access improvements would be subject to separate discussions between the City and the University
<ul style="list-style-type: none"> • possible relocation of Guelph Turfgrass Institute entrance to the intersection of College Avenue / Victoria Road 	<ul style="list-style-type: none"> > access relocation will be subject to review and confirmation by the City during detail design in consultation with the University. While the City is prepared to relocate the entrance, relocation of the internal access road beyond the City's right-of-way would be the responsibility of the University of Guelph.
<ul style="list-style-type: none"> • Cutten Club wishes to retain existing service access 	<ul style="list-style-type: none"> > comment noted
<ul style="list-style-type: none"> • U of G Real Estate division wishes to reserve the right to have future vehicular access to the Heritage Trust Lands from Victoria Road, south of Stone Road (west side) 	<ul style="list-style-type: none"> > future access to Victoria Road would be subject to separate review and approval by the City of Guelph
3. <u>Implementation</u>	
<ul style="list-style-type: none"> • timing? 	<ul style="list-style-type: none"> > detail design is expected to begin in 2005 > proposed construction staging: <ul style="list-style-type: none"> o York Road to Stone Road - 2006 to 2007 o Arkell Road to Clair Road – 2006 to 2007 o Stone Road to Arkell Road – 2007 to 2008
4. <u>Environment</u>	
<ul style="list-style-type: none"> • University to review proposed SWM measures prior to any implementation 	<ul style="list-style-type: none"> > The University of Guelph participated on the Project Team for the Class EA study and will continue to be consulted as part of the detail design process.
<ul style="list-style-type: none"> • road salt impact, particularly to Guelph Turfgrass Institute 	<ul style="list-style-type: none"> > The City of Guelph has been implementing best-practice methods in regard to the application of road salt and other de-icing

<u>Comment</u>	<u>Response</u>
<ul style="list-style-type: none"> • what efforts to mitigate impacts to wildlife 	<p>substances. Guelph has reduced the overall application of road salt over the years and will continue to make improvements in accordance with applicable regulations and available technology.</p> <ul style="list-style-type: none"> > Since this project involves widening of an existing road, the potential impacts of the undertaking will be limited to very localized intrusion into roadside edge habitats and temporary and localized disturbance of roadside habitats and associated wildlife during construction
<p><u>Meeting of February 13, 2004</u></p>	
<ul style="list-style-type: none"> • Representatives of the University reviewed the issues, constraints and potential impacts, and advised that they would review the preferred plan internally and advise the City of their position 	<ul style="list-style-type: none"> > Comments noted
<p><u>Letter dated April 30, 2004</u></p>	
<ul style="list-style-type: none"> • University of Guelph major stakeholders have expressed concern about “simply widening the road into a very broad band of asphalt running north/south through an attractive parkland setting” 	<ul style="list-style-type: none"> > Victoria Road is an arterial road within the City’s roadway network. The preferred alternative has been developed taking into consideration the character of the adjacent lands. To this end, in the vicinity of the University, the Arboretum lands have been avoided thereby maintaining the vegetation and rural character. While Victoria Road is being widened to the east, a rural cross-section is proposed. A landscaping plan will be developed during the detail design stage.
<ul style="list-style-type: none"> • consider a 2-way bike path, separate from the road surface, rather than having bike lanes along both sides of the road 	<ul style="list-style-type: none"> > on street bike lanes are proposed south of the Eramosa River in accordance with the City’s Official Plan. > the additional ROW width is required to accommodate the widening of Victoria Road (including on-street bike lanes), and SWM facilities. There is not sufficient width for a separate off-street bike path.
<ul style="list-style-type: none"> • giving up 12 m for the proposed road allowance on the east side will have an impact on the research programs – both agriforestry and turfgrass. The loss of a tree row on the east side of Victoria will have an impact on the research results but can be accommodated 	<ul style="list-style-type: none"> > comments regarding the preferred alternative are noted and subsequently addressed in a meeting with University of Guelph representatives
<ul style="list-style-type: none"> • prefer a linear SWM system to avoid the necessity for a large SWM pond near the 	<ul style="list-style-type: none"> > noted – this is proposed and is shown on the preliminary plan

<u>Comment</u>	<u>Response</u>
College Avenue / Victoria Road intersection	
<u>Other Concerns</u>	
<ul style="list-style-type: none"> • increase in road salt runoff and drift to the research plots • impact on the current tile system draining the research plot area • safety issues regarding staff and equipment in close proximity to a busy roadway • relocation of Guelph Turfgrass Institute entrance road as well as perennial plant material and signage 	<ul style="list-style-type: none"> > see earlier comments > the City will follow-up with the University during detail design > The ROW will be fenced.
<ul style="list-style-type: none"> • replacement of landscape irrigation system at entrance gate and along Victoria Road north of existing road entrance 	<ul style="list-style-type: none"> > access relocation will be subject to review and confirmation by the City during detail design in consultation with the University. While the City is prepared to relocate the entrance, relocation of the internal access road beyond the City's right-of-way would be the responsibility of the University of Guelph. > specific impacts to the irrigation system will be reviewed with the University during detail design
<ul style="list-style-type: none"> • moving the ranges adjacent to Victoria Road as well as modifying / replacing the drainage and irrigation systems would be a major expense and would also interrupt ongoing research activities funded by private and public sector partners 	<ul style="list-style-type: none"> > the City will follow-up with Guelph Turfgrass Institute during the detail design stage

5.5.1 College Avenue to Eramosa River

During the course of completing the ESR, representatives of the City of Guelph met with representatives of the University of Guelph on a number of occasions to discuss the key residual issues pertaining to the lands either owned or operated by the University, particularly the Arboretum, the Guelph Turfgrass Institute, the Cutten Club and the Guelph Research Station. Representatives of the City of Guelph explained that the preferred alternative has been developed to avoid the Arboretum lands on the west side of Victoria Road including the Victoria Woods, Memorial Gardens and the Cutten Club Woods. As a result, however, the proposed widening moves the edge of pavement closer to and requires approximately 12 m of property from the lands operated by the Guelph Turfgrass Institute and the Guelph Research Station. The Guelph Research Station has advised that the removal of the first row of trees can be accommodated. The City of Guelph will follow-up during detail design regarding either relocating or replacing the trees, in consultation with the Guelph Research Station.

During the meetings, representatives of the University explained that the uses on both sides of Victoria Road north of Stone Road are important, i.e. the Arboretum and the

Cutten Club on the west side and the Guelph Turfgrass Institute and Guelph Research Station on the east side. While recognizing that the preferred plan has been developed to avoid the Arboretum lands based on earlier input and discussions, the University is concerned with the resulting impacts on the lands on the east side of Victoria Road, particularly to the north of College Avenue. While the impacts on the Guelph Research Station located to the south of College Avenue can be mitigated, there is concern with the impacts on the Turfgrass Institute lands/research/operations which are located to the north of College Avenue. Specifically, the concerns are about the potential impacts on the tile drainage and irrigation system, the amount of property required and the fact that the edge of pavement will be moved closer to the plots with associated salt spray impacts.

Based on further review, it was determined that the preferred alternative would **avoid** the tile drainage and irrigation system on the Turfgrass lands as well as the outlet pipe. Reducing property requirements on the east side, however, would require the roadway to be shifted to the west which would physically impact the Arboretum lands, specifically the area containing the memorial plantings on the north side of College Avenue and potentially the Arboretum Woods to the south. In discussions with the University, they advised that the Arboretum Woods should be avoided, but that they would further review the possibility of accommodating minimum widening on the west side for the section north of College Avenue.

Taking all of the foregoing into consideration, the City noted that any further review would require detailed mapping and field survey and that this would be more appropriately done during the detailed design stage. The University has agreed to this approach. Accordingly, a note has been added to the preliminary plan on Plates 3, 4 and 5 advising that,

The proposed plan between College Avenue and Eramosa River is subject to further review with representatives of the University of Guelph during the detailed design stage, for the purpose of minimizing property requirements on the east side and accommodating widening on the west side to the extent it is possible – see discussion in Section 5.5.1 of the ESR.

In their letter of December 30, 2004 (included in Appendix A), the University has identified some of the specific issues to be considered and addressed during detailed design:

- potential to lower the road grade in this area in order to reduce the ROW
- ability to locate the SWM pond on the north side of the College/Victoria intersection
- consider shifting the road to the west to a maximum encroachment of 3 m only
- consider the ability to shift the College/Victoria intersection to the north to a maximum of 2 m only
- provide buffer planting on the east side of Victoria Road adjacent to the Guelph Turfgrass Institute

The foregoing will be reviewed during detailed design in consultation with representatives of the University of Guelph.

5.6 REVIEW WITH TECHNICAL AGENCIES, ADJACENT MUNICIPALITIES AND UTILITIES

Opportunities for involvement are described in Section 1.6.4 while comments received are summarized in Sections 4.2.2 and 4.4.2.

Comments received from technical agencies, adjacent municipalities and utilities and the City's response / follow-up are summarized in Exhibit 5.4.

5.6.1 Grand River Conservation Authority (GRCA)

A site visit was held with GRCA on May 16, 2003. In addition, GRCA staff attended the June 11, 2003 meeting of technical agencies.

A copy of the preferred plan was provide to GRCA by letter dated September 16, 2004. By letter dated October 4, 2004, GRCA staff advised that:

- They have not identified major issues with the direction this study has taken, however, they do wish to provide comments on the final ESR.
Comments noted.
- Regarding the potential future pedestrian trail crossing of the Eramosa River – they would prefer that no rise in flood levels occurs.
Provision of the pedestrian trail across the Eramosa River is subject to a separate study by the City of Guelph. GRCA's comments will be addressed as part of that study.
- SWM proposals – GRCA staff do not object to the creation of a linear SWM facility that runs along the east side of Victoria Road from Stone Road to College Avenue.
GRCA's comments are noted.
- Crossing the Eramosa River – GRCA will provide additional comments regarding hydraulic analysis and construction timing of the temporary bridge structure through the permit process.
GRCA's comments are noted.
- South side of the Eramosa River contains steep slopes. GRCA anticipates detailed information addressing erosion at the base of the slope and the stability of the slope itself will be required to avoid bank overloading and drainage problems. This will be addressed through the final design process.
GRCA's comments are noted.

5.7 PUBLIC REVIEW

The opportunities for public involvement are described in Section 1.7 while public input is described in Sections 4.2.2 and 4.4.3. Comments and issues related to the specific property owners in the section from Eramosa River to York Road are described in the following sections. Public comments received from adjacent property owners and the comments and the response / future course of action are summarized in Exhibit 5.5.

5.7.1 Huntsman Corporation (Industrial Property at 256 Victoria Road)

As explained in Section 4.5.2, numerous meetings were held with representatives of Huntsman Corporation during the study. The preferred ultimate widening option for Victoria Road will require property along the Huntsman property and this in turn has implications for the site-specific environmental approvals. Therefore, as described in

Section 4.5.4, an interim staging option was developed to avoid widening along the Huntsman property, while pursuing opportunities for full widening as described in Sections 4.5.4 and 5.1.

At the time of completing this ESR, Huntsman Corporation have announced their plan to close the manufacturing facility at 256 Victoria Road. The complete shutdown is anticipated in the third quarter of 2005, but the future of the site itself is still indeterminate. Huntsman representatives have indicated that they would like to be kept informed of the City's undertaking to widen Victoria Road along their frontage.

The announced shutdown of the plant has created a new situation in regard to obtaining property and site-specific environmental approvals, and implementing the full four-lane widening instead of the interim three-lane option. Further, the need to maintain the current emergency access along the north bank of the river could also be reconsidered. This in turn would enable the consideration of a single span bridge across the Eramosa River that would avoid the need for a centre pier in the river.

The City would pursue these options during the detailed design stage in consultation with Huntsman Corporation and the appropriate review agencies.

5.7.2 Victoria – York Centre (200 – 240 Victoria Road)

As explained in Section 4.5.3, numerous meetings were held with representatives of the Victoria-York Centre during the study. The proposed widening of Victoria Road can be accommodated within the existing right-of-way limits in the vicinity of the Victoria-York Centre. The issue is access to the Centre.

The Victoria-York Centre has 3 access points on Victoria Road, with an internal roadway connecting the central and northerly access points and parallel parking provided on-site between the internal roadway and the easterly limit of the Victoria Road right-of-way. It is proposed to maintain the two southerly access points. The operation of the northerly access, however, is of particular concern even under existing conditions, especially in regard to making inbound and outbound left turns. The on-site parallel parking also creates sight-line problems for vehicles using the northerly access. With the proposed widening, from a technical and safety standpoint, the preferred option would be to close the northerly access. Taking into consideration existing operational issues and given the concerns expressed by the plaza owner, however, it is proposed to:

- restrict the northerly access on Victoria Road to right-out movements only. This restriction would eliminate the potential for conflict between the right-in vehicles and the northbound vehicles on the internal road; and
- provide a new full access to the site from York Road.

The owner of Victoria-York Centre has indicated that the right-in movement should also be allowed at the northerly entrance. However, because of the potential for conflict with northbound vehicles on the internal road connecting the central and northerly access points, the City cannot allow right-in movements without on-site modifications.

As an alternative, the City has suggested that the right-in movement could be allowed provided the internal road is restricted to southbound vehicles only. Representatives of Victoria-York Centre have advised that they do not support this.

Given this background, the EA recommendation in regard to the York-Centre Plaza is as follows (see Plate 4):

- The City should facilitate the provision of a new full access from York Road through the existing Imperial Oil (172965 Canada Limited) property;
- The existing northerly access on Victoria Road should be restricted to right-out movements only. However, right-in movements could be allowed at this access if the Victoria-York Centre owner is agreeable to restricting the internal roadway connecting the central and northerly accesses to southbound traffic only; and
- The southerly and the central accesses will continue, but the City should look for future redevelopment opportunities to improve access conditions generally in the section between York Road and the Eramosa River.

This recommendation was conveyed by the City to the Victoria-York Centre owner by letter dated June 18, 2004 before completing and filing the ESR. The City will continue to work with the Victoria-York Centre owner during the detailed design stage.

5.7.3 Property Owners at the Victoria Road / York Road Intersection

Based on the preliminary plans, preliminary property impacts include the following:

	Comment
<ul style="list-style-type: none"> • 490 Victoria Road (NW quadrant of Victoria Road and York Road) – property required along north side of 	<ul style="list-style-type: none"> • City to follow-up with property owner during detail design
<ul style="list-style-type: none"> • 170 Victoria Road – house to be removed 	<ul style="list-style-type: none"> • City has purchased this property
<ul style="list-style-type: none"> • 494 – 500 Victoria Road – property required along east side of Victoria Road, north of York Road 	<ul style="list-style-type: none"> • City has met with the property owner and will follow-up during detail design. City is proposing to reconfigure parking area and provide replacement parking, partly for which purpose the City purchased the property at 170 Victoria Road to the north.
<ul style="list-style-type: none"> • 523 York Road (Imperial Oil) – vacant site 	<ul style="list-style-type: none"> • City has met with the property owner and will follow-up during detail design, to facilitate the provision of an access, through this property, from York Road to the Victoria – York Centre.
<ul style="list-style-type: none"> • 200 – 240 Victoria Road 	<ul style="list-style-type: none"> • see Section 5.7.2
<ul style="list-style-type: none"> • 256 Victoria Road 	<ul style="list-style-type: none"> • see Section 5.7.1
<ul style="list-style-type: none"> • houses west side of Victoria Road 	<ul style="list-style-type: none"> • both the interim staging option and ultimate widening option have been developed to avoid the residential properties • a centre turning lane is proposed in the ultimate widening option. • sidewalk on the west side of Victoria Road

Exhibit 5.4 – Comments from Technical Agencies, Adjacent Municipalities and Utilities

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
Ministry of Agriculture and Food Ms. Carol Neumann Rural Planner	June 9/03 Fax-back form <ul style="list-style-type: none"> Will not be attending June 11, 2003 Technical Agency meeting. 	<ul style="list-style-type: none"> Keep informed
Ministry of Agriculture and Food Ms. Mary-Jo Gordon Agriculture Rural Division	June 5/02 Meeting <ul style="list-style-type: none"> Keep informed Clarified the relationship between the Ontario Ministry of Agriculture and Food (OMAF) and the Guelph Turfgrass Institute & Environmental Research Station and the Arkell Research Station. It was noted that R. Pallotini would be added to the Technical Agency list as the representative for OMAF as the tenant of record for the ORC lands for the Turfgrass Institute and the Arkell Research Station. 	<ul style="list-style-type: none"> Added to study mailing list Keep informed
Ministry of Culture Ms. Shari Prowse	May 24/02 fax-back form <ul style="list-style-type: none"> Area of interest is potential impacts to cultural heritage resources and conducting an archaeological /cultural heritage resource assessment of the lands that will be impacted by project. Will not be attending June 5, 2002 Technical Agency Meeting. June 1, 2003 fax-back form Contact with the Ministry changed from John MacDonald to Shari Prowse. Will not be attending June 11, 2003 Technical Agency meeting. 	<ul style="list-style-type: none"> Keep informed Mailing list revised accordingly
Ministry of Economic Development and Trade Ms. Joanne Gies		<ul style="list-style-type: none"> Keep informed

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
Ministry of Tourism and Recreation Mr. Paul Samson		<ul style="list-style-type: none"> No tourism issues were identified, therefore contact removed from list
Ministry of Environment Guelph District Office Mr. Ed Griffin Mr. John Cooke Supervisor, District Office Ms. Wendy Wingate Provincial Officer	<p><u>July 4/03 Meeting</u></p> <ul style="list-style-type: none"> A meeting was held on July 4, 2003 with Miss Wendy Wingate and Mr. John Cooke. The purpose of the meeting was to review the status of the Victoria Road Class EA and the proposals for Victoria Road 	<ul style="list-style-type: none"> Keep informed <u>Oct. 24/03 Letter</u> Advised that the recommendations for the study include to widen Victoria Road between Stone Road and York Road from 2 lanes to 4 lanes with additional turn lanes at the two intersections. <u>June 8/04 Letter</u> Advised that the City Council authorized staff to proceed with the completion and filing of the ESR and that the EA is expected to be completed in Fall 2004. An interim widening alternative is proposed to minimize impacts to the Huntsman Corporation (industrial property at 256 Victoria Road). This will be reviewed during detail design. If at that time there is an opportunity to acquire the necessary property from 256 Victoria Road, then the City will proceed with the full i.e. ultimate widening (i.e. preferred Option 4). ONE COPY OF ESR TO BE PROVIDED
Ministry of Environment Mr. Joe Muto West Central Region Environmental Resource Planner / EA Coordinator	<p><u>May 29/03 Email</u></p> <ul style="list-style-type: none"> Ministry contact changed from Angela Amodeo to Joe Muto Two copies of the ESR should be provided to the Ministry of the Environment for technical comments 	<ul style="list-style-type: none"> Keep informed Mailing list revised accordingly TWO COPIES OF ESR TO BE PROVIDED TO MOE
Ministry of Environment Ms. Catherine Doherty Attention Paul Heeney Environmental		<ul style="list-style-type: none"> Keep informed

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
Assessment and Approvals Branch Ministry of Municipal Affairs and Housing Mr. Matt Ferguson	<p><u>June 4/03 Fax-back form</u></p> <ul style="list-style-type: none"> Ministry contact changed from William Pol to Matt Ferguson. Will not be attending June 11, 2003 Technical Agency meeting. 	<ul style="list-style-type: none"> Keep informed Mailing list revised accordingly
Ministry of Natural Resources Mr. Ian Thornton		<ul style="list-style-type: none"> Keep informed
Ontario Realty Corporation Southwest Region Facility Services Mr. John van Vliet Mr. Richard Slater	<p><u>June 11/03 Technical Agency Meeting</u></p> <p>For the second Public Information Centre, Dan McLean was notified, however, the representative for ORC at the second Technical Agencies meeting was David Sangster. Since the second meeting with Technical Agencies the City of Guelph has been in contact with ORC and the contacts have been revised to Mr. John van Vliet and Mr. Richard Slater.</p>	<ul style="list-style-type: none"> Keep informed <u>June 17/03 Email</u> Provided Mr. Slater with a copy of the presentation slides as presented at the June 11, 2003 Technical Agency Meeting. <u>June 18/03 Transmittal</u> Provided Mr. van Vliet with a copy of the preliminary plan as reviewed with the public on June 11, 2003.
Ontario Realty Corporation Mr. William Gerrard Environmental / Cultural Heritage Coordinator		<ul style="list-style-type: none"> Keep informed
Ontario Provincial Police Ms. Angie McCollum	<p><u>Jun 28/02 Telephone Message</u></p> <ul style="list-style-type: none"> Delete from contact list 	<ul style="list-style-type: none"> Deleted
Wellington County O.P.P. Mr. Rick Weiler	<p><u>June 6/03 Fax-back form</u></p> <ul style="list-style-type: none"> Will not be attending June 11, 2003 Technical Agency meeting. 	<ul style="list-style-type: none"> Keep informed
Wellington County O.P.P. Mr. Paul Powers	<p><u>Jun 6/02 fax-back form</u></p> <ul style="list-style-type: none"> Contact was revised from Mr. Steve Walsh to Mr. Paul Powers. This is an artery used extensively by the O.P.P. to travel through the City of Guelph to get to areas in the 	<ul style="list-style-type: none"> Keep informed

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
<p>Ministry of the Attorney-General Ontario Native Affairs Secretariat Ms. Mary-Carl</p>	<p>County of Wellington. As a result would like to understand any effects on service delivery.</p> <ul style="list-style-type: none"> Will not be attending June 5, 2002 Technical Agency meeting <p><u>May 28/02 fax-back form</u></p> <ul style="list-style-type: none"> Delete from contact list 	<ul style="list-style-type: none"> Deleted
<p>Department of Fisheries and Oceans Mr. Barry Putt</p>	<p><u>May 27/02 Fax-back form</u></p> <ul style="list-style-type: none"> Noted that all works over navigable waterways require approval under NWPA Act. Will not attend June 5, 2003 Technical Agency meeting. <p><u>June 11/03 Fax-back form</u></p> <ul style="list-style-type: none"> Will not be attending June 11, 2003 Technical Agency meeting. <p><u>June 13/03 Letter</u></p> <ul style="list-style-type: none"> Provided a copy of the Canadian Coast Guard Central and Arctic Region Navigable Waters Protection Act Application Guide. 	<ul style="list-style-type: none"> Keep informed
<p>Grand River Conservation Authority Mr. Fred Natolochny Attention: Ms. Christine Rikley</p>	<p><u>Jun 12/02 letter</u></p> <ul style="list-style-type: none"> Noted in letter that information currently available at the GRCA office indicates that the Speed River and a tributary of the Speed River cross over the study area. These watercourses have floodplain and scheduled areas associated with them. In addition there are small pockets of wetlands and woodlots located adjacent to the study area. Plan of study area provided <p><u>June 4/03 email</u></p> <ul style="list-style-type: none"> Confirmed attendance for the June 11, 2003 technical Agency meeting <p><u>May 16/03 Site Visit</u></p> <ul style="list-style-type: none"> A site visit was held to review the preliminary plan of the preferred alternative at key locations including the crossing of the Eramosa River, Arboretum Wood 	<ul style="list-style-type: none"> Keep informed

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
	<p>Tributary and the crossing of Torrance Creek and wetland by the Victoria Golf courses.</p> <p><u>June 11, 2003 Technical Agency Meeting</u></p> <ul style="list-style-type: none"> Attended meeting <p><u>October 4, 2004 letter</u></p> <ul style="list-style-type: none"> Have no major issues with the direction that the study has taken Will review final ESR and provide comments Provided comments re: potential pedestrian trail, SWM and crossing of Eramosa River 	<p><u>September 16, 2004 letter to GRCA</u></p> <ul style="list-style-type: none"> advising of study status and new information re: <ul style="list-style-type: none"> pedestrian trail crossing of the Eramosa River SWM proposals interim staging option Comments noted; provide copy of final ESR See Section 5.6.1 of ESR City will follow-up with GRCA during detailed design stage
<p>Ontario Hydro Services Company Mr. Rob Forsyth</p>		<ul style="list-style-type: none"> Keep informed
<p>Hydro One Networks Inc. Mr. Dave Randall</p>	<p><u>May 3/02 Email</u></p> <ul style="list-style-type: none"> All poles along this section are owned by Guelph Hydro. Hydro One are tenants with Guelph Hydro with a 44 kV circuit from York Road to Stone Road. Will be attending June 5, 2002 technical Agency meeting. <p><u>June 2/03 Email</u></p> <ul style="list-style-type: none"> Will not be attending June 11, 2003 Technical Agency Meeting. All poles and customers belong to Guelph Hydro. 	<ul style="list-style-type: none"> Keep informed
<p>Bell Canada Ms. Gayle Widmeyer</p>	<p><u>June 11/02 Email</u></p> <ul style="list-style-type: none"> Keep informed 	<ul style="list-style-type: none"> Keep informed
<p>Guelph Hydro Electric System Inc. Mr. Ian Bolton</p>	<p><u>May 28/03 Fax-back form</u></p> <ul style="list-style-type: none"> Will attend June 11, 2003 Technical Agency meeting <p><u>June 11/03 Technical Agency Meeting</u></p> <ul style="list-style-type: none"> Attended meeting 	<ul style="list-style-type: none"> Keep informed <u>June 17/03 Letter</u> Provided a copy of the Victoria Road EA plans as requested. Keep informed
<p>Union Gas Mr. Rick Bigelow Canada Post</p>		<ul style="list-style-type: none"> Keep informed

Chapter 5 – Project Description

AGENCY	COMMENT	RESPONSE / FUTURE COURSE OF ACTION
Mr. Ron McGuigan Rogers Cable TV Ms. Sarah Liuba		<ul style="list-style-type: none"> • Keep informed
City of Guelph Fire Chief Mr. Shawn Armstrong		<ul style="list-style-type: none"> • Keep informed
Guelph Police Service Mr. Bill Copeland	<p><u>June 03 Telephone</u></p> <ul style="list-style-type: none"> • Will be attending June 11, 2003 Technical Agency meeting. Revise contact list to Bill Copeland <p><u>June 11, 2003 Technical Agency Meeting</u></p> <ul style="list-style-type: none"> • Attended meeting 	<ul style="list-style-type: none"> • Keep informed • Mailing list revised
Guelph Police Service Mr. Rob Davis		<ul style="list-style-type: none"> • Keep informed
County of Wellington Mr. Gordon Ough	<p><u>May 29/02 fax-back form</u></p> <ul style="list-style-type: none"> • Keep informed. Will not be attending June 5, 2002 Technical Agency meeting. <p><u>May 29/03 Fax-back form</u></p> <ul style="list-style-type: none"> • Will attend Technical Agency meeting. 	<ul style="list-style-type: none"> • Keep informed
County of Wellington Mr. Gary Cousins	<p><u>June 3/02 fax-back form</u></p> <ul style="list-style-type: none"> • Area of interest is ensuring efficient traffic movement on Victoria Road and relieving truck traffic on Watson Road 	<ul style="list-style-type: none"> • Keep informed
Upper Grand District School Board Ms. Tischhauser Wellington Catholic District School Board Ms. Jennifer Passy	<p><u>June 3, 2003 fax-back form</u></p> <ul style="list-style-type: none"> • Will not be attending June 11, 2003 Technical Agency meeting. 	<ul style="list-style-type: none"> • Keep informed • Keep informed

Exhibit 5.5 – Public Review

Comments	Response
<p>Clarification of lane requirements and traffic analysis.</p>	<p>A transportation needs assessment was carried out as part of the study and is summarized in Section 2.3. In summary, the projections for future travel demand have indicated that Victoria Road will require four lanes by 2011 between York Road and Stone Road. Victoria Road will require four lanes between Stone Road and Arkell Road between 2011 and 2021. A two lane cross-section will be adequate to accommodate 2021 travel demand projections from south of Arkell Road to Clair Road.</p>
<p>Existing and future truck usage along Victoria Road, Clair Road and Arkell Road.</p>	<p>The City of Guelph has developed a city-wide permissive truck routing network. The permissive truck route includes Victoria Road from Arkell Road to Woodlawn Road as shown on Exhibit 2.6 (Schedule XIII to By-law Number 2004 – 17428) and discussed in Section 2.2.2.2.</p>
<p>Timing of development in the South Gordon Community Plan Area.</p>	<p>The status of development in the South Gordon Secondary Plan Area is summarized in Section 3.2. Full build out of the community was originally anticipated by 2021; however development is proceeding at a faster rate than anticipated.</p>
<p>Property and access impacts to the residential properties located between Victoria Park Golf Clubs and the Torrance Creek on both the east and west side of Victoria Road.</p>	<p>The preferred alternative has been developed to fit within the existing right-of-way from Arkell Road to south of Torrance Creek. Therefore, for the most part, property will not be required from the adjacent residential areas and golf courses. Property will be required in the vicinity of Torrance Creek as shown on Plate 2. Existing access would be maintained. Property requirements are summarized in Section 5.3.4.</p>

Exhibit 5.5 Public Review (cont'd)	
Comments	Response
Property and access impacts to the residential properties located between York Road and the Eramosa River on the west side of Victoria Road.	It is proposed to widen to the east and maintain the westerly edge of pavement thereby avoiding the residential properties. Driveway access will be maintained. The preferred alternative is discussed in Section 5.3.3.
A number of residents on Victoria Road between Stone Road and Arkell Road, as well as representatives of the golf course, indicated their preference for the provision of a centre turn lane in this area.	The provision of two lanes with a centre turn lane is recommended and discussed in Section 5.3.1.
Impacts to access during construction to the residents on the west side of Victoria Road and the commercial development on the east side.	The City of Guelph proposes to keep Victoria Road open to traffic during construction. Traffic control during construction is discussed in Section 5.3.6.
Timing of improvements to Victoria Road.	See Section 5.1.
Potential loss of business during construction.	The City of Guelph proposes to keep Victoria Road open to traffic during construction. Traffic control during construction is discussed in Section 5.3.6.
Impacts from construction methods.	Design and construction considerations are discussed in Section 5.3.6.

APPENDICES

APPENDIX A
CORRESPONDENCE / MINUTES



May 21, 2002

MEMO TO TECHNICAL AGENCIES (SEE ATTACHED LIST)

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir / Madam:

On behalf of the City of Guelph, we are writing to i) advise you that the City is commencing a study of Victoria Road from York Road to Clair Road; ii) ascertain whether or not your agency wishes to participate in the study; and iii) invite you to attend a meeting with technical agencies scheduled for Wednesday, June 5, 2002, and to advise you of the first Public Information Centre.

Background

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

This Study

This study is addressing existing and future needs within the Victoria Road corridor (from York Road to Clair Road) in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown on the attached key plan.

The Consultant Team retained by the City of Guelph to assist in carrying out the study includes:

- McCormick Rankin Corporation - project management / consultation
 - Class EA requirements
 - preliminary design – road / structural

- Gamsby and Mannerow Ltd. - road and structure design
 - local knowledge and resources

**McCORMICK
RANKIN
CORPORATION**

CONSULTANTS IN TRANSPORTATION

2655 North Sheridan Way, Mississauga, Ontario, Canada L5K 2P8
Tel: (905) 823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Web: www.mrc.ca



Memo to Technical Agencies
May 21, 2002

Page 3

A meeting with technical agencies has also been scheduled for:

Date: Wednesday, June 5, 2002
Time: 3:30 pm to 4:30 pm
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph
(see attached key plan)

The purpose of the meeting will be to review and receive input regarding: the problem being addressed; and the alternatives being considered for Victoria Road.

Please also indicate whether or not your representative will be attending on the attached "fax-back" form, or by contacting the undersigned by phone (905-823-8500); fax (905-823-8503); or e-mail (lscott@mrc.ca).

We have also enclosed a copy of Newsletter #1, regarding the Wednesday, June 5, 2002 Public Information Centre.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink that reads 'Leslie L. Scott'. The signature is written in a cursive, flowing style.

Leslie L. Scott

Attach

c.c. Rajan Philips, City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME: _____

TITLE: _____

MUNICIPALITY / AGENCY: _____

ADDRESS: _____

POSTAL CODE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

YES NO

- Wish to be involved in this study
- Delete from contact list
- Will be attending the meeting on Wednesday, June 5, 2002

Agency's areas of interest or concern / preliminary comments:



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

**NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE**

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is commencing a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. have been retained to assist the City in carrying out the study.

Public consultation is an important part of the study. It is proposed to hold two public information centres at key points in the study. The first public information centre has been arranged for:

PUBLIC INFORMATION CENTRE

Date: Wednesday, June 5, 2002
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

The purpose of the first public information centre is to obtain public input after reviewing: the problem being addressed; the collection of background information; and the alternatives being considered for Victoria Road. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 19, 2002 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

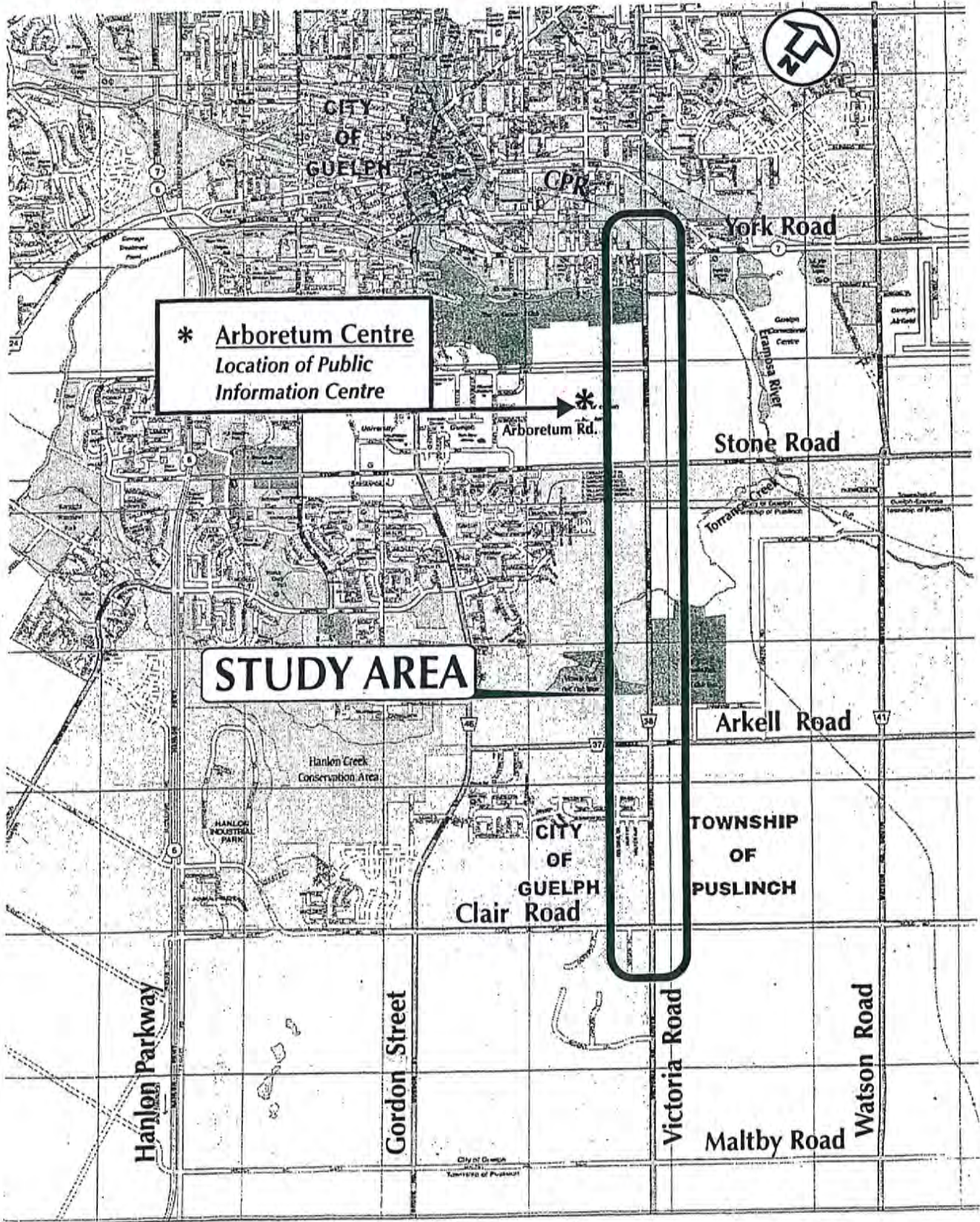
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



W.O. 4813

**Federal and Provincial Ministries and Agencies
Current As Of May 16, 2002**

Ms. Carol Neumann
Rural Planner
Ministry of Agriculture, Food and Rural Affairs
R.R. #1
FERGUS, Ontario
N1M 2W3

Ms. Mary-Jo Gordon
Economic Development Branch
Agricultural & Rural Division
Ministry of Agriculture, Food and Rural Affairs
1 Stone Road West
3rd Floor
GUELPH, Ontario
N1G 4Y2

Ms. Holly Martelle
Heritage Planner, Southwestern Ontario Region
Heritage and Libraries Branch
Heritage Operations
Ministry of Tourism, Culture and Recreation
55 Centre Street
LONDON, Ontario
N6J 1T4

Ms. Joanne Gies
Ministry of Economic Development and Trade
Suite 906
30 Duke Street West
KITCHENER, Ontario
N2H 3W5

Mr. Paul Samson
Ministry of Economic Development and Trade
Suite 906
30 Duke Street West
KITCHENER, Ontario
N2H 3W5

Mr. Ed Griffin
Manager
Guelph District Office
Ministry of Environment
Stone Road West
4th Floor
GUELPH, Ontario
N1G 4Y2

Ms. Angela Amodeo
Regional EA Coordinator
West Central Region
Ministry of Environment
119 King Street West
12th Floor
HAMILTON, Ontario
L8N 3Z9

Ms. Yvonne Hall
Supervisor, Streamlined Review Unit
Environmental Assessment and Approvals Branch
Ministry of Environment
100 St. Clair Avenue West
Floor 12A
TORONTO, Ontario
M4V 1L5

Mr. William Pol
Municipal/Planning Advisor
Ministry of Municipal Affairs and Housing
659 Exeter Road
2nd Floor
LONDON, Ontario
N6E 1L3

District Planner
Ministry of Natural Resources
1 Stone Road West
GUELPH, Ontario
N1G 4Y2

Mr. Dan McLean
Asset Manager
Southwest Region
Ontario Realty Corporation
1 Stone Road West
4th Floor
GUELPH, Ontario
N1G 4Y2

Mr. William Gerrard
Environmental/Cultural Heritage Coordinator
Ontario Realty Corporation
Ontario Management Board Secretariat
11th Floor
77 Wellesley Street
TORONTO, Ontario
M7A 1N3

Ms. Angie McCollum
Sergeant
Operational Policy and Support Bureau
Ontario Provincial Police
777 Memorial Ave
ORILLIA, Ontario
L3V 7V3

Mr. R. Freeman
Administrative Sargeant
Guelph Operations Centre
Wellington County O.P.P.
218 Bristol Street
GUELPH, Ontario
N1H 3M4

Mr. Steve Walsh
Inspector
Ontario Provincial Police
321 St. Andrew Street West
FERGUS, Ontario
N1M 1P1

Ms. Mary Carl
Associate Negotiator
Negotiations Branch
Ontario Native Affairs Secretariat
Ministry of the Attorney General
421 South James Street
Suite 101
THUNDER BAY, Ontario
P7E 2V6

Mr. Barry Putt
Navigable Protections Officer
Coast Guard
Central and Arctic Region
Department of Fisheries and Oceans
201 N. Front Street
Suite 703
SARNIA, Ontario
N7T 8B1

W.O. 4813

Municipal Technical Agencies
Current As Of May 16, 2002

Mr. Jim Mairs
Manager
Economic Development Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Derek McCaughan
Manager
Transit Services Division
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Shawn Armstrong
Fire Chief
City of Guelph
100 Wyndham Street
GUELPH, Ontario
N1H 4E1

Mr. Rob Davis
Chief
Guelph Police Service
5 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Mr. Andy Goldie
Manager
Recreation and Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Manager
Solid Waste Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Derek McCaughan
Manager of Traffic Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Roy Book
Inspector
Guelph Police Service
15 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Mr. Gordon Ough, P. Eng.
County Engineer
Engineering and Roads Department
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Mr. Gary Cousins
Director
Planning and Development
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Ms. Nadine Tischhauser
Accommodation Planner
Planning Department
Upper Grand District School Board
500 Victoria Road North
GUELPH, Ontario
N1E 6K2

Mr. Fred Natolochny
Senior Resources Planner
Grand River Conservation Authority
P.O. Box 729
CAMBRIDGE, Ontario
N1R 5W6

Mrs. Brenda Law
Clerk-Treasurer
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Wellington Catholic District School Board
c/o Ms. Jennifer Passy
Mackinnon and Associates
550 Parkside Drive
Unit A-21
WATERLOO, Ontario
N2L 5V4

Mr. Stephen Gazzola
Manager
Facilities Planning and Design
Physical Resources
University of Guelph
GUELPH, Ontario
N1G 2W1

W.O. 4813

Utilities

Current As Of May 16, 2002

Mr. Dave Randall

Distribution Engineering Technician

Ontario Hydro Services Company

27 Municipal Street

GUELPH, Ontario

N1G 4W5

Mr. Ian Bolton

Guelph Hydro Electric Systems Inc.

04 Dawson Road

GUELPH, Ontario

N1H 1A7

Mr. Ron McGuigan

Delivery Planner

Canada Post

100 Wellington Street

WINDSOR, Ontario

N6B 3P2

Mr. Rob Forsyth

Senior Real Estate Administrator

Ontario Hydro Services Company

7676 Woodbine Avenue

Suite 300

MARKHAM, Ontario

L3R 2N2

Ms. Gayle Widmeyer

Manager

Access Network Department

Bell Canada

P.O. Box 9008, Station C

800 King Street West, 3rd Floor

KITCHENER, Ontario

N2G 4K2

Mr. Rick Bigelow

Team Lead

Guelph Utility Services

Union Gas

10 Surrey Street East

GUELPH, Ontario

N1H 3P5

Ms. Sarah Liuba

Planning Support Coordinator

Rogers Cable TV

85 Grand Crest Place

KITCHENER, Ontario

N2G 4A8



Fisheries and Oceans
Canadian Coast Guard

Pêches et Océans
Garde côtière canadienne

Central and Arctic Region
201 N. Front Street,
Suite 703
Sarnia, Ontario
N7T 8B1

Région du centre et arctique
201 rue Front N.,
pièce 703
Sarnia (Ontario)
N7T 8B1

wo 4813-01
cc R. PHILLIPS

Facsimile

To: Leslie Scott

Company: McCormick Rankin Corporation

Phone:

Fax: (905) 823-8503

From: Barry Putt

Company: Navigable Waters Protection

Phone: 519) 383-1863

Fax: (519) 383-1989

Date: May 27, 2002

Pages including cover page: 2

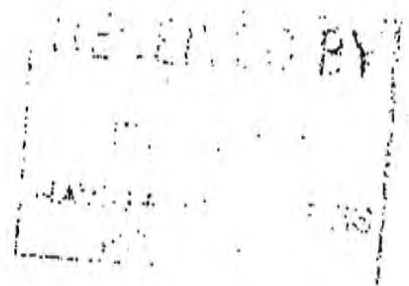
Comments:

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01



NAME: Barry P. Putt
TITLE: A/INSPECTIONS SUPERVISOR
MUNICIPALITY / AGENCY: DFO CCG-NWPA
ADDRESS: 201 N FRONT ST
SARNIA ON.
POSTAL CODE: N7T 8B1
PHONE: (519) 383 1863
FAX: (519) 383 1889
E-MAIL: _____

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| • Wish to be involved in this study | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • Delete from contact list | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Will be attending the meeting on Wednesday, June 5, 2002 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Agency's areas of interest or concern / preliminary comments:

WORKS OVER NAVIGABLE WATERWAYS
REQUIRE APPROVAL UNDER NWPA
ACT

FAXED
06/05/23

Dmp.

cc R PHILIPS

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME: MARY CARL

TITLE: ASSOC. NEGOTIATOR

MUNICIPALITY / AGENCY: ONT. NATIVE AFFAIRS SEC.

ADDRESS: 421 S. JAMES ST STE 101

THUNDER BAY, ONT P7E2V6

POSTAL CODE: _____

PHONE: (807) 473-3152

FAX: 473-3153

E-MAIL: _____

YES NO

- Wish to be involved in this study
- Delete from contact list
- Will be attending the meeting on Wednesday, June 5, 2002

Agency's areas of interest or concern / preliminary comments:

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME: Gord Ough

TITLE: County Engineer

MUNICIPALITY / AGENCY: County of Wellington

ADDRESS: 74 Woolwich Street
Guelph Ontario

POSTAL CODE: N1H 3T9

PHONE: 519-837-2600 Ext. 228.

FAX: 519-837-8138

E-MAIL: gordo@county.wellington.on.ca

	YES	NO
• Wish to be involved in this study	<u> x </u>	<u> </u>
• Delete from contact list	<u> </u>	<u> x </u>
• Will be attending the meeting on Wednesday, June 5, 2002	<u> </u>	<u> x </u>

Agency's areas of interest or concern / preliminary comments:

Please keep me informed of the progress of the study.



FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME: Gordon J. Ough

REPRESENTING: County of Wellington

PHONE: 519-837-2600, Ext. 228

FAX: 519-837-8138

E-MAIL: gordo@county.wellington.on.ca

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003



FAX-BACK FORM

W.O. 4813-01
cc R. PHILLIPS.

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME:

Gary Cousins

TITLE:

Director of Planning & Development

MUNICIPALITY / AGENCY:

County of Wellington

ADDRESS:

~~56~~ 74 Woodwick St

Guelph, ON

POSTAL CODE:

N1H 3T9

PHONE:

837-2600 (219)

FAX:

~~837~~ 823-1694

E-MAIL:

garyc@county.wellington.on.ca

YES NO

- Wish to be involved in this study
- Delete from contact list
- Will be attending the meeting on Wednesday, June 5, 2002

Agency's areas of interest or concern / preliminary comments:

Ensuring efficient traffic movement
on Victoria Road and relieving traffic
traffic on Watson Road.

From: <dave.randall@HydroOne.com>
To: <mgreen@mrc.ca>
Date: 6/2/03 3:19PM
Subject: Victoria Rd Class EA Study

Hi Melissa:

My presence will not be required at this meeting. All poles and customers belong to Guelph Hydro.
Thanks

Dave Randall Zone 2
Area Distribution Engineering Technician
Tel (800) 743 6893 ext 3235
Fax (519) 822 0760
Cell (519) 831 3287
dave.randall@HydroOne.com

MM

W.O. 4813
cc'd R. Phillips
C. Sims.

From: <dave.randall@HydroOne.com>
To: <mgreen@mrc.ca>
Date: 6/3/02 9:15AM
Subject: RE: Victoria Road Class EA Study - City of Guelph Notice of StudyCommencement

Thanks Melissa:
The mailing address is Hydro One Networks Inc. 40 Olympic Drive, Dundas, On.
L9H 7P5

All poles along this section are owned by Guelph Hydro. Hydro One are tenants with Guelph Hydro with a 44 kV circuit from York Road to Stone Road.

I will attend the meeting on June 5.

Dave Randall
Distribution Engineering Technician
Guelph Area Zone 2A
Phonel 519-822-5139 Ext 3235
Cell 519-831-3287
Fax 519- 822-0760
mailto:dave.randall@HydroOne.com

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

From: Melissa Green [mailto:mgreen@mrc.ca]
Sent: May 29, 2002 8:39 AM
To: dave.randall@HydroOne.com
Subject: Victoria Road Class EA Study - City of Guelph Notice of Study Commencement

Mr. Randall

I am writing to you to i) advise you that the City of Guelph is commencing a study of Victoria Road from York Road to Clair Road; ii) ascertain whether or not your agency wishes to participate in the study; and iii) invite you to attend a meeting with technical agencies scheduled for Wednesday June 5, 2002 and to advise you of the first Public Information Centre.

McCormick Rankin had mailed you a letter informing you of the study, a newsletter and a fax-back form, but the package was returned. If you could confirm your address we will resend the package and also confirm if you have any utilities within the corridor. The address we have is as follows:

Mr. Dave Randall
Distribution Engineering Technician
Hydro One Networks Inc.
27 Municipal Street
Guelph, ON
N1G 4W5

A meeting with technical agencies has also been scheduled for:

Date: Wednesday, June 5, 2002

Time: 3:30 pm to 4:30 pm

Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Yours very truly,
Melissa Green

MINUTES

ITEM 2. **FORMAT**

- 3:30 p.m. – Presentation followed by a question and answer period, after which those in attendance reviewed the preliminary plan (scale 1:2,000) identifying the alternatives for Victoria Road.

ITEM 3. **PRESENTATION**

Leslie Scott, MRC introduced the study and the Project Team members in attendance. This was followed by introductions by each of the technical agency representatives. The Consultant added that the information to be presented at the Public Information Centre would be reviewed. A copy of the presentation was provided as a handout. The following information was reviewed:

Purpose of the Consultation with the Agencies and Public

Study Approach

- Study Area
- Study Organization
- Study Approach
- Municipal Class EA Process
- Study Stages
- Public Consultation

Problem Being Addressed

- Related Studies
- Victoria Road
- Needs Assessment
- Bridge over Eramosa River
- Traffic Analysis
- South Gordon Community Plan Transportation Concept
- South Gordon Community
- Findings and Conclusions
- Maintenance and Operational Considerations
- Problem Being Addressed
- Planning Alternatives

Victoria Road Alternatives

- Collection of Background Information
- Victoria Road Corridor – Key Features
- Preliminary Development of Alternatives
- Preliminary Analysis of Alternatives

MINUTES

Next Steps

During the presentation, the Consultant also referred to other display material, which included an aerial mosaic (scale 1:2,500) of the study area showing key features including existing and proposed development property limits, natural environment features and heritage buildings. The preliminary plans and profiles of the alternatives for Victoria Road from York Road to Clair Road (Scale 1:2,000) were also referred to.

Following the presentation, using the preliminary plans at a scale of 1:2,000, the Consultant reviewed the preliminary development of alternatives:

York Road to Eramosa River

- Option 1 – 4 lanes without on-street bike lanes
- Option 2 – 4 lanes plus continuous centre turn lane without on-street bike lanes
- Option 3 – 4 lanes plus continuous centre turn lane plus on-street bike lanes

Eramosa River Bridge

- Option 1 – rehabilitate and widen existing bridge 4-lanes
- Option 2 – replace existing bridge with 4 lane bridge

Eramosa River to South of Stone Road

- 4 lanes with rural cross-section

South of Stone Road to Arkell Road

- Option 1 – 2 lanes plus turning lanes at intersections
- Option 2 – 2 lanes plus continuous centre turn lane
 - urban or rural or combination cross-section (with protection for future 4 lanes)

Arkell Road to Clair Road

- Option 1 – 2 lanes plus turning lanes at intersections
- Option 2 – 2 lanes plus continuous centre turn lane
 - urban / rural cross-section

ITEM 4. DISCUSSION

- 1) Q *Dave Hume, University of Guelph – Is there a long-term plan to connect Victoria Road to Highway 401?*
R R. Philips advised that Victoria Road is not proposed to connect to Highway 401. There is a long-term proposal for a new roadway east of Watson Road to connect with Highway 401.
- 2) Q *Dave Hume, University of Guelph – Have there been discussions between the City of Guelph and the Township of Puslinch regarding property requirements and are there any plans for the annexation of the lands used for the Arkell Research Station?*

MINUTES

- R R. Philips explained that while the City and the Township have discussed the project, he is not aware of any plans for the annexation of the land occupied by the Arkell Research Station. The annexation of the lands beyond the City's existing boundary.
- 3) Q *Dave Hume, University of Guelph – What will the traffic pressures be like for Victoria Road and will there be the consideration of 4 lanes south of Arkell Road? With 4 lanes would additional property be required?*
- R The Consultant advised that the traffic analysis took into account the growth in background traffic, ongoing development of the South Gordon Community and a sensitivity analysis for the future development of the ORC lands. This analysis was then used in the development of the alternatives for Victoria Road. The analysis indicates that 2 lanes can accommodate the projected traffic volumes.
- R. Philips noted that additional property would not be required to accommodate the improvements being considered under the present study since the City is acquiring additional right-of-way on the west side of Victoria Road as the lands to the west develop. It was clarified however, that property may be required at intersections to accommodate turning lanes. The Consultant added that should Victoria Road be widened to four lanes in the long term future, then additional property would be required on the east side
- 4) Q *Rob Witherspoon, Guelph Turfgrass Institute – Did the traffic analysis consider the Master Plan for the Turfgrass Institute? The Master Plan outlines the expansion of the facility as well as the development of a recreational area.*
- R The Consultant noted that this was not part of the analysis and requested a copy of the Master Plan for review.
- 5) Q *Rob Witherspoon, Guelph Turfgrass Institute advised that an additional access may be required as a result of the development.*
- R R. Philips advised that the City should be notified regarding the location of the access when it is time for approval to be granted for the additional access.
- 6) Q *L. Scott asked whether plans of the Turfgrass Institute could be obtained to complete the base mapping and for a better understanding of the areas landscape.*
- R Rob Witherspoon, Turfgrass Institute advised that while they have plans they are for internal use only.
- Roger Shantz, University of Guelph noted that there may be some base mapping available from ORC.
- 7) Q *L. Scott inquired as to who had planted the trees adjacent to the Arkell Research Station.*
- R Roger Shantz, University of Guelph advised that the trees had been planted by the Roadside Heritage Tree Association. The contact for the group is Brenda Law at the Township of Puslinch. MRC will add them to the mailing list.

MINUTES

- 8) Q *Roger Shantz, University of Guelph noted that trucks turning into the Turfgrass Institute currently have difficulties and with the planned expansion this would likely worsen. He noted that a possible new entrance might be at the College Avenue intersection with Victoria Road.*
- R The Consultant advised that this could be considered as a possible access location, subject to further discussions with the University and ORC.
- 9) Q *Rob Witherspoon, Turfgrass Institute noted that he has concerns regarding the amount of additional salt that will be required because of the additional 2 lanes. He also noted that the research area is close to the right of way and that a drain is located midblock on the Turfgrass property.*
- R The Consultant noted that Gamsby and Mannerow would be addressing stormwater management in the next phase of the study.
- 11) Q *Richard Jordan, Arboretum University of Guelph noted that an access lane to the Cutten Club is located north of the Eramosa River and is used as an unofficial trail.*
- R The Consultant noted that the ability to connect the trail located on the north side of the Eramosa River west of Victoria Road to the trail located on the south side of the Eramosa River east of Victoria Road would be considered in the design of the structure. The University of Guelph has advised that a formal trail on the south side of the Eramosa west of Victoria Road was not acceptable.
- 12) Dave Hume, University of Guelph noted that the trees adjacent to Victoria Road at the Turfgrass Institute are part of a 16-year agriforestry research program being conducted by Dr. Andy Gordon, University of Guelph – Environmental Biology. He could be contacted for information regarding the location of the trees in proximity to the road. It was agreed, however, the any information request should be directed through Steve Gazzola as main contact for the University of Guelph.
- 13) The Consultant thanked everyone for attending. The next meeting will be scheduled in the fall of 2002.

Minutes prepared by,

McCormick Rankin Corporation

Melissa Green

**Ontario Provincial Police
County of Wellington**
321 St. Andrew Street West
FERGUS, Ontario
N1M 1P1
Phone: 519-843-4240
Fax: 519-843-5490



"Putting Our Community First"

DATE: June 6, 2002

TO: Leslie Scott
McCormick, Rankin
Corporation

FROM: Staff Sergeant Paul Powers
Ontario Provincial Police
County of Wellington OPP
Fergus - Western Region

Fax No.: 905-823-8503

No. of pages to follow : 1

SUBJECT: CITY OF GUELPH, VICTORIA ROAD CLASS EA STUDY

SPECIAL INSTRUCTIONS:

Fax back form as requested.

Disclaimer: Prohibited Use of Confidential Information

The information contained in this fax is PRIVILEGED and CONFIDENTIAL information and is intended only for the use of the individual names above. If you are not the intended recipient, or employee of the agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination or copying of this facsimile is strictly prohibited. If you have received this facsimile in error, please immediately notify us by telephone and return the message to us. Thank you.

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME: Paul Powers

TITLE: S/Sgt. - Operations Manager

MUNICIPALITY / AGENCY: County of Wellington O.P.P.

ADDRESS: 321 St. Andrew St. W.
Fergus, Ontario

POSTAL CODE: Nim 1P1

PHONE: (519) 843-4240

FAX: (519) 843-5490

E-MAIL: Paul.Powers@Jus.gov.on.ca.

- | | YES | NO |
|--|---------------|---------------|
| • Wish to be involved in this study | <u>X</u> | <u> </u> |
| • Delete from contact list | <u> </u> | <u>X</u> |
| • Will be attending the meeting on Wednesday, June 5, 2002 | <u> </u> | <u>X</u> |

Agency's areas of interest or concern / preliminary comments:

The area of the study is within the City of Guelph.
However, it is an artery used extensively by O.P.P. to
travel through the City of Guelph to get to areas in
the County of Wellington. As a result we would
appreciate being involved to understand any effects on
our service delivery.



Grand River Conservation Authority

400 Clyde Road, P.O. Box 729
Cambridge, Ontario N1R 5W6

Telephone (519) 621-2761
Fax (519) 621-4844
Internet: <http://www.grandriver.on.ca>

ES/AM/13

June 12, 2002

Ms. Leslie Scott
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8



Dear Ms. Scott;

**Re: Victoria Road Class Environmental Assessment
Notice of Study Commencement**

The Grand River Conservation Authority has had an opportunity to review the above noted project.

Information currently available at this office indicates that the Speed River and a tributary of the Speed River cross over the study area. These watercourses have floodplain and scheduled areas associated with them. In addition, there are small pockets of wetlands and woodlots located adjacent to the study area.

Please be advised that the Grand River Conservation Authority has an interest in reviewing and commenting on additional information in support of this proposal.

We trust you will find the above satisfactory. Should you have any further questions please do not hesitate to contact the undersigned.

Yours truly,

Fred Natolochny
Senior Resource Planner
Resource Management Division

Cc: Rajan Philips, M.Sc., P.Eng., Project Engineer
Works Department, City of Guelph



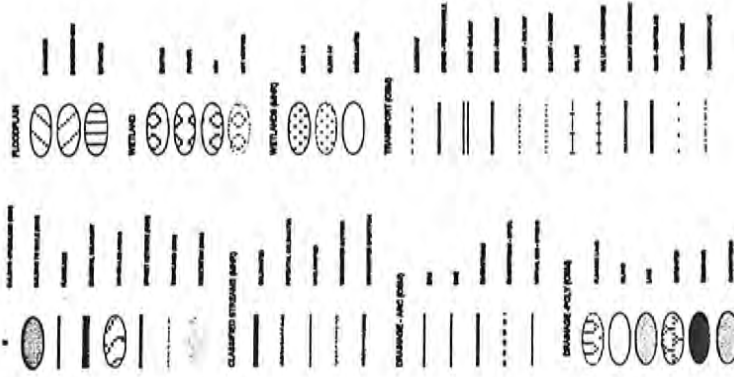
The Grand - A Canadian Heritage River

N:\PLANNING\WELLINGT\GUELP\HCT\2002\Ea\Victoria Road.doc





Legend



GRCA Disclaimer Statement:
This map is for information purposes only, and the Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of all the information contained within the map.

GRCA Address
Grand River Conservation Authority
P.O. Box 722, 400 Crysler Road,
Cambridge, Ontario, N1R 5W6

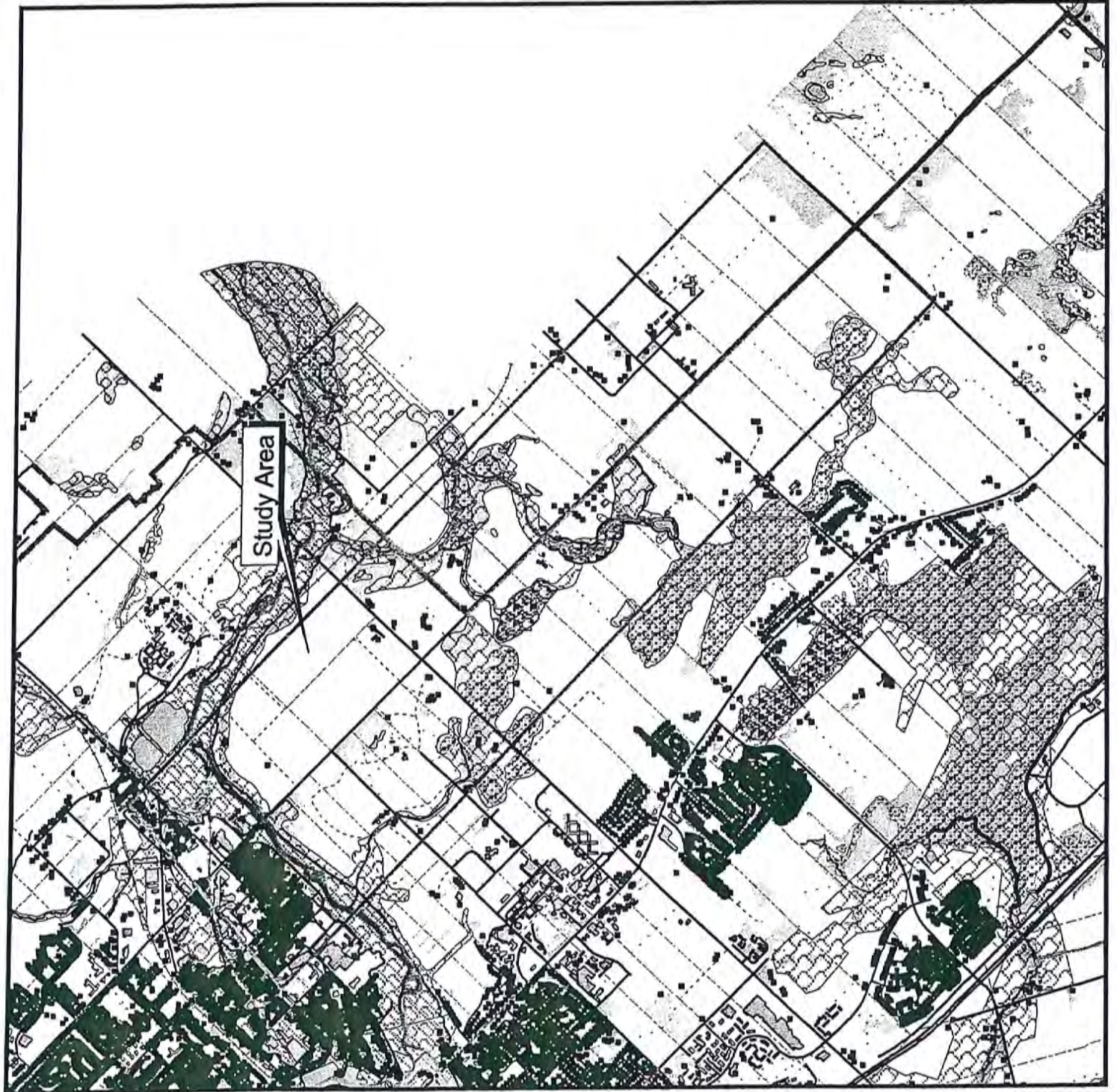
Produced using information provided by the Ministry of Natural Resources, Copyright © Queen's Printer, 2002
© Copyright, Grand River Conservation Authority 2002

Scale 1:38698

500 0 500 Meters



North American Datum 1983 - UTM Grid Zone 17



UNIVERSITY of GUELPH

PHYSICAL RESOURCES

Stephen A. Gazzola, Architect
B.E.S., M. Arch., OAA, MRAIC

Manager, Facilities Planning and Design
Phone: (519) 824-4120 ext. 2829, Fax: (519) 837-
Email: sgazzola@pr.uoguelph.ca

FAX	
To:	Leslie Scott
Dept.:	MRC
Fax No.:	905 823-8503
No. of Pages:	02
From:	Rajan Philips
Date:	16 Feb 03
Company:	
Fax No.:	
Comments:	
<small>Post-it[®] fax pad 7800E</small>	

DATE: May 15, 2003

EXT: 52829

TO: Rajan Philips, P.Eng.,
Transportation Planning Engineer
Works Department
City of Guelph

SUBJECT: Victoria Road Environmental Assessment Study: University of Guelph Comments

Thank you for allowing representatives of the University of Guelph community to attend the latest Community Information Centre presentation by McCormick Rankin.

At this time we have the following comments/queries that require feedback/resolution by the consulting team before we can determine our support for the preferred solution.

1.0 Traffic

1.1 Speed: What are the proposed speed limits along the preferred alternative? What is a safe speed limit that would allow safe navigation of the proposed bicycle lanes? The preference of the University would be to limit traffic to 50 km/h which in turn may partially address concern in 1.2 below.

1.2 Noise: What measures will be taken to control noise along the proposed roadway? Currently there is excessive traffic noise between Stone Road and College Avenue that directly impacts outside programming held at the J. C. Taylor Nature Centre at The Arboretum.

1.3 Volume: What are the projected traffic volume increases? What is the projected increase in truck traffic?

2.0 Road Design

2.1 Cross Section Width: Clarification required on overall width. There appears to be a requirement for an additional 7-8 meters. Please clarify. The University has concerns that this will impact existing research on lands between the river and Stone Road.

2.2 East Side ROW between Bridge and Stone Road: Is there enough width to accommodate a bicycle lane on east side within ROW?

2.3 Vehicular Access:

2.3.1 The Arboretum: The University has potential future plans for expansion at the Arboretum and will wish to retain the right to improve vehicular access to Arboretum lands between College Ave. and Stone Road.

2.3.2 Guelph Turfgrass Institute: The existing access to the GTI is difficult to use at the best of times. The GTI would like to preserve the possibility of relocating the access to the College Avenue and Victoria Road intersection.

2.3.3 Cutten Club: Currently there is a service access to the Cutten Club Lands adjacent to the southwest corner of the lands close to the existing Eramosa River Bridge. The Cutten Club wishes to retain this existing access.

2.3.4 University Heritage Trust Lands: The Real estate division wishes to reserve the right to have future vehicular access to Heritage Trust Lands from Victoria Road south of Stone Road (west side).

3.0 Implementation

3.1 Timing: Provide clarification on the timing of the various be arranged components of the design. To this end, can another meeting be arranged with University and City team be arranged to review study/proposed solutions?

4.0 Environment

4.1 Stormwater Management: Solutions related to quantity and quality, impacts on wetland, Arboretum Creek through the Arboretum and Cutten Club and associated hydrology/hydraulics should be reviewed by the University prior to any implementation of solutions/improvements to Victoria Road.

4.2 Road Salt Impact: The University has concerns of the net impact of road salts to the increased volume of vehicles and/or net increase in posted speed limits. Road salt impact can be mitigated through reduced speed limits on improved road. This is of particular concern to the GTI as it is on the leeward side of Victoria Road and as such its research stands to be impacted by increased road salt deposition.

4.3 Wildlife corridors across Stone Road: As previously illustrated in information provided by the University during the course of the Stone Road EA Study, there are wild life corridors across Victoria Road. What efforts will be taken to mitigate net impact of these corridors?

Please consider these items. The University looks forward to reviewing your consultants recommendations/responses on these items.

If you have any questions or require any further information, please do not hesitate to call.

Thank you.



cc: Garry Round, Executive Director, Facilities & Hospitality Services
Chris Pickard, Director, Planning Engineering and Construction
John Armstrong, Real Estate Division
Alan Watson, Arboretum
Tanya Lonsdale, Braun Engineering



FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME: JOHN MACDONALD

TITLE: HERITAGE PLANNER

MUNICIPALITY / AGENCY: MINISTRY OF CULTURE

ADDRESS: 55 CENTRE STREET
LONDON ON

POSTAL CODE: N6J 1T4

PHONE: 519-675-7742

FAX: 519-675-7777

E-MAIL: _____

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| • Wish to be involved in this study | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • Delete from contact list | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Will be attending the meeting on Wednesday, June 5, 2002 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Agency's areas of interest or concern / preliminary comments:

POTENTIAL IMPACTS TO CULTURAL HERITAGE RESOURCES.
CONDUCT AN ARCHAEOLOGICAL / CULTURAL HERITAGE
RESOURCE ASSESSMENT OF LANDS THAT WILL BE
IMPACTED BY PROJECT.

John MacDonald



May 26, 2003

MEMO TO TECHNICAL AGENCIES (SEE ATTACHED LIST)

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir / Madam:

On behalf of the City of Guelph, and further to our memo of May 21, 2002 we are writing to invite you to attend a meeting with technical agencies and to advise you of the second Public Information Centre.

A meeting with technical agencies was held on June 5, 2002. Thereafter, the preferred alternative for Victoria Road was determined taking into consideration comments that were received. A second meeting with technical agencies has now been arranged to review the preferred alternative and associated mitigating measures and to receive input.

The meeting with technical agencies is scheduled for:

Date: Wednesday, June 11, 2003
Time: 3:30 pm to 4:30 pm
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph
(see attached key plan)

Please confirm whether or not your representative will be attending by completing the attached "fax-back" form, or by contacting Melissa Green by phone (905-823-8500); fax (905-823-8503); or e-mail (mgreen@mrc.ca).

We have also enclosed a copy of Newsletter #2, which outlines the preferred alternative and provides information regarding the June 11, 2003 Public Information Centre.

Following the June 11, 2003 meeting with technical agencies and the Public Information Centre, the preferred alternative will be reviewed in light of



Memo to Technical Agencies

Page 2

comments received. Thereafter, the recommended alternative will be presented to the City of Guelph Public Works and Environment Committee for approval prior to filing the Environmental Study Report. If you have any questions, please do not hesitate to contact the undersigned at 905-823-8500.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in cursive script that reads 'Leslie L. Scott'.

Leslie L. Scott

Attach

c.c. Rajan Philips, City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

REPRESENTING:

PHONE:

FAX:

E-MAIL:

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is carrying out a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. were retained to assist the City in carrying out the study. The first Public Information Centre was held on June 5, 2002. Thereafter, the preferred alternative was determined taking into consideration the comments received. The preferred alternative includes:

- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
- Eramosa River Structure – replace existing bridge with 4 lane bridge
- Eramosa River Structure to south of Stone Road – widen to 4 lanes
- South of Stone Road to Arkell Road – reconstruct to 2 lane with centre turn lane
- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

A second Public Information Centre has been arranged to review and obtain public comments about the analysis of the alternatives and the preferred alternative. Following the information centre, the preferred alternative will then be reviewed in light of comments received from the public and agencies and confirmed or modified.

PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

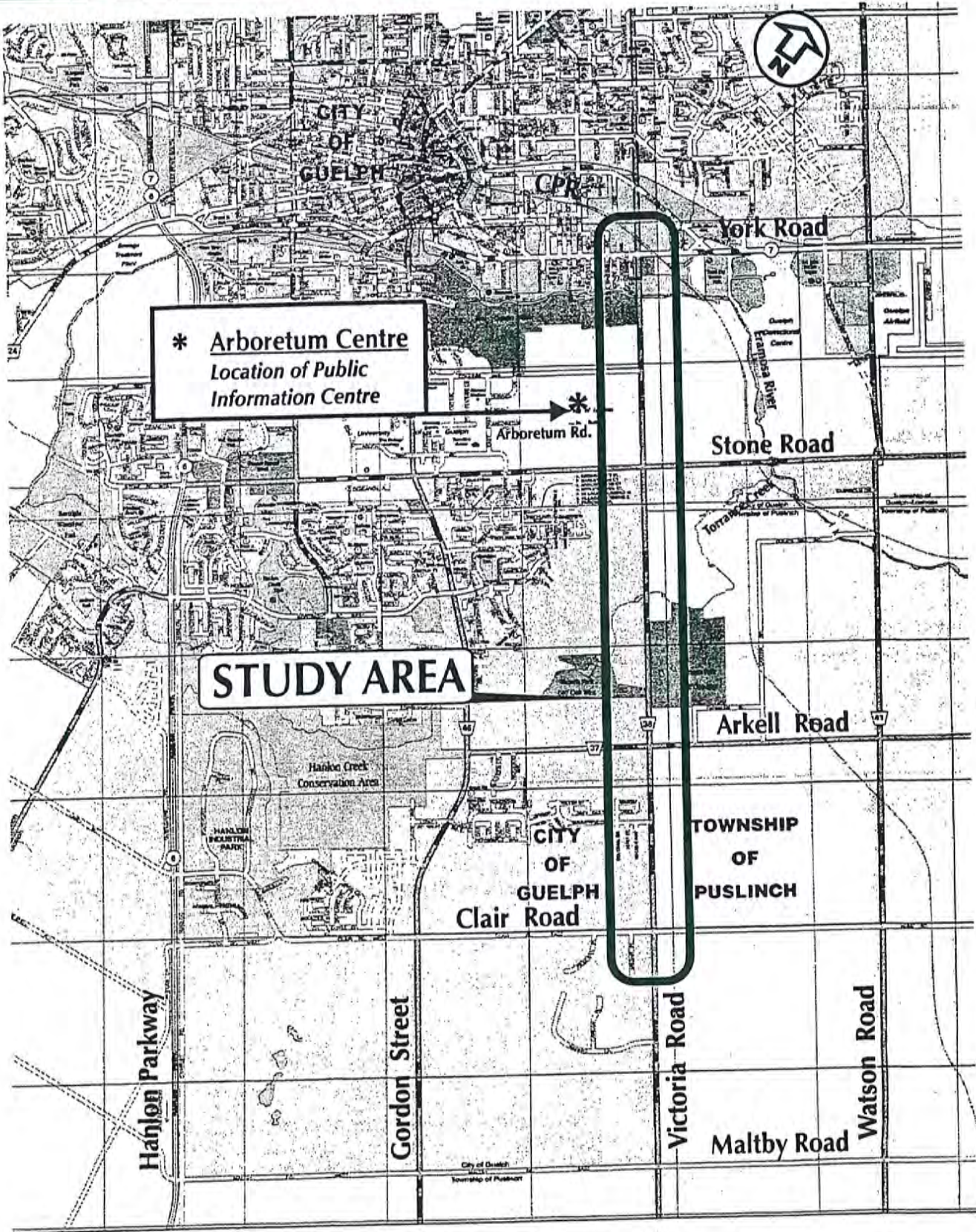
Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



* **Arboretum Centre**
Location of Public
Information Centre

STUDY AREA

Hanlon Parkway

Gordon Street

Victoria Road

Watson Road

Maltby Road

CITY OF GUELPH

CITY OF GUELPH
Clair Road

TOWNSHIP OF PUSLINCH

York Road

Stone Road

Arkell Road

Hanlon Creek Conservation Area

STUDY AREA

Arboretum Rd.



**W.O. 4813 Victoria Road Class EA
Federal and Provincial Ministries and Agencies
Current As Of April 17-03**

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Ms. Mary-Jo Gordon
Economic Development Branch
Agricultural & Rural Division
Ministry of Agriculture and Food
1 Stone Road West
3rd Floor
GUELPH, Ontario
N1G 4Y2

Shari Prouse

~~Mr. John MacDonal~~
Heritage Planner, Southwestern Ontario Region
Ministry of Culture
55 Centre Street
LONDON, Ontario
N6J 1T4

Mr. Ed Griffin
Manager
Guelph District Office
Ministry of Environment and Energy
1 Stone Road West
4th Floor
GUELPH, Ontario
N1G 4Y2

Ms. Yvonne Hall
Supervisor, Streamlined Review Unit
Environmental Assessment and Approvals Branch
Ministry of Environment and Energy
2 St. Clair Avenue West
Floor 12A
TORONTO, Ontario
M4V 1L5

Ms. Carol Neumann
Rural Planner
Ministry of Agriculture and Food
R.R. #1
FERGUS, Ontario
N1M 2W3

Mr. Remo Pallotini
Coordinator Facilities Management
Service Management Branch
Ministry of Agriculture and Food
1 Stone Road West
2nd Floor
GUELPH, Ontario
N1G 4Y2

Ms. Joanne Gies
Ministry of Economic Development and Trade
Suite 906
30 Duke Street West
KITCHENER, Ontario
N2H 3W5

Mr. Joe Muto
~~Ms. Angela Amodeo~~ Environmental Resource
~~Regional EA Coordinator~~ Planner / EA Coordinator
West Central Region
Ministry of Environment and Energy
119 King Street West
12th Floor
HAMILTON, Ontario
~~L8N 3Z9~~
L8P 4Y7

Mr. William Pol
Municipal/Planning Advisor
Ministry of Municipal Affairs and Housing
659 Exeter Road
2nd Floor
LONDON, Ontario
N6E 1L3

Mr. Ian Thornton
District Planner
Ministry of Natural Resources
1 Stone Road West
GUELPH, Ontario
N1G 4Y2

Mr. William Gerrard
Environmental/Cultural Heritage Coordinator
Ontario Realty Corporation
Ontario Management Board Secretariat
11th Floor
77 Wellesley Street
TORONTO, Ontario
M7A 1N3

Mr. R. Freeman
Administrative Sargeant
Guelph Operations Centre
Wellington County O.P.P.
218 Bristol Street
GUELPH, Ontario
N1H 3M4

Mr. Barry Putt
Navigable Protections Officer
Coast Guard
Central and Arctic Region
Department of Fisheries and Oceans
201 N. Front Street
Suite 703
SARNIA, Ontario
N7T 8B1

Mr. Dan McLean
Asset Manager
Southwest Region
Ontario Realty Corporation
1 Stone Road West
4th Floor
GUELPH, Ontario
N1G 4Y2

Ms. Angie McCollum
Sergeant
Operational Policy and Support Bureau
Ontario Provincial Police
777 Memorial Ave
ORILLIA, Ontario
L3V 7V3

Mr. Paul Powers
Sargeant - Operations Manager
Wellington County O.P.P.
321 St Andrew Street, West
FERGUS, Ontario
N1M 1P1

~~Seargent Bill Copeland
Guelph Police Services
Traffic Division
P-519-824-1212 ext 225
F 519-763-0516~~

**W.O. 4813 Victoria Road Class EA
Municipal Technical Agencies
Current As Of April 17-03**

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Mr. Ian Haras
Park Technician
Recreation and Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Manager
Solid Waste Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Shawn Armstrong
Fire Chief
City of Guelph
50 Wyndham Street
GUELPH, Ontario
N1H 4E1

Mr. Rob Davis
Chief
Guelph Police Service
15 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Ms. Janet Sperling
Park Planner
Recreation and Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Jim Mairs
Manager
Economic Development Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Derek McCaughan
Director
Public Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Sergeant Bill Copeland / Scott Green
~~Mr. Roy Book~~
Inspector Traffic Division
Guelph Police Service
15 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Mr. Gordon Ough, P. Eng.
County Engineer
Engineering and Roads Department
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Mr. Gary Cousins
Director
Planning and Development
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Mrs. Brenda Law
Clerk-Treasurer
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Mr. Matthew Bulmer
Councillor
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Mr. David Sharpe
Councillor
Township of Puslinch
7404 Wellington Road 34
R.R. 3
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N1H 6H9

Ms. Nadine Tischhauser
Accommodation Planner
Planning Department
Upper Grand District School Board
500 Victoria Road North
GUELPH, Ontario
N1E 6K2

Wellington Catholic District School Board
c/o Ms. Jennifer Passy
Mackinnon and Associates
550 Parkside Drive
Unit A-21
WATERLOO, Ontario
N2L 5V4

Mr. Chris Powell
Resources Planner
Grand River Conservation Authority
P.O. Box 729
CAMBRIDGE, Ontario
N1R 5W6

Mr. Steve Gazzola
Manager
Facilities Planning and Design
Physical Resources
University of Guelph
GUELPH, Ontario
N1G 2W1

Ms. Rosalee Griffiths
Admin. Assisstant
Planning Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

**W.O. 4813 Class EA Study
Utilities
Current As Of April 17-03**

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Mr. Dave Randall
Distribution Engineering Technician
Hydro One Networks Inc.
40 Olympic Drive
Dundas, Ontario
L9H 7P5

Mr. Ian Bolton
Guelph Hydro Electric Systems Inc.
104 Dawson Road
GUELPH, Ontario
N1H 1A7

Mr. Ron McGuigan
Delivery Planner
Canada Post
300 Wellington Street
LONDON, Ontario
N6B 3P2

Mr. Rob Forsyth
Senior Real Estate Administrator
Ontario Hydro Services Company
7676 Woodbine Avenue
Suite 300
MARKHAM, Ontario
L3R 2N2

Ms. Gayle Widmeyer
Access Project Manager
Access Network Provisioning
Bell Canada
575 Riverbend Drive
Floor 2
KITCHENER, Ontario
N2K 3S3

Mr. Rick Bigelow
Team Lead
Guelph Utility Services
Union Gas
10 Surrey Street East
GUELPH, Ontario
N1H 3P5

Ms. Sarah Liuba
Planning Support Coordinator
Rogers Cable TV
85 Grand Crest Place
KITCHENER, Ontario
N2G 4A8

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME: IAN BOLTON

REPRESENTING: GUELPH HYDRO ELECTRIC SYSTEMS

PHONE: (519) 822-1750 x 2289

FAX: (519) 822-4963

E-MAIL: ibolton@guelphhydro.com

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003

From: "Joe Muto" <Joe.Muto@ene.gov.on.ca>
To: <mgreen@mrc.ca>
Date: 5/29/03 1:13PM
Subject: Victoria Road Class EA - ESR

Hello Melissa, I am in receipt of your letter dated May 26, 2003 on the above noted matter.

I would like to advise you that I am the Planning and EA Coordinator at the West Central Region - MOE Office.

I would also like to inform you that no staff from this Office will be attending the PIC scheduled for June 11, 2003.

However, we do look forward to obtaining two copies of the ESR so as we may provide our technical comments.

I look forward to all future correspondence in this matter as well as any other EA projects in the City of Guelph.

Thank you.

Regards,

Joe Muto
Environmental Resource Planner/EA Coordinator
Ministry of the Environment
West Central Region
119 King Street West, 12th Floor
Hamilton, ON L8P 4Y7
Phone: (905) 521-7719
Fax: (905) 521-7820
Email: Joe.Muto@ene.gov.on.ca

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

Shari Prouse Heritage Planner

REPRESENTING:

Ministry of Culture

PHONE:

(519) 675 7742

FAX:

(516) 675 7777

E-MAIL:

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003



FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

Carol Neumann

REPRESENTING:

OMAF

PHONE:

519-846-3393

FAX:

846-8178

E-MAIL:

carol.neumann@omaf.gov.on.ca

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003

YES NO

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

MATT FERGUSON

REPRESENTING:

MINISTRY OF MUNICIPAL AFFAIRS & HOUSING

PHONE:

(519) 873-4520

FAX:

(519) 873-4018

E-MAIL:

matthew.ferguson@mat.gov.on.ca

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003

YES NO

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME: RICK WEILER

REPRESENTING: WELLINGTON COUNTY OPP

PHONE: 843-4240

FAX: 843-5490

E-MAIL: _____

Please Check One

YES NO

- Will be attending the meeting on June 11, 2003

_____ X

From: "Chris Powell" <cpowell@grandriver.ca>
To: <mgreen@mrc.ca>
Date: 6/4/03 6:40PM
Subject: Victoria Road EA Technical Meeting

Melissa,

I am e-mailing you to confirm my attendance at the Technical agencies meeting on June 11th at the Arboretum in Guelph. If you have any questions, please feel free to contact me by phone or e-mail.

Thanks,

Chris Powell
Resource Planner
Grand River Conservation Authority

phone: (519) 621-2763 ex. 238
fax: (519) 621-4945
cpowell@grandriver.ca



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Coast Guard

Garde côtière

Central & Arctic Region

Région du Centre et de l'Arctique

201 N. Front Street, Suite 703
Sarnia, Ontario
N7T 8B1

Your file Votre référence

Our file Notre référence
8200-13-1

*McCORMICK - EN 12/11/03
11-11-03
4813*

*cc Ryan Purvis, Guelph
Bob Cook, here
Chris Sims, Guelph*

June 10, 2003

City of Guelph
c/o McCormick Rankin Corporation
2655 Sheridan Way
Mississauga, ON L5K 2P8



Attention: Leslie L. Scott

Dear Sir:

**Re: Victoria Road Class EA Study, York Road to Clair Road, City of Guelph,
Province of Ontario**

We are in receipt of information relating to the aforementioned proposed works.

Please note that our Department is responsible for the administration of the Navigable Waters Protection Act, which prohibits the construction or placement of any "works" in navigable waters without first obtaining approval from this office. You are requested to prepare and submit an application in accordance with the requirements as outlined in the attached Application Guide. Please note that all existing and proposed construction should be detailed in your submission. The plan should show the river width and any prominent features, e.g. other groynes, docks, etc. You are advised that no construction shall take place without approval under the Act.

Should you have any further questions, please contact this office at 519-383-1863.

Yours truly,

Barry Putt
A/Inspections Supervisor
Navigable Waters Protection

BP/dmp
Encl.



Fisheries and Oceans
Canada
Coast Guard

Pêches et océans
Canada
Garde côtière

Canadian Coast Guard

Central and Arctic Region

NAVIGABLE WATERS PROTECTION ACT

APPLICATION GUIDE



Navigable Waters Protection

201 North Front Street

Suite 703

Sarnia, Ontario, N7T 8B1

Phone (519) 383-1865 Fax (519) 383-1989

Canada

APPLICATION GUIDE CHECKLIST

Before returning your application form, the following **must** be included otherwise your application will not be processed:

- Name of property owner & description of the project site
- Complete mailing address of the property owner
- Plot or survey plan with project shown & adjacent landowners
- Map or chart with arrow to show location of project
- Plan view of the project (with dimensions)
- Side view of project (with dimensions)
- Location for disposal of dredge spoils (if applicable)
- Name of the contractor/firm doing the work (if applicable).



Office Use Only

NWPA # 8200-

NAVIGABLE WATERS PROTECTION ACT APPLICATION

Name of Owner:		
Mailing Address:		Postal Code:
Home Telephone No:	Business:	Other:

Contractor/Firm (if applicable):		
Address:		Postal Code:
Telephone #:	Fax #:	Contact Person:

LOCATION OF WORK SITE

Lot, Concession, Township:		
Section, Range:		
Province:	County/District:	Name of Upland Property Owner:
Name of Lake, River, Bay (waterway):		Topographic/Chart #:
Latitude:		Longitude:

Description of project (Work) (Please circle one or more) : DOCK RETAINING WALL BREAKWATER BOAT SLIP RAMP FILL DREDGE <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-top: 10px;"> Proposed Construction Date: _____ </div> OTHER _____	Status of Project (Please Circle): NEW EXISTING ADDITION REPAIRS
---	--

Date: _____	Signature: _____
-------------	------------------

APPLICATION GUIDE

INTRODUCTION

The Navigable Waters Protection Act (NWPA) revised Statutes of Canada, 1985, is one of the oldest pieces of federal legislation. It first became law on May 17, 1882. The principle objective is to protect the public right of navigation by prohibiting the building or placement of any "work" in, upon, over, under, through, or across a navigable water without the authorization of the Minister of Fisheries and Oceans. The jurisdiction of the legislature begins at the high water mark. Therefore structures that are between low and high water marks will require approval under the NWPA. The administration of the NWPA has been delegated to the Canadian Coast Guard.

Important Notice

An approval granted by the Minister is not a general approval of construction nor an authorization in respect of any law, excepting the Navigable Waters Protection Act. An authorization may also be required from the Minister under the Fisheries Act, you should contact the Fish Habitat Division for a determination. In addition, contact should also be made with local municipal, provincial and other government offices to determine if other approvals will be required for the proposal.

What is a Navigable Waterway ?

A navigable water is any body of water capable of being navigated by floating vessels of any description for the purpose of transportation, commerce or recreation. This includes both inland and coastal waters. The authority to determine the navigability of a waterway and consequently the requirement for an application under the NWPA, rests with the Minister of Fisheries and Oceans or his/her designated representative.

Examples of Some Types of "Works" Requiring Authorization

- any bridge, boom, dam, causeway, wharf, dock, boathouse, intake, outfall, etc.;
- dredging; dumping of fill, retaining wall, groyne, breakwater;
- submarine or overhead cables, tunnel, pipeline;
- aquaculture facilities;
- any other device, structure, or thing whether similar in character to the above or not.

Permit Process

There are basically two types of processes followed in reviewing an application under the Act:

- **Formal approval**
The formal approval process is followed when a Coast Guard official determines that your work or project is a substantial interference with navigation. Under the requirements of the Act all bridges, booms, dams, or causeways must be processed by formal approval.
- **Work Assessment - Exemption**
The Work Assessment process is followed when a Coast Guard official determines that your work or project is not a substantial interference with navigation.

How to Make an Application

1. **Application Form** - Complete, sign and date the enclosed application form.
2. **Site Location** - Obtain a copy of the chart or topographic map of your area. Please include enough details to simplify the location of the proposed project. If not already shown, add the following:
 - Name of the waterbody in which the project is located;
 - Location of the proposed project (draw an arrow showing the exact location of the site on the map);
 - Approximate latitude and longitude of the project
3. **Plot Plan** - One (1) copy of your plot or survey plan, showing adjacent property owners (include names), with the location of the proposed work clearly indicated.
4. **Plan View** - The plan view shows the proposed project as if you were looking straight down on it from above. Draw a plan, to scale or dimensioned, containing sufficient detail to clearly show your proposed project, including:
 - Any existing works presently on your property or adjacent properties such as docks, slipways, boathouses, breakwaters etc.;
 - Existing shorelines;
 - Dimensions (length, width, etc.) of the project. All dimensions should be from the ordinary high water mark. See sample sketches for further details;
 - Average water depth around the project;
 - Scale of drawing.
 - North arrow.
5. **Profile View or Section View** - The profile view is a scale drawing that shows the side, front, or rear of the proposed structure as it would look if you were standing to the side of it; the section view is a scale drawing that shows the proposed structure as it would look if sliced internally for display. Clearly show the following:
 - Dimensions of the project, including width, height etc. See the sample sketches for further details;
 - The ordinary high water mark (O.H.W.M.) and high water mark (H.W.M.);
 - Existing and proposed ground contours;
 - Height above the bed of the waterway;
 - The type of construction material to be used;
 - Scale;

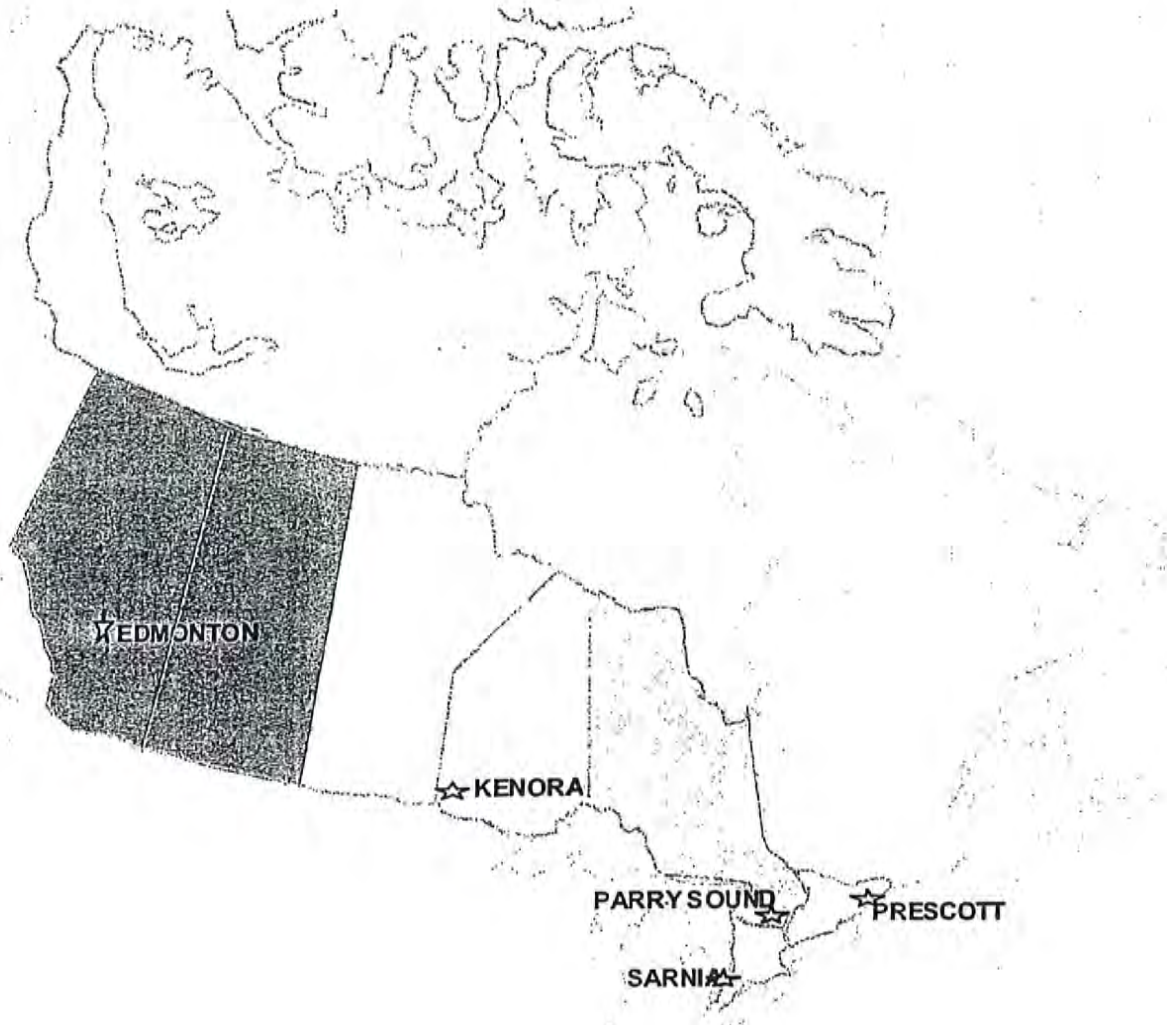
NOTE

One (1) copy is sufficient if the plans are 11" x 17" or smaller and can be photocopied. However, if the plans are larger, you must then submit eight (8) copies of each plan.

Other information

- a) If any information is missing, your application may be delayed; therefore please ensure that your application, plans, etc. are complete.
- b) Please be advised that it is recommended that applications for approval under the NWPA be made well in advance of the anticipated start-up date, to allow Coast Guard officials to do a complete investigation and possible environmental assessment of your project, which may take several months.
- c) Advise whether you have received or applied for a waterlot lease or permit, and if so, with whom you have applied and when.
- d) Provide a proposed construction schedule, advising when you plan on starting the project.
- e) If you are not the upland owner, provide the owners consent in writing.
- f) Provide an environmental assessment or study if one has been prepared.

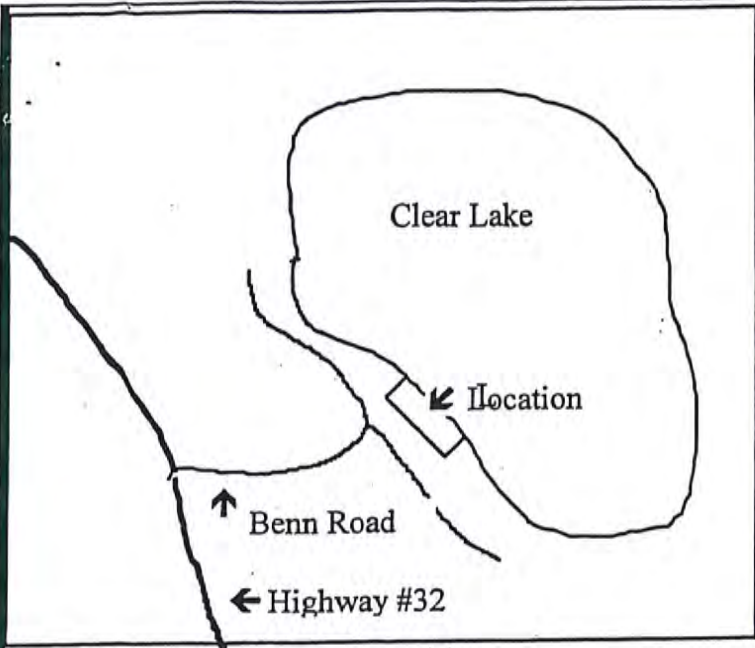
**CCG – CENTRAL & ARCTIC REGION
NWP PROGRAM – AREA OFFICES**



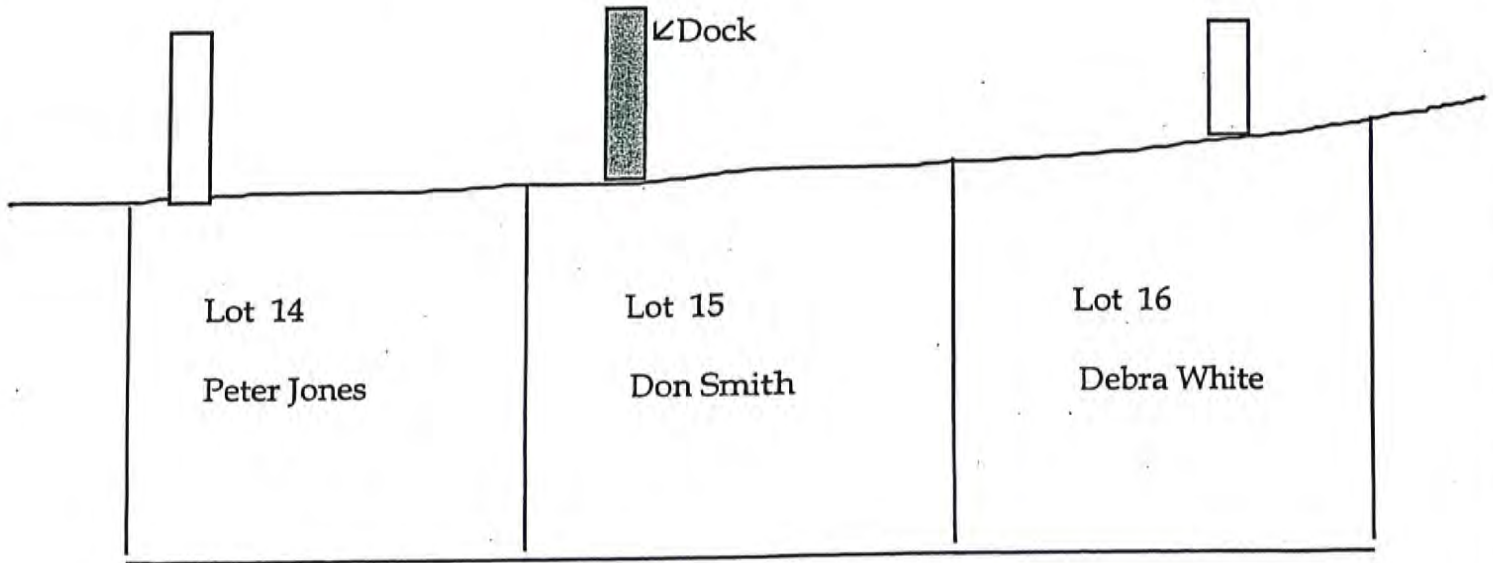
- Southwestern Ontario
- Southeastern Ontario
- Central and Northern Ontario
- Northwestern Ontario & Manitoba
- Provinces of Saskatchewan and Alberta
- Northwest Territory, Nunavut Territory

**Navigable Waters Protection Program
Marine Programs Directorate
Canadian Coast Guard
Central & Arctic Region**

Geographical Areas	Contact
S/E Ontario – The DFO-FHM Peterborough district office (Provincial CA areas of Crowe Valley, Lower Trent, Otonabee, Ganaraska, Kawartha, Central Lake Ontario and Lake Simcoe including the Bancroft OMNR district but excluding the Townships of Addington Highlands and North Frontenac within OMNR Mazinaw Area) and Prescott district office (Provincial CA areas of Raisin, South Nation, Rideau Valley, Cataraqui, Mississippi Valley and Quinte; Napanee, Prince Edward & Moira River including the Townships of Addington Highlands and North Frontenac within the OMNR Mazinaw Area)	NWPA Officer Allan Robertson Tel (613) 925-2865 x255 or 242 Fax (613) 925-5540
S/W Ontario – The DFO-FHM <u>Sarnia</u> district office (Conservation Areas of Essex, Lower Thames Valley, St Clair, Ausable Bayfield, Upper Thames River, Kettle Creek, Catfish Creek, Long Point & Maitland Valley) & <u>Burlington</u> district office (Conservation Areas of Niagara Peninsula, Grand River, Hamilton, Halton, Credit River, Saugeen Valley, Grey Sauble, Nottawasaga Valley and Metro Toronto plus the Bruce Peninsula)	NWPA Officer Barry Putt (Mark Wright acting) Tel (519) 383-1866 Fax (519) 383-1989
N/E Ontario – The DFO-FHM <u>Sudbury</u> district office (Provincial OMNR districts of Cochrane, Timmins, Kirkland Lake, Sudbury & North Bay – including Mattagami, Nickel District and NorthBay-Mattawa CA's), <u>Sault Ste Marie</u> district office (Provincial OMNR districts of Hearst, Wawa, Chapleau, & Sault Ste Marie including Sault Ste. Marie CA) and <u>Parry Sound</u> district office (Provincial OMNR districts of Parry Sound & Algonquin including the north-eastern portion of the Midhurst OMNR district bounded to the south by the northern boundaries of the Nottawasaga and Lake Simcoe CA's and bounded to the east from the Lake Simcoe CA following north along the west side of Lake Couchiching intersecting at the Trent Severn River and the Parry Sound OMNR district boundary) Note: the Trent Severn area from approximately Severn Bridge to Severn Sound is in the Parry Sound FHM district area)	NWPA Officer Rick Thomas Tel (705) 746-2196 x256 or 230 Fax (705) 746-6953
N/W Ontario – The DFO-FHM <u>Thunder Bay & Kenora</u> district office (Provincial OMNR districts of Red Lake, Sioux Lookout, Nipigon, Thunder Bay, Fort Frances, Dryden & Kenora) Including Lakehead CA	NWPA Officer Craig Coughlin Tel (807) 468-6441 Fax (807) 468-6973
Province of Manitoba	NWPA Officer Kelly Cochrane Tel (204) 984-7494 Fax (204) 983-4466
Province of Saskatchewan	NWPA Officer Al Dion Tel (306) 953-8774 Fax (306) 953-8792
Province of Alberta	NWPA Officer Steve Drumond Tel (780) 495-3701 Fax (780) 495-8607
Arctic - Northwest Territories & Nunavut Territories and all waters in Yukon Territory drained north of the Arctic Circle	Inspections Supervisor Barry Putt (acting) Tel (519) 383-1863 Fax (519) 383-1989



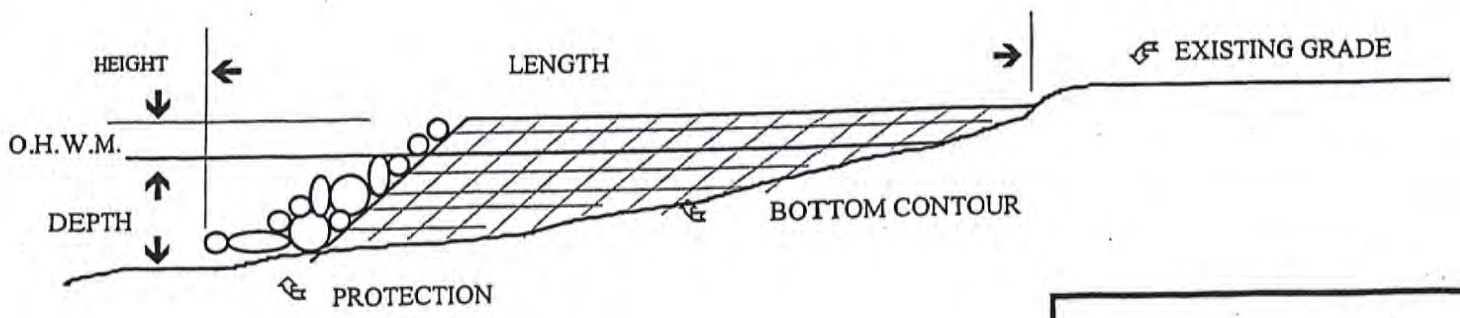
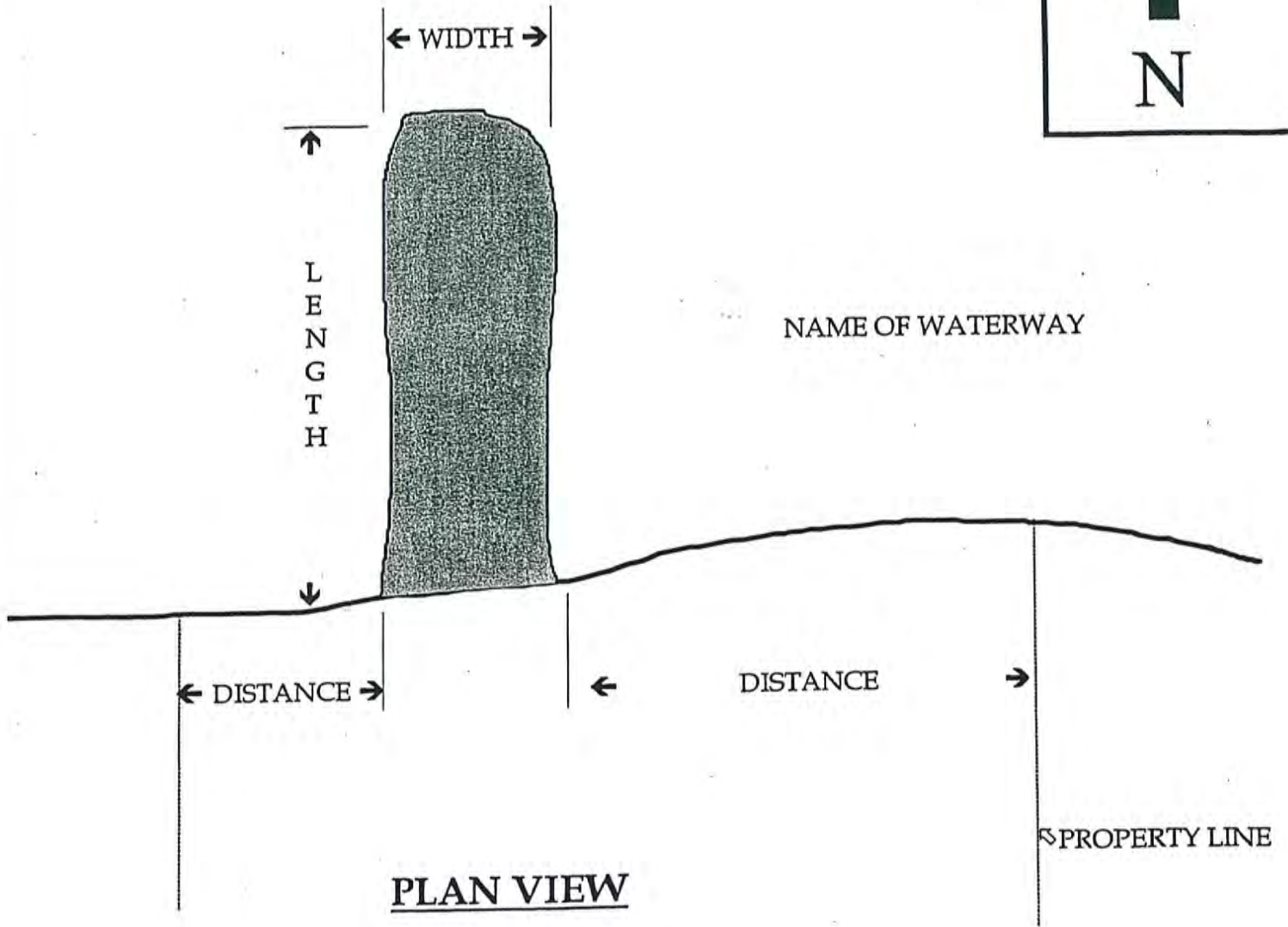
CLEAR LAKE



Registered plan 5347

Province _____	Latitude _____	Name _____
County _____	Longitude _____	Address _____
District _____	Chart # _____	City _____
Range _____	Topo # _____	Code _____
Section _____	Plan # _____	Phone _____
Lot _____	Lot # _____	Other _____

SAMPLE SITE
LOCATION PLAN



PROFILE

EXAMPLE OF
BREAKWATER

NAME OF WATERWAY



← WIDTH →



L
E
N
G
T
H



O.H.W.M. ↗



DISTANCE FROM
PROPERTY LINE



← DISTANCE FROM
PROPERTY LINE →

**Note: Dock should be located
a minimum of 15 feet from the
property line**

PLAN VIEW

O.H.W.M.



DEPTH



↖ LAKE/RIVER
BOTTOM

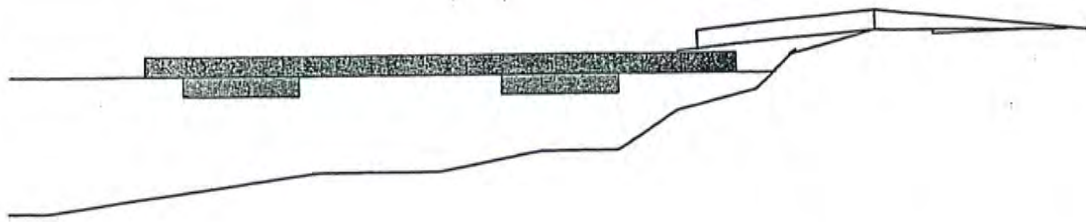
↔ SUPPORT STRUCTURE

SECTION VIEW

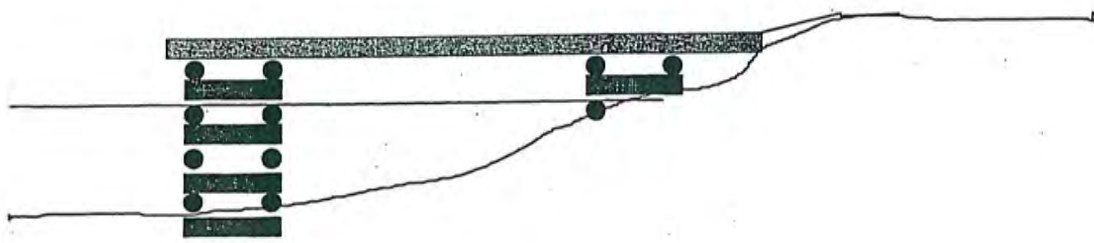
EXAMPLE OF
TYPICAL DOCK

DOCK TYPES

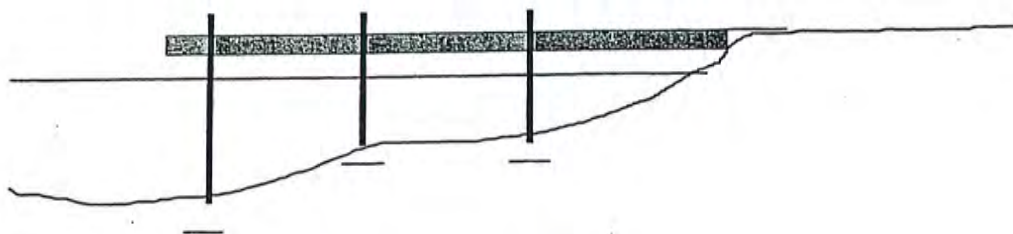
Floating



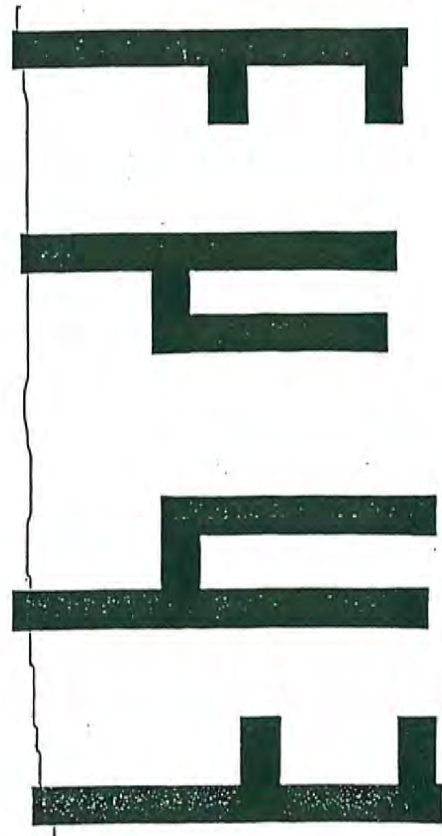
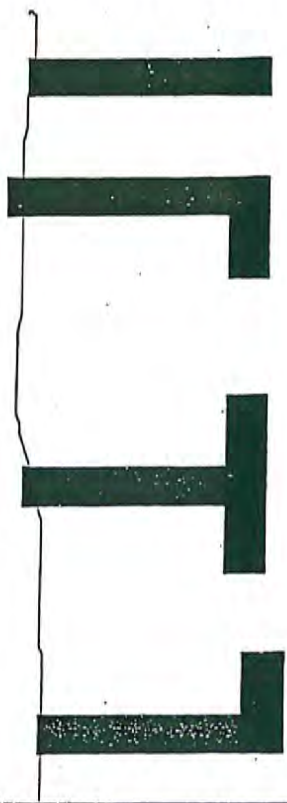
Crib



Pipe



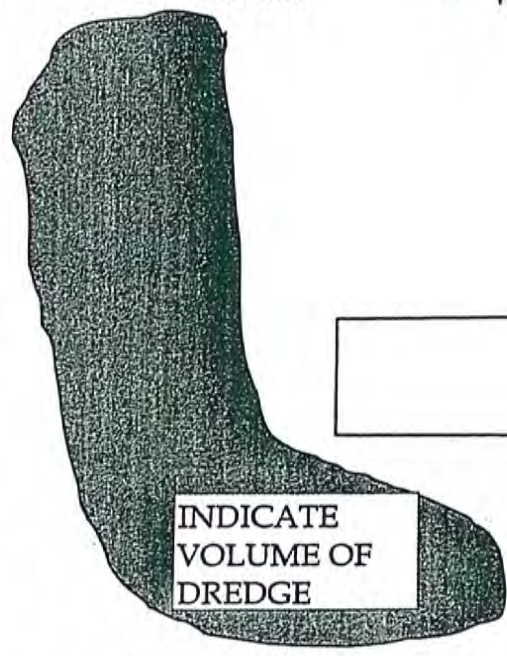
Dock Shapes



NAME OF WATERWAY

← WIDTH →

↑
L
E
N
G
T
H
↓



O.H.W.M. ⚡
⚡

← DISTANCE FROM PROPERTY LINE →

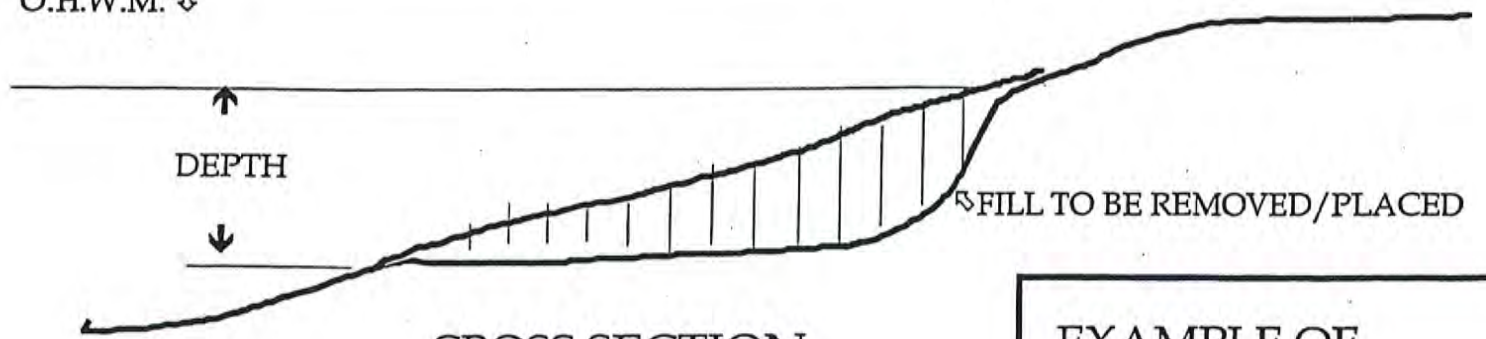
← DISTANCE FROM PROPERTY LINE →

PLAN VIEW

CLEARLY NOTE ON A PLAN WHERE THE DREDGE SPOILS ARE TO BE PLACED

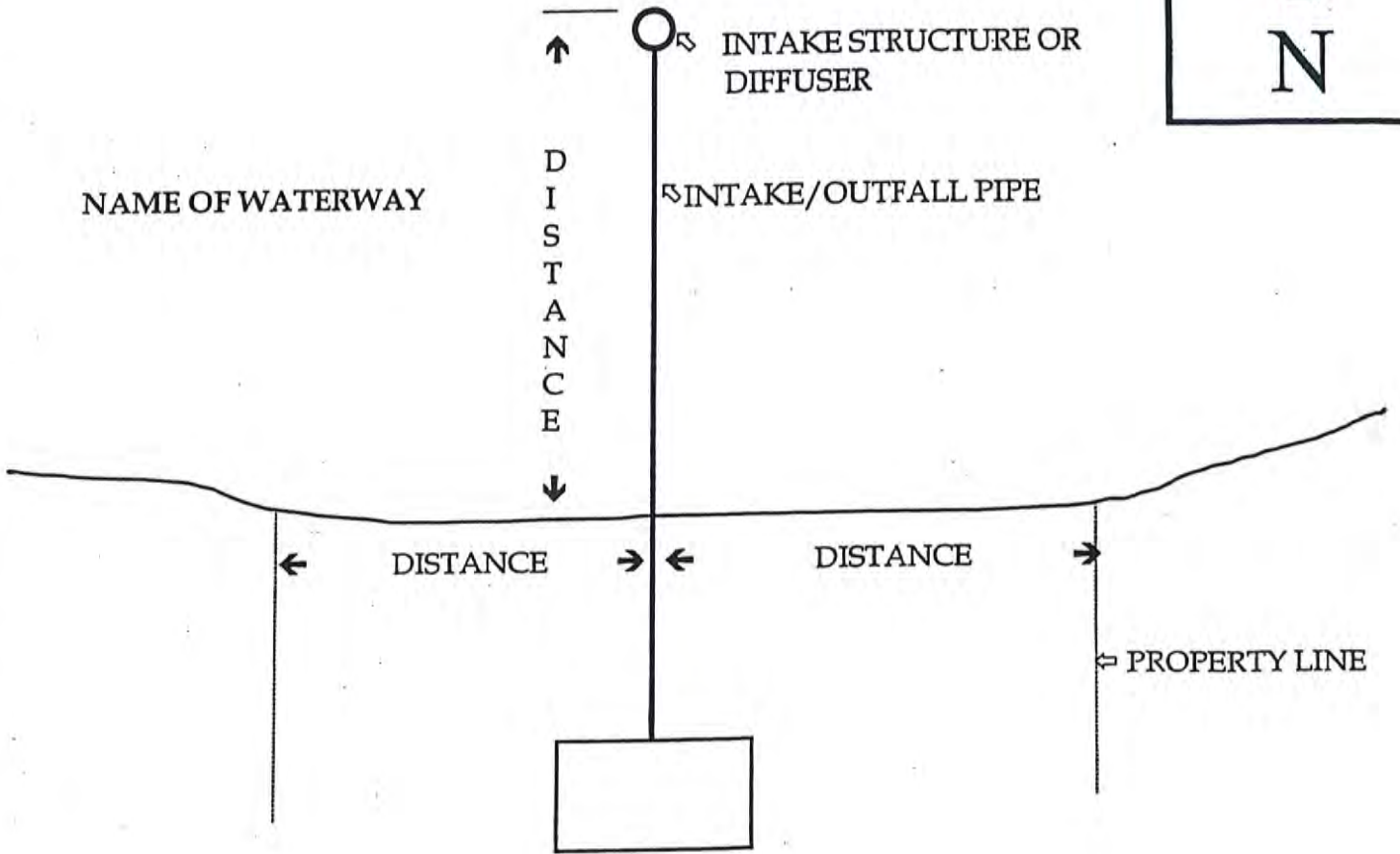
O.H.W.M. ⚡

↑
D
E
P
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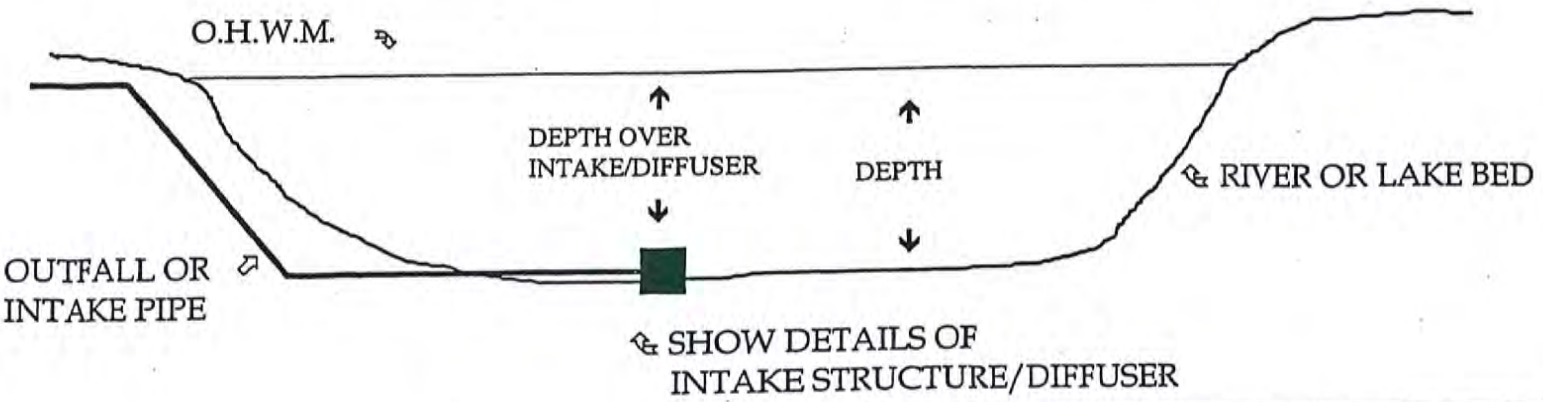


CROSS SECTION

EXAMPLE OF DREDGE

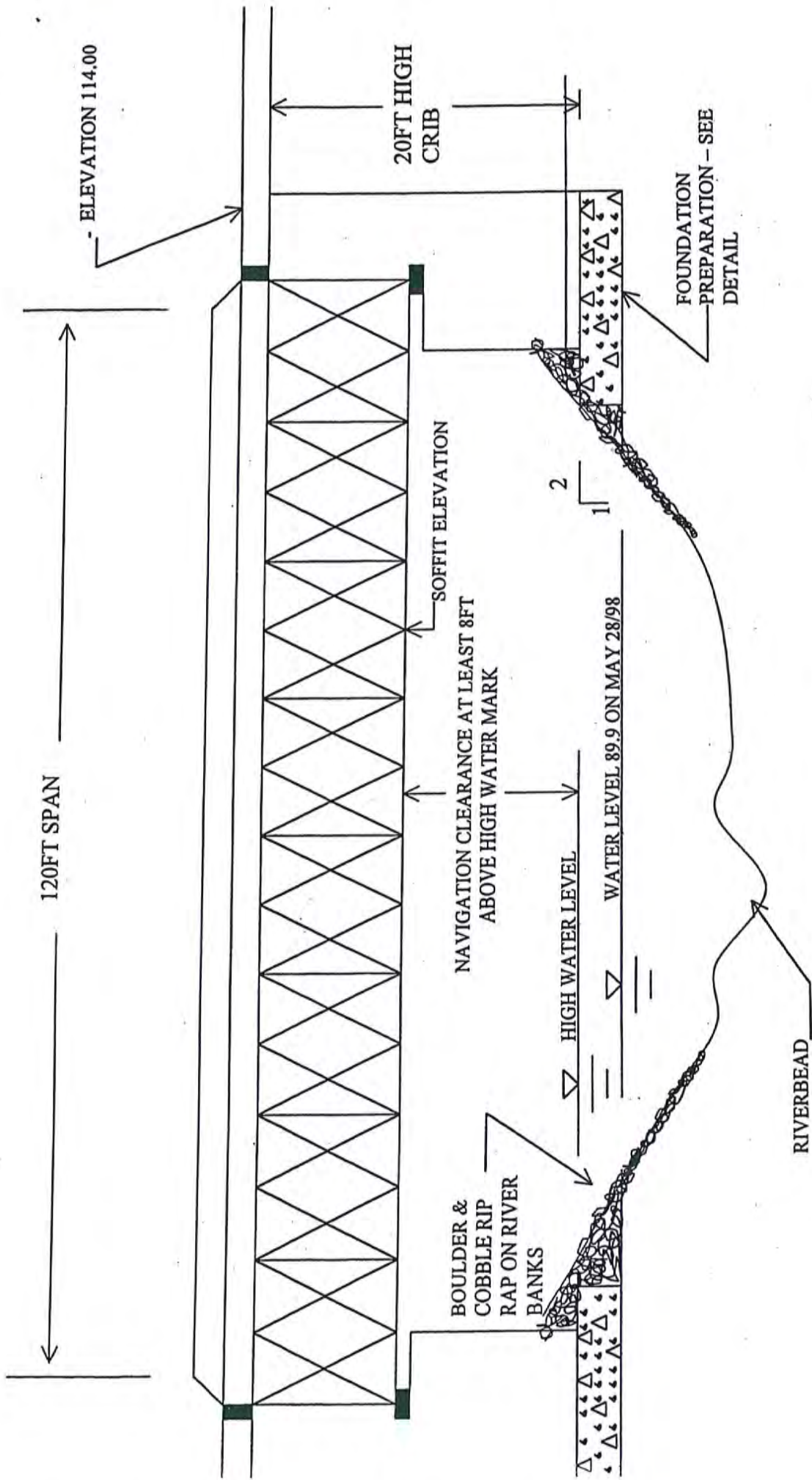


PLAN VIEW



PROFILE

EXAMPLE OF
OUTFALL/INTAKE



TYPICAL
BRIDGE
DRAWING

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

REPRESENTING:

PHONE:

FAX:

E-MAIL:

- Barry Putt, A/Inspections Supervisor
Canadian Coast Guard, Navigable Waters Protection
- 201 North Front St., Suite 703, Samia, ON N7T 8B1
519-383-1863

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003

FAXED
03/06/11
Dmp



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MINUTES OF MEETING

PROJECT: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road

FILE NO.: W.O. 4813-01

DATE: Wednesday, June 11, 2003 **TIME:** 3:30 p.m. to 4:30 p.m.

PLACE: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

PRESENT:

Rajan Philips	City of Guelph Works Department
Bill Copeland	City of Guelph Police
Ian Bolton	Guelph Hydro Electric Systems
David Sangster	Ontario Realty Corporation
Chris Powell	Grand River Conservation Authority
Stephen Gazzola	University of Guelph
Ric Jordan	The Arboretum, University of Guelph
Mary Buhr	Assistant Dean OAC, University of Guelph
Ken Carey	Guelph Turfgrass Institute, University of Guelph
Dave Hume	AVP Research for Agri-Food, University of Guelph
Tanya Lonsdale	Braun Consulting Engineers Ltd.
Chris Sims	Gamsby and Mannerow
Leslie Scott	MRC
Bob Rook	MRC
Melissa Green	MRC

PURPOSE: To review and obtain input from technical agencies and representatives of the University of Guelph regarding the preferred alternatives for Victoria Road.

ITEM 1. NOTIFICATION

1. Letters were sent to each of the technical agencies informing them of the meeting and the purpose. The packages included a copy of Newsletter #2. The revised list of agencies, based on the responses received, is attached in Appendix A.

MINUTES

ITEM 2. **FORMAT**

1. 3:30 p.m. – Presentation followed by a question and answer period, after which those in attendance reviewed the preliminary plan (scale 1:2,000) identifying the preferred alternative for Victoria Road.

ITEM 3. **PRESENTATION**

1. Leslie Scott, MRC introduced the study and the Project Team members in attendance. The Consultant noted that the information to be presented at the second Public Information Centre would be reviewed. A copy of the presentation was provided as a handout (see attached). The following information was reviewed:

Purpose of the Consultation with the Agencies and Public

Study Approach

- Study Area
- Study Organization
- Study Approach
- Municipal Class EA Process
- Study Stages

Problem Being Addressed

- Related Studies
- Needs Assessment
- Problem Being Addressed
- Planning Alternatives

Victoria Road Alternatives

- Victoria Road Corridor – Key Features
- Preliminary Development of Alternatives
- Alternatives as Reviewed at the June 5, 2002 PIC #1
- Summary of Comments Received at the June 5, 2002 PIC#1
- Activities since June 5, 2002 PIC #1
- Selection of the Preferred Alternative
- Additional Alternatives
- Preferred Alternative Potential Effects and Mitigating Measures
 - Transportation
 - Social Environment
 - Land Use
 - Cultural Environment
 - Natural Environment
 - Property Requirements
 - Construction Requirements
- Preferred Alternative

MINUTES

- Next Steps
2. During the presentation, the Consultant also referred to other display material, which included an aerial mosaic (scale 1:2,500) of the study area showing key features including existing and proposed development property limits, and natural environment features. The plan and profile of the preferred alternative for Victoria Road from York Road to Clair Road (Scale 1:2,000) were also referred to.
 3. Following the presentation, using the preliminary plans at a scale of 1:2,000, the Consultant reviewed the preferred alternative which includes (see attached key plan):

Clair Road to Arkell Road

- Option 2 Preferred – 2 lanes plus continuous centre turn lane

Arkell Road to South of Stone Road

- Option 2 (Preferred) – 2 lanes plus continuous centre turn lane (with protection for future 4 lanes)

South of Stone Road to the Eramosa River

- 4 lanes with rural cross-section

Eramosa River Bridge

- Option 2 (Preferred) – replace existing bridge with 4 lane bridge

Eramosa River to York Road

- Option 4 (Preferred) 4 lanes plus continuous centre turn lane

Victoria Road / York Road Intersection

- Option A (Preferred) – provide turning lanes by widening to the east

ITEM 4. DISCUSSION

- 1) Q *Dave Hume, University of Guelph – The location shown for the proposed Stormwater Management (SWM) facility at the Turfgrass Institute is not preferred. With the pond in this location, approximately 120 trees would be removed.*
R C. Sims, Gamsby & Mannerow advised that stormwater management is needed in the vicinity of the Turfgrass Institute. The location of the SWM pond, however, is preliminary only and subject to further review. It could be moved to an alternative location. This will be reviewed by Gamsby and Mannerow.
- 2) Q *Ken Carey, Guelph Turfgrass Institute – Why are lands only required to the east of the existing Victoria Road right-of-way?*
R L. Scott, MRC advised that to the west is the University of Guelph Arboretum which is considered to be a significant natural environmental feature.
B. Rook also advised that the property impact was a result of widening the structure at the Eramosa River to the east in order to avoid the residential houses north of the

MINUTES

structure.

- 3) Q *Mary Buhr, Assistant Dean OAC University of Guelph – Why is a pond needed at the Turfgrass Institute?*
R C. Sims advised that, with the reconstruction of Victoria Road and the additional pavement, more runoff would be generated, which warrants the need for a SWM facility. It was noted that the location of the SWM facility had been staked out at the Guelph Turfgrass Institute in order for the University to better understand the requirements. The rural cross-section would be maintained through this area.
- 4) Q *Dave Hume, University of Guelph provided plans of the drainage system for the Guelph Turfgrass Institute. In addition, he advised that there are concerns about the levels of chlorides in the SWM Facility and the impacts to the adjacent research areas.*
R. Philips, City of Guelph advised that while the need for a SWM pond has been identified, the location will be determined in consultation with the University of Guelph. Gamsby and Mannerow will follow-up in this regard.

Following the formal Question and Answer period, the discussions with the Technical Agencies was continued at the display panel of the preferred alternative.

- 5) Q *Ken Carey, Guelph Turfgrass Institute advised that the SWM facility would be better located to the north of the laneway into the Turfgrass Institute. The soil to the north is loose and not used for research purposes.*
R C. Sims, Gamsby & Mannerow advised that it appears that the pond could be shifted in this direction because the area is relatively flat.
- 6) *Ric Jordan, University of Guelph Arboretum advised that with the pond north of the laneway there would be a loss of moisture for the old growth forest located on the Arboretum lands.*
- 7) Q *Dave Hume, University of Guelph advised that in his opinion the impacts to the Turfgrass Institutes tile drain system would need to be addressed as part of the study and provided Gamsby and Mannerow with a copy of the tile drain plan.*
R C. Sims, Gamsby & Mannerow advised that they will review the tile drain information provided by the University of Guelph and identify any potential impacts to the system in the Environmental Study Report.
- 8) Q *Dave Hume, University of Guelph inquired as to how the property would be acquired from the Turfgrass Institute.*
R C. Sims, Gamsby & Mannerow advised that once the property requirements have been confirmed, the property requirements would be negotiated by the City of Guelph with the Ontario Realty Corporation.
- 9) Q *Ken Carey, Guelph Turfgrass Institute asked what the SWM facility would look like.*
R C. Sims, Gamsby & Mannerow advised that the pond would be at least a few feet

MINUTES

deep, however it is proposed that specific features will be determined during detail design.

10) Q *Ken Carey, Guelph Turfgrass Institute advised that relocation of the access to College Street is desirable. There is currently a set of farm lanes which extend easterly from the College Street and Victoria Road intersection, however, these lanes are narrow and at some locations are located in close proximity to the buildings and the irrigation pond. The hydro poles adjacent to the farm lanes have been recently replaced. In addition, it was also inquired as to whether not a full intersection would be provided.*

R B. Rook, MRC advised that a full intersection with turning lanes could be provided, subject to approval by the City. The details of the new internal road access, however, would be subject to further review and discussion.

11) Q *Ric Jordan, University of Guelph Arboretum advised that classes are held outside at the Arboretum and currently the noise levels are very high. What would happen if the noise levels were to significantly increase and have noise measurements been taken along Victoria Road?*

R L. Scott, MRC advised that a noise analysis has been undertaken in accordance with Ministry of the Environment requirements. The Arboretum, however, is not defined by the Ministry to be a Noise Sensitive Area (NSA), whereas the outdoor living area of a residential house is considered by MOE to be an NSA. If traffic volumes were to double, the increase would be approximately 3 dBA which is just perceivable to the average human ear. In order to determine noise impacts, MOE requires that future conditions with and without changes to the roadway be compared. If noise level increases are greater than 5dBA, then the consideration of noise mitigation is warranted. Based on the noise analysis completed for the proposed improvements to Victoria Road, the difference in future noise levels is projected to be less than 5 dBA, therefore the consideration of noise mitigation is not required based on MOE requirements.

L. Scott, MRC also advised that noise measurements in the field are not proposed. She explained that since noise measurements taken in the field only reflect the time frame in which they are measured, consequently MOE does not require them to be done.

Minutes prepared by,

McCormick Rankin Corporation

Melissa Green

Attach.



June 17, 2003
February 16, 2001

Guelph Hydro Electric Service
104 Dawson Road
Guelph, ON
N1H 1A7

RE: City of Guelph
Victoria Road
Our File: W.O. 4318 4813

Dear Sir:

As per your request, we are enclosing herewith one copy of the Victoria Road EA plans.

Yours very truly
McCormick Rankin Corporation

R. I. Rook, P. Eng.

RIR/nc

Enclosure

File: I:\Work Order File\M318 BSAK-Durand-Powerline\M318.400 Municipal\M318.402 Correspondence\M318.4021 Letter\M318 nr LTR Hydro Victoria EA.doc

**McCORMICK
RANKIN
CORPORATION**

CONSULTANTS IN TRANSPORTATION

2655 North Sheridan Way, Mississauga, Ontario, Canada L5K 2P8
Tel: (905) 823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Web: www.mrc.ca

From: Melissa Green
To: richard.slater@orc.gov.on.ca
Date: 6/17/03 9:45AM
Subject: Victoria Road Class EA Study

Mr. Slater,

As requested by Rajan Philips, City of Guelph, please find attached a copy of the presentation slides from the June 11, 2003 Public Information Centre for the Victoria Road Class EA Study.

A copy of the preliminary plan as reviewed with the public on June 11, 2003 will follow by mail.

Melissa Green

CC: Scott, Leslie



**MCCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

TO: Ontario Realty Corporation
Facility Services – Southwest Region
4th Floor, 1 Stone Road West
Guelph, Ontario N1G 4Y2

DATE: June 18, 2003

ATTENTION: Mr. John van Vliet
Vice President of Facilities

OUR FILE NO: 4813

RE: City of Guelph
Victoria Road Class EA
York Road to Clair Road

TRANSMITTAL

We are enclosing herewith:

Qty	Drawing No.	Rev.	Title
1			Preliminary Plan of Victoria Road from Stone Road to the Eramosa River (Scale 1:1000)

<input checked="" type="checkbox"/>	For your information/action	<input type="checkbox"/>	Reviewed
<input type="checkbox"/>	For your approval and/or comments	<input type="checkbox"/>	Reviewed as noted
<input type="checkbox"/>	For use with Notice of Change/Record of Revision	<input type="checkbox"/>	Revise and resubmit
<input type="checkbox"/>	As requested		

Remarks:

As noted above please find enclosed the preliminary plan for Victoria Road from Stone Road to the Eramosa River as requested by Rajan Philips, City of Guelph. The plan is the same as reviewed with the public at the June 11, 2003 Public Information Centre. Please note that the plan is preliminary only and subject to further review and modification.

McCormick Rankin Corporation
Per:
Leslie Scott



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO TO FILE

RE: City of Guelph
Victoria Road Class EA Study
Clair Road to York Road

OUR FILE: 4813

PREPARED BY: Melissa Green

CC: Leslie Scott

DATE: June 23, 2003

SUBJECT: Ontario Realty Corporation Contacts

For the Notice of Study Commencement and the Notice of Public Information Centre #1 the contact for the Ontario Realty Corporation (ORC) was Dan McLean. For the second Public Information Centre, Dan McLean was notified, however, the representative for ORC at the second Technical Agencies meeting was David Sangster. Since the second meeting with Technical Agencies the City of Guelph has been in contact with ORC and the contacts have been revised to the following:

Mr. John van Vliet
Vice President Facilities
Southwest Region
Ontario Realty Corporation
Facility Services
1 Stone Road West
4th Floor
Guelph, Ontario
N1G 4Y2

and

Mr. Richard Slater
Southwest Region
Ontario Realty Corporation
Facility Services
1 Stone Road West
4th Floor
Guelph, Ontario
N1G 4Y2

April 30, 2004

The City of Guelph
Planning and Business Development Department
Building Division
City Hall
59 Carden Street
Guelph, ON
N1H 3A1

Attention: Mr. Rajan Philips

Re: Victoria Road Class EA Study

Dear Rajan,

We have reviewed the proposal for the widening of Victoria Road as per Gamsby and Mannerow Ltd. drawings of February 26, 2004.

I list below a summary of comments from our major stakeholders for your consideration:

1. The stakeholders have expressed concern about the impacts of simply widening the road into a very broad band of asphalt running North/South through an attractive parkland setting.

Widening the road should preserve this parkland setting, be aesthetically attractive, innovative, accommodate increased flow but slow and calm traffic, provide a safe and enjoyable setting for pedestrians and bike riders, and provide safe access for those coming and going from the Arboretum.

They suggest consideration be given to:

- a) A two-way bike path (European style), separate from the road surface, rather than having bike lanes run along both sides of the road as a pavement extension. The University could then consider bike path connections to/through the Arboretum.
- b) Giving up 12 metres for road allowance on the east side will have an impact on the research programs – both agroforestry and turfgrass. The loss of a tree row on the east side of Victoria will have an impact on the research results but can be

accommodated. They would prefer a linear storm water treatment system to be installed and avoid the necessity for a large SWM pond near the College/Victoria intersection.

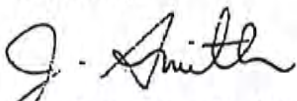
2. The plans to date do not accommodate the following:

- a) The increase in road salt runoff and drift to the research plots rendering the areas unusable for research purposes.
- b) The impact on the current tile system draining the research plot area.
- c) Safety issues related to having staff and equipment operation in close proximity to a busy roadway.
- d) Relocation of GTI entrance road as well as perennial plant material and signage.
- e) Replacement of landscape irrigation system at entrance gate and along Victoria Road north of existing entrance road.
- f) The eight 25m x 100m plots that immediately border the road were constructed with irrigation and systematic drainage at significant expense to the University and OMAF. Moving the ranges as well as modifying or replacing the drainage and irrigation systems would be a major expense and would also interrupt on-going research activities funded by private and public sector partners.

Be advised this commentary does not preclude any previous comments the University has provided to the city.

Thank you for the opportunity to comment. If you have any questions, or wish to discuss the contents of this letter please call.

Sincerely,

for 

Stephen Gazzola, Architect
B.E.S., M.Arch., OAA, MRAIC
Manager, Facilities, Planning & Design
Planning, Engineering and Construction

SG/js

cc: Chris Sims / Gamsby and Mannerow
Chris Pickard

Subject Victoria Road (York Road to Clair Road) Environmental Assessment

Recommendations "THAT staff be authorized to proceed with the filing of the recommended improvements for Victoria Road, between York Road and Clair Road, identified through the Class Environmental Assessment process, as outlined in this report dated May 26, 2004."

Background A Class Environmental Assessment study was initiated in January 2002, to identify improvements to Victoria Road from Clair Road to York Road (Figure 1). The Project Team for the study includes staff from the Environment & Transportation Group, the Planning Department, and the Community Services Group, with McCormick Rankin Corporation and Gamsby and Mannerow Limited as study consultants. The project is classified as a Schedule C Class EA project, which requires the completion of an Environmental Study Report documenting the study process and recommendations.

Study Objectives and Study Process: The purpose of this study is to complete the Provincial Class Environmental Assessment requirements for undertaking improvements to Victoria Road. The public was notified of the study through newspaper advertisements and the City Web Page; individual notices were sent to property owners in the study area, interest groups and External Review Agencies. Two Public Information Centres (PIC) were held, the first PIC on June 5, 2002 to review recommended alternatives, and the second PIC on June 11, 2003 to review the preferred alternative improvements. The preferred options for improvements, that have been modified following the second Public Information Centre and public/stakeholder input, are summarized in this report. Following Council authorization, the Environmental Study Report (ESR) will be completed and filed for public review for a period of 30 days, as required under the Class EA process.

Existing Conditions and Recommended Improvements: The subject roadway was divided into five sections for the purpose of analyzing existing conditions and identifying improvement options. Brief descriptions of the existing conditions and the recommended improvements for the five roadway sections are provided herein (Figure 1).

Section 1 - Clair Road to Arkell Road (1.5 km): This section of Victoria Road is currently a 2-lane roadway, with a rural cross-section and deteriorating pavement conditions. There are new residential subdivisions (Pine Ridge East and Victoria Gardens) to the west, and additional residential development (Westminster East) is planned. The City boundary coincides with the easterly right-of-way of Victoria


May 26, 2004

Report #

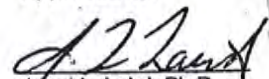
Environment and Transportation Group

Prepared by:
Rajan Phillips, P.Eng.,
Transportation Planning
Engineer

Endorsed by:


Rick Tolkurow, P.Eng.,
Director of Engineering

Approved by:


Janet L. Laird, Ph.D.,
Commissioner,
Environment and
Transportation Group



Planning, Environment & Transportation

Road. The projected traffic volumes for this section of the roadway do not justify road widening from two lanes to four lanes. The proposed improvements include reconstruction of the road comprising two lanes (one lane per direction) and a continuous centre-turn lane to facilitate access to the subdivisions. There will be a bike lane in each direction, a sidewalk along with curb and gutter on the west side, and rural cross-section on the east side. In addition, the intersection at Clair Road will be reconstructed, and the road profile south of Clair will also be improved.

Section 2 - Arkell Road to Stone Road (2.5 km): This section is similar to the previous section, but with the pavement in better repair. Two Golf clubs are located on either side, north of Arkell Road. South of Stone Road, a new residential development (Kortright East) is planned to the west of Victoria Road. The projected traffic increases are modest and, for the most part, the proposed improvements in this section are similar to improvements south of Arkell Road, including two lanes, a continuous centre-turn lane, bike lane in each direction, side walk along with curb and gutter on the west side, and rural cross-section on the east side. However, north of the proposed access to the future Kortright East subdivision, Victoria Road will widen to include two lanes in each direction and a northbound left-turn lane at Stone Road.

Section 3 - Stone Road to Eramosa River (1.5 km): The 2-lane roadway between Stone Road and the river is flanked by the Arboretum lands to the west and the Turf Grass lands to the east. Future developments are expected in the Provincial lands to the east. As a result, unlike the sections south of Stone Road, this section of the roadway will experience significant traffic increases in the future, and will require widening from one lane to two lanes in each direction along with a southbound left-turn lane at the Stone Road intersection. Improvements will include a bike lane in each direction and a rural cross-section with no sidewalks. The entire widening will be taken on the east side, on the Turf Grass lands, thereby avoiding the Arboretum lands to the west. Storm drainage will be handled by an open linear facility, on the east side, leading to the Eramosa river. There will also be some discharge in to a storm pond just north of Stone Road that will be receiving runoff primarily from Stone Road. The improvements at the Stone/Victoria intersection, which were also identified as part of the Stone Road EA, are being undertaken as part of the Stone Road reconstruction east of Victoria Road.

Section 4 - Bridge over Eramosa River. The EA recommends the replacement of the existing 2-lane bridge by a new 4-lane bridge. The EA also recognizes the need to provide for through traffic during construction, and identifies temporary arrangements for that purpose, the details of which will be addressed during the design and construction

May 26, 2004

Report

Environment and
Transportation Group

Prepared by:
Rajan Phillips, P.Eng.,
Transportation Planning
Engineer

Endorsed by:

Rick Tolkunow, P.Eng.,
Director of Engineering

Approved by:

Janet L. Laird, Ph.D.,
Commissioner,
Environment and
Transportation Group



phases after the EA approval. The EA has also identified the technical feasibility of providing a separate pedestrian bridge (west, or downstream, of the roadway bridge) to link the proposed City-Wide Trail System across the river. It would also be possible to connect the on-road bicycle lanes on Victoria Road south of the river to the proposed trail system.

Section 5 – Eramosa River to York Road (400 m): This section of the roadway has property constraints, as well as environmental issues. There are residential properties to the West located close to the road right-of-way, while the Huntsman property and the Victoria-York Centre are located on the east side. The Victoria/York intersection is used by high volumes of automobiles and trucks, but has inadequate geometry and turn lanes to facilitate a safe intersection operation.

As with the section south of the Eramosa River, this section also will require widening to four lanes and additional northbound left-turn and right-turn lanes at the Victoria/York intersection. However, given the land and environmental constraints along the Huntsman property and the requirement for site-specific Ministry of Environment (MoE) approvals, the EA is recommending an interim widening of three lanes in front of the Huntsman property. This will involve widening to 2 lanes in the southbound direction only, and providing only one northbound lane along the Huntsman property (from 290 m south of York Road to just north of College Street). However, if the MoE approvals are obtained during the detailed design phase, the road will be widened in both directions.

The Official Plan provides for a 26 m right-of-way for Victoria Road in the section between the Eramosa River and York Road. This right-of-way is insufficient to accommodate designated bicycle lanes, although this section of the roadway could function as a bike route. Designated bicycle lanes can be accommodated in the future if additional land can be dedicated through the development process. Sidewalks will be provided on both sides, but in the interim scenario of three-lane widening there will be no sidewalk along the Huntsman property.

The Victoria/York intersection will be improved to include turn lanes on all the four legs of the intersection. At present, the Victoria-York Centre, including the Tim Horton, has three access points on Victoria Road. For reasons of safety, the EA recommends a modification to the existing access arrangement by restricting the northerly access (i.e. the Tim Horton Access) and providing a new all-turn access on York Road (Figure 2).

May 26, 2004

Report #

Environment and
Transportation Group

Prepared by:
Rajan Phillips, P.Eng.,
Transportation Planning
Engineer

Endorsed by:

Rick Tolkunow, P.Eng.,
Director of Engineering

Approved by:

Janet L. Laird, Ph.D.,
Commissioner,
Environment and
Transportation Group



Planning, Environment & Transportation

Project Cost / Implementation: Preliminary cost estimates for all five sections indicate a total project cost of \$12 M, of which the Development Charges portion will be \$8.5 M. The detailed design will begin after the completion of the EA process, and the construction is planned to be undertaken in stages.

Alternatives

Not to proceed with the Environmental Study Report as proposed. This would require a new EA process at additional cost and will delay improvements to Victoria Road and the Victoria/York intersection. This would also delay the designation of Victoria Road, from Arkell Road to Clair Road, as a truck route.

Implications

Completing the EA process is necessary to proceed with the design and construction of improvements to Victoria Road, that are consistent with the City's Official Plan, Transportation Strategy, Development Charges By-law, and the 2004-2006 Capital Budget and 2007-2008 Capital Forecast.

Funding

Budget

N/A

Account Number

N/A

Funding Schedule

N/A

Capital Budget or Operating Budget

Notice Requirements

N/A

RP/jlb

May 26, 2004

Report

Environment and
Transportation Group

Prepared by:
Rajan Phillips, P.Eng.,
Transportation Planning
Engineer

Endorsed by:

Rick Tolkunow, P.Eng.,
Director of Engineering

Approved by:

Janet L. Laird, Ph.D.,
Commissioner,
Environment and
Transportation Group



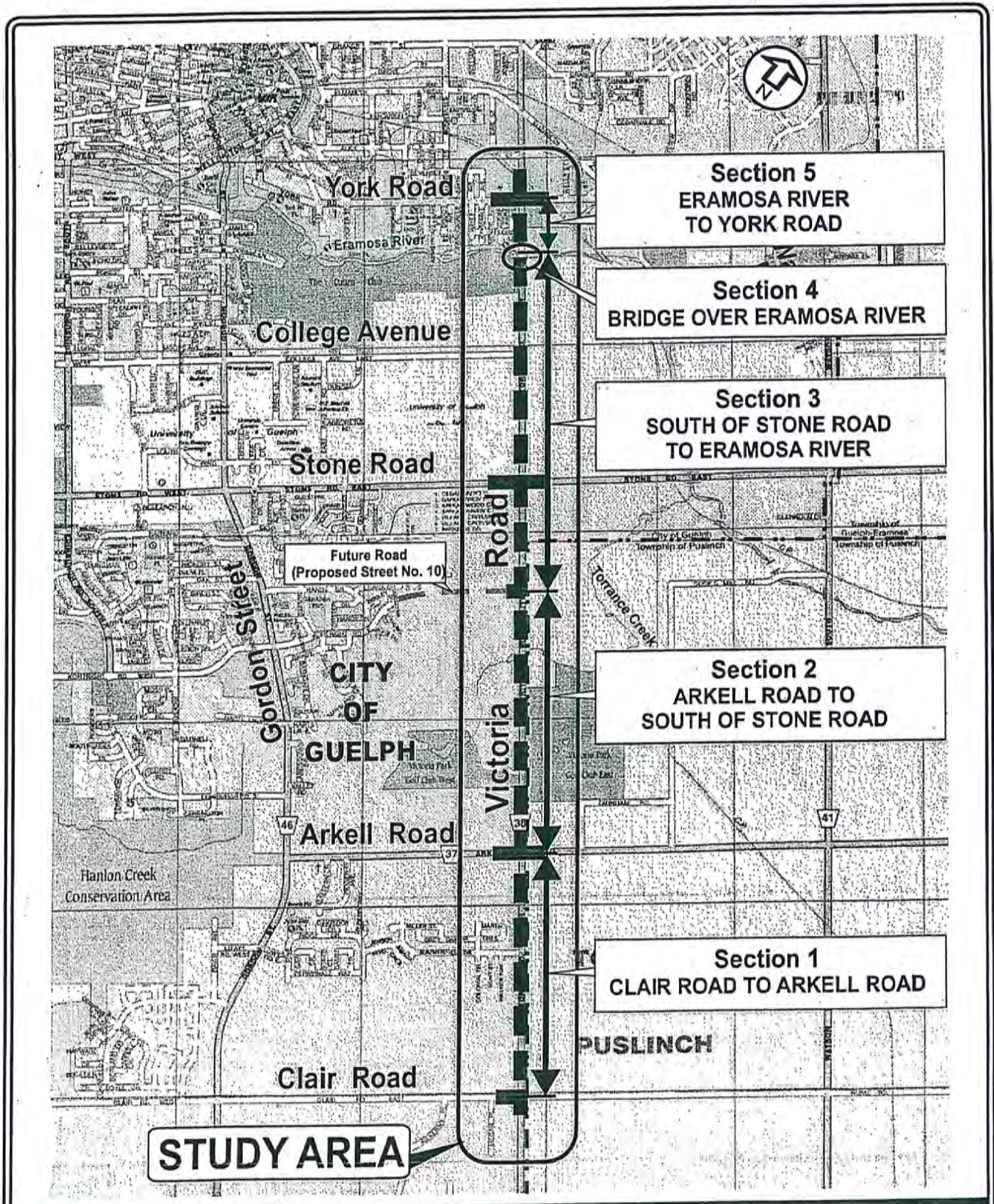


Figure 1 - STUDY AREA

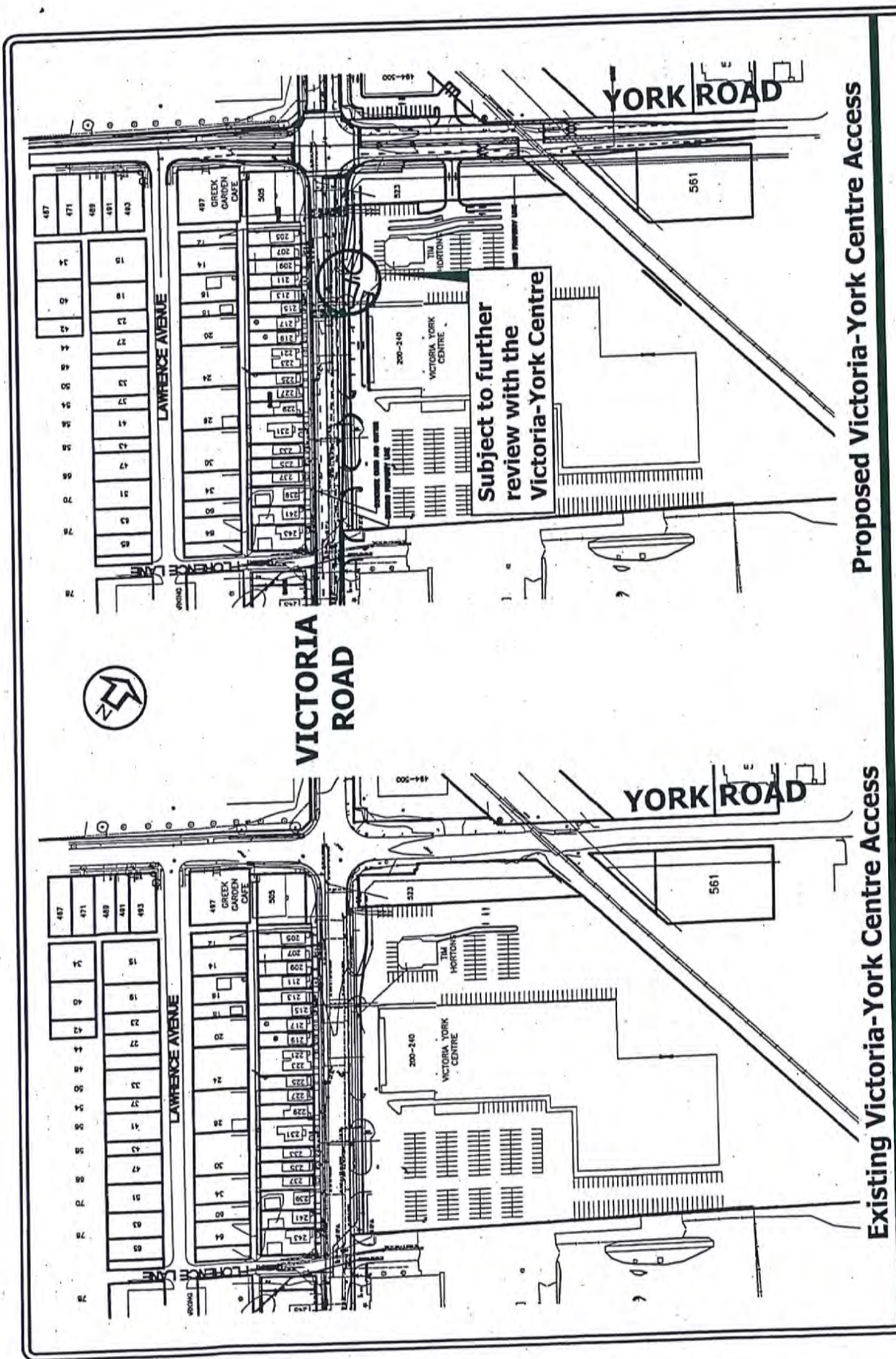


Figure 2 - Victoria-York Centre Access

Proposed Victoria-York Centre Access

Existing Victoria-York Centre Access



September 16, 2004

Mr. Chris Powell
Grand River Conservation Authority
400 Clyde Road
P.O. Box 729
Cambridge ON N1R 5W6

**RE: City of Guelph
Victoria Road Class EA Study
Clair Road to York Road
Our File: WO: 4813-01**

Dear Sir:

We are writing on behalf of the City of Guelph to advise you of the status of the above-noted study and to request your comments with respect to the preferred alternative for Victoria Road.

On May 16, 2003, representatives of the City of Guelph met with GRCA staff on site to review the proposals for Victoria Road particularly at the crossing of the Eramosa River, Arboretum Wood Tributary, Torrance Creek Crossings and the wetland by the Golf Courses. Notes of the site visit are attached.

Thereafter, you attended the June 11, 2003 meeting of technical agencies which was held immediately prior to public information centre #2 (PIC #2). Additional consultation was held with affected property owners thereafter and the study recommendations were subsequently approved by City Council on June 7, 2004 and City staff was authorized to prepare and file the Environmental Study Report (ESR). It is anticipated that the ESR will be filed this fall.

In finalizing the preliminary plan of the preferred alternative, there are three areas where modifications have been made since our site visit of May 16, 2003. These are discussed below while a copy of the preliminary plan is enclosed for your information.

1. Pedestrian Trail Crossing of the Eramosa River

Currently the City of Guelph Parks Department is undertaking a City Wide Trail Master Plan to identify important links and gaps in the City off-road trail system. The City's primary trail route runs along the Eramosa River. West of Victoria Road, it runs along the north side of the Eramosa River while east of Victoria Road it runs along the south side of the river. Therefore, a key consideration of this Class EA study was not to preclude the ability to connect the two trail routes in the future by providing a new pedestrian bridge crossing over the Eramosa River in the vicinity of the Victoria Road bridge.

The technical feasibility of providing a separate pedestrian bridge (west or downstream of the roadway bridge) to link the proposed City Wide Trail System across the Eramosa River was considered as part of this study as follows:

CONSULTANTS IN TRANSPORTATION

**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way, Mississauga, Ontario, Canada L5K 2P8
Tel: (905) 823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Web: www.mrc.ca



- a future pedestrian bridge at this location is technically feasible and has been shown conceptually on the preliminary plan.
- it would be possible to connect the on – road bicycle lanes on Victoria Road south of the river to the proposed trail system. Recommendations for the trail will be incorporated into the City of Guelph Trail Master Plan currently being developed by the City while details of the bridge will be developed after the Trail Master Plan is completed.
- The proposed pedestrian bridge over the Eramosa River, located downstream of the Victoria Road Bridge, was added to the Eramosa River Floodline Mapping. The model included the proposed single span bridge at the Victoria Road crossing. The pedestrian bridge was modelled as a single span; approximately 60 m long, with a bridge deck approximately 0.30 metres thick. The bridge was modelled with the underside of the bridge at two different elevations. The first option places the underside of the bridge 0.3 metres above the 100-year flood elevation. The second option places the underside of the bridge 0.3 metres above the Regional flood elevation. The first option results in a rise of 0.02 metres in the Regional flood elevation in the area of the existing Victoria Road Bridge. All other flood elevations are not affected. The second option does not affect any flood elevation, including the Regional flood elevation.

While the proposals for Victoria Road do not preclude a future pedestrian bridge, please note that the City will be undertaking the design of this separately while the necessary approvals will be obtained by the City separately as well.

2. SWM Proposals

For the majority of the length of Victoria Road from Clair Road north towards Stone Road, stormwater runoff will be conveyed to stormwater management facilities located within the adjacent subdivision developments. The existing Pine Ridge East Subdivision, the approved Victoria Gardens Subdivision and the proposed Westminster Woods and Kortright East Subdivisions have provided capacity for Victoria Road runoff within the respective stormwater management systems.

Originally, a single stormwater management facility located at the College Avenue intersection with an outlet to the University of Guelph Arboretum, was proposed for Victoria Road between Stone Road and the entrance to the Turfgrass Institute. However, following discussions with the stakeholders of the adjacent properties, the stormwater management system has been revised. The proposed system is a linear stormwater management facility that runs the length of the road along the east side of Victoria Road from Stone Road to College Avenue. The system will be designed to provide Level 1 water quality treatment for stormwater runoff. Discharge from the system will be conveyed via storm sewer from the College Avenue intersection to outlet directly to the Eramosa River.

Stormwater runoff from College Avenue north to the Eramosa River will also be conveyed to discharge directly to the river. The required level of water quality treatment will be provided by routing discharge through oil/grit separators prior to discharge to the river. This outlet will be



combined with the storm sewer outlet for the previous reach of Victoria Road from Stone Road to College Avenue.

From the Eramosa River north to York Road, stormwater runoff will be conveyed to the river via storm sewer as occurs under existing conditions. Water quality treatment prior to direct discharge to the river will be provided.

3. Crossing the Eramosa River

At PIC #2, the preferred alternative for the section from York Road to the Eramosa River was identified as Option 4. This required property from the Huntsman Corporation located on the east side of Victoria Road north of the Eramosa River. Subsequently, however, it was determined that if the property limits for the Huntsman property were to be changed, then additional site-specific Ministry of the Environment approvals would be required. Therefore, an interim staging option was developed which avoids the Huntsman property.

The interim staging option provides for 5 lanes at York Road (4 lanes plus left turn lane) then tapers back into 3 lanes so that property is not required from either the houses on the west side of Victoria Road or the properties on the east side of Victoria Road including the Huntsman property. The proposed widening to 3 lanes would include 2 lanes in the southbound direction only and one northbound lane along the Huntsman property from approximately 290 m south of York Road to just north of College Street.

However, if the property constraints and environmental approvals relating to the Huntsman property could be addressed during the detailed design stage, the City will proceed with the full widening to four lanes along the Huntsman property.

Also, while in the interim the three lane option will extend from north of College Avenue, the grading and the construction of the linear stormwater management facility (to the east of Victoria Road) will conform to the final 4-lane configuration between College Avenue and the Eramosa River.

In order to keep Victoria Road open during construction, a temporary structure or Bailey bridge may be required under the interim option. Due to the existing property constraints on the east side (i.e. the Huntsman property), the temporary bridge has been shown on the west side of the existing structure. This has the following implications.

While the affected area north of the Eramosa River is open, and includes passive parkland, turfgrass and cultural meadow, the area to the south of the Eramosa River is part of vegetation Units 8 and 9, the Eramosa River valley forest and 'Cutten Club Forest', respectively. Unit 8 is a Dry-Fresh Sugar Maple-Black Cherry Deciduous Forest located on the rolling tableland and contiguous with the valley. The 'dripline' of the mature forest is generally located at least 15m away from the existing road edge. The edge zone includes dense regeneration of White Ash and Common Buckthorn under the hydro line and Trembling Aspen to the south. Unit 9 is comprised of a narrow band of riparian forest, which is a young-immature Fresh-Moist White Elm Lowland Deciduous Forest, with White Elm, Manitoba Maple, Basswood and White Ash, along the



September 16, 2004

narrow floodplain and above the vertical rock cliff face. The proposed Bailey bridge and temporary crossing alignment, which would extend approximately 20m beyond the existing road, would encroach nominally into the dripline of the more mature forest component of Unit 8. The Bailey bridge may span at least some of the younger more tolerant vegetation in the valley to the north (in Unit 9).

Please note that during detailed design, if there is resolution regarding the Huntsman property issues, the City will also consider the option of locating the temporary construction on the east side of the river, to minimize the environmental effects of the temporary bridge, or implement the ultimate widening option which does not require a temporary bridge.

As part of completing the ESR, we would like to identify the impacts and mitigation of temporary construction on the west side and would appreciate your comments in this regard. The ESR will also note the possibility of locating the temporary construction on the east side and recommend that the City review this option during detailed design with affected property owners and GRCA.

We have enclosed copies of the preliminary plans for both the ultimate and interim widening options for your review. Please provide any comments by September 30, 2004. If it would be helpful we could meet with you on site to discuss the foregoing. Please call me at 905-823-8500 should you wish to arrange a meeting.

Yours very truly,

McCORMICK RANKIN CORPORATION

Leslie L. Scott

Attach.

cc: Rajan Philips, City of Guelph
Anne MacMillan, Ecoplans Ltd.
Bob Rook, MRC
Chris Sims, Gamsby and Mannerow

} LETTER ONLY



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO TO FILE

RE: City of Guelph
Victoria Road Class EA Study
OUR FILE: W.O. 4813-01
PREPARED BY: Leslie Scott
CC: All those in Attendance; Doug Dixon, MRC
DATE: May 21, 2003
SUBJECT: May 16, 2003 Site Visit with GRCA

1. **Date:** Friday, May 16, 2003
Time: 11:00 a.m. to 12:30 p.m.

Attendance:	Chris Powell	GRCA
	Sean Geddes	GRCA
	Rajan Philips	City of Guelph
	Chris Sims	Gamsby & Mannerow Ltd.
	Anne MacMillan	Ecoplans Limited
	Bob Rook	McCormick Rankin Corporation
	Leslie Scott	McCormick Rankin Corporation

2. The site visit consisted of reviewing the preliminary plan for improvements to Victoria Road at key locations.

3. Eramosa River crossing:

- MRC explained that it is proposed to remove the existing bridge and replace it with a 4 lane bridge. The existing bridge was overbuilt to accommodate a future roadway along the north side of the river. That roadway, however, is no longer being proposed. Therefore, there is an opportunity to reduce the structure length. Adequate clearance is required, however, to maintain emergency access to the Huntsman property. Therefore, a 2 span bridge is being proposed, and one pier would still have to be in the river.
- S. Geddes advised that the new piers might be considered a HADD; however, compensation would likely be minimal given the character of the habitat and extent of the impact. Furthermore, it was noted that the direct impact is very small since the new piers replace the existing piers (i.e. net is any residual difference between the footprints of the existing piers vs. the new pier(s)). MRC also noted that the ESR will note that the span will be reviewed during detailed design to determine if the bridge can be a single span.
- S. Geddes advised that at a minimum it would involve consultation with DFO, and depending on the pier footprint and mitigation plan, a formal Authorization might not be necessary (i.e. GRCA might be able to issue a Letter of Advice). A. MacMillan noted lots of enhancement opportunities, for example, erosion and silt deposition along north

bank under structure related to roadside drainage outfall. Chris Sims indicated that this would be addressed in outlet design, possibly by incorporating a partial drop structure.

4. Arboretum Wood Tributary (south of Stone Road)

- GRCA indicated that this swale is not an issue based on character, flow etc. Chris Powell noted wetland was mapped in area, but determined it was the swamp (treed) system located well to north of road and would not be affected. Noted that ditch line had been dredged recently on the west side. Also noted that swale follows ditch line for short distances on both sides of road, and ditch would be shifted with any widening.
- Chris Powell did indicate that this area was still regulated (under GRCA's "Cut Fill and Alteration to Waterways Regulation").
- The wildlife crossing mapped in the Torrance Creek Sub-watershed Study immediately south of the Stone Road intersection was briefly discussed and it was generally agreed that it might be more likely located in the vicinity of this swale, and the forest edge to the west and the tamarack plantation to east, rather than further to the north where the terrain is disturbed on the east side of Victoria Road. Chris Powell will check their mapping and files to see if there is any crossing information.

5. Torrance Creek Crossing

- GRCA noted that while it would be desirable to remove the pond, they agreed that this is beyond the scope of this project.
- Ecoplans noted that City of Guelph staff was familiar with history re: discussions to remove this pond that were held with owner during Torrance Creek Sub-watershed plan, at which time the owner opposed removing the pond.
- Sean Geddes noted that even if the pond could not be removed, one could maybe consider installation of a 'rocky ramp' structure to facilitate fish passage over the low dam (this should basically entail building a rock slope from below dam to top of dam to reduce the drop).
- MRC will review the use of a toe wall to minimize the impact on the wetland east of Victoria Road. Ecoplans noted that it was relatively disturbed at edge of right-of-way.
- Re: the proposed nominal culvert extension (2-4 m on east side), Sean Geddes indicated that it was unlikely he would refer it to DFO; rather GRCA would issue a Letter of Advice.

6. Wetland by Golf Courses

- Re: wetland area at south end - the edge has either been cleared or manicured following watermain installation on the west side of Victoria Road, or, is set back from the edge of the right-of-way. Furthermore, the edge is somewhat disturbed on the west side. Consequently the option to widen both sides (entails approximately 2 m widening each side) should not directly affect it.

7. Summary

- Overall, Chris Powell noted that the potential impacts of this project would likely be considered to be minor and that a presentation by the City to the Authority would not be required.
- MRC will forward a print of the preliminary plan to be reviewed with agencies and the public on June 11 to GRCA once the plan is revised.

LLS/gc



Grand River Conservation Authority

400 Clyde Road, P.O. Box 729
Cambridge, Ontario N1R 5W6

Telephone (519) 621-2761

Fax (519) 621-4844

Internet: <http://www.grandriver.ca>

WS 4813

October 4, 2004

Ms. Leslie Scott
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8



Dear Ms. Scott;

**Re: Victoria Road Class Environmental Assessment
City of Guelph**

We have now had the opportunity to review the preferred alternative plan provided to this office. Based on the review of the information provided to date, we have not identified major issues with the direction this study has taken. However, the GRCA will retain the right to provide comments on the final Environmental Study Report to be filed this fall. Further to your correspondence of September 16, 2004, the following comments are provided with respect to the modifications made since the last site visit of May 16, 2003.

Pedestrian Trail Crossing of Eramosa River: With the first elevation level of the pedestrian bridge, it is recognized that a rise of 0.02 metres in the Regional flood elevation is not significant in size. While we recognize that the 0.02 metre rise in the Regional flood elevation is not significant, our preferred option is that no rise in flood levels occurs. Therefore, we recommend the incorporation of the second alternative. In reference to bridge construction, the GRCA would like to review erosion and sediment control plans to assess the impacts incurred by the steep valley slopes of the Eramosa River.

SWM Proposals: GRCA staff do not object to the creation of a linear stormwater management facility that runs the length of the road along the east side of Victoria Road from Stone Road to College Avenue.

Crossing the Eramosa River: In regards to the proposed temporary bridge construction on the west side of the existing bridge the following issues must be considered. The proposed structure would be located within the existing Regional Floodplain. This area also falls within the Eramosa Blue Springs Scheduled Area. We will retain the right to provide additional comments regarding hydraulic analysis and construction timing of the temporary bridge structure through the permit process.

In addition to the floodplain and scheduled area, the south side of the Eramosa River has been identified as containing steep slopes. We anticipate detailed information addressing erosion at the base of the slope and the stability of the slope itself to avoid bank overloading and drainage problems. This will be addressed through the final design process.

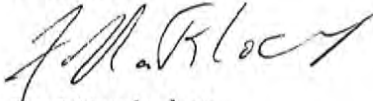
We trust this information is of assistance. If you should have any further questions, please contact **Christine Rikley, Resource Planning Technician, ext 238.**



INTERNATIONAL RIVERPRIZE WINNER
For Excellence In Watershed Management



Yours truly,



Fred Natolochny
Senior Resource Planner
Grand River Conservation Authority

FN/cr

c.c. Rajan Philips, City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd
Bob Rook, MRC

FAXED
Sep 22 104

File No: 16.161.133

September 22, 2004

Mr. S. Gazzola, Architect
Manager, Facilities Planning and Design
Planning, Engineering & Construction
University of Guelph
Guelph, ON N1G 2W1

McCORMICK RANKIN
CORPORATION

SEP 27 2004

MISSISSAUGA OFFICE

Dear Sir:

RE: Victoria Road Class EA Study
Clair Road to York Road

As I have indicated in our recent discussions, we are in the process of finalizing the Environmental Study Report (ESR) for the proposed Victoria Road improvements, following Council authorization, on June 7, 2004, to file the ESR for public review. As I have also indicated, before filing the ESR we will meet with you to indicate the specific improvements proposed for the section of Victoria Road abutting the University lands/uses between Stone Road and the Eramosa River. Specifically, as has been indicated by Ms. Leslie Scott of McCormick Rankin Corporation, we would like to discuss the requirement for a temporary bridge across the river (on the west side) to keep Victoria Road open to traffic during the construction of the new bridge.

The main improvements to Victoria Road north of Stone Road include the widening to four lanes, with intersection turn lanes as identified. In the light of the environmental/property constraints along the Huntsman property (on the east side, north of the Eramosa River), an interim widening option has also been identified to limit the road widening to 3 lanes (2 lanes in the southbound direction and one northbound lane) along the Huntsman property from approximately 290 m south of York Road to just north of College Street. However, given the recent announcement by Huntsman Corporation that their Victoria Road plant will be shut down in 2005, the City will try to address outstanding issues along the Huntsman property during the detailed design stage and implement the full four-lane widening as recommended by the EA study.

In regard to the section of Victoria Road between Stone Road and the river, the ESR will document the different issues addressed during the EA process and the design solutions that are recommended for this section. These issues were identified in your letters of May 15, 2003 and April 30, 2004, as well as during field visits and meetings with University representatives. The different issues and their solutions were discussed at Project Team meetings.

.../2



THE CITY OF GUELPH

September 22, 2004

Page 2

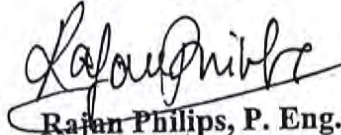
RE: Victoria Road Class EA Study
Clair Road to York Road

The purpose of this letter is to outline the issues identified and how they have been addressed in the EA process. The attached table, which will be included in the ESR, serves that purpose.

In closing, the University's participation on the Project Team for the study has enabled the City and the University to identify, discuss and address issues as the study has proceeded. The City will continue to consult with representatives of the University when the study proceeds to the detail design stage. Thank you for participating on the Project Team and coordinating the University's input.

If you have any questions or require additional information, please do not hesitate to call me.

Yours very truly,



Rajan Philips, P. Eng.,
Transportation Planning Engineer

cc. Rick Tolkunow, Director of Engineering, City of Guelph
L. Scott, MRC

Attach(1)



TABLE

Comments received from
University of Guelph

City's Response

Project Team Meeting of May 16, 2003

- University supports minimizing impacts to Arboretum; however, University research staff who use the lands on the east side of Victoria Road would like a clearer understanding of the potential impacts > comments noted
- > proposed preliminary ROW was staked in the field for the University's information/ review

Letter dated May 15, 2003

- > comments discussed at May 16, 2003 Project Team Meeting

1. Traffic

- posted speed? – University would prefer 50 km/h > no decrease to the existing posted speed limit (70 km/h) is proposed at this time
- noise control measures for outside programs > a noise analysis was completed for Victoria Road and the projected increases in noise levels as a result of the proposed changes to Victoria Road are not predicted to exceed 5 dBA. This analysis was carried out for the residential houses adjacent to Victoria Road. According to the Ministry of the Environment criteria, a recreational area / park area with no associated residential unit is not considered to be a Noise Sensitive Area (NSA). A NSA typically refers to the outdoor living area of a residential house. (see Section 5.3.3.1.)
- projected traffic volume increases? projected truck % increases? > as part of the Class EA study a Transportation Needs Assessment was carried out and discussed in Section 2.2

2. Road Design

- clarify the additional ROW width needed > a 12 m additional ROW is proposed on the east side of Victoria Road from north of Stone Road to the Eramosa River. This is required to accommodate maintaining the westerly edge of pavement and widening to the east, and providing a storm water management linear facility. The preferred alternative was developed in consultation with representatives of the University of Guelph (see Section 5.2.1)
- is there sufficient width to accommodate a bicycle lane on east side within ROW? > on-street bike lanes will be provided in both the northbound and southbound direction south of the Eramosa River

TABLE

Comments received from
University of Guelph

City's Response

- potential future improvements to access for the Arboretum along Victoria Road > access improvements would be subject to separate discussions between the City and the University
- possible relocation of Guelph Turfgrass Institute entrance to the intersection of College Avenue / Victoria Road > access relocation will be subject to review and confirmation by the City during detail design in consultation with the University. While the City is prepared to relocate the entrance, relocation of the internal access road beyond the City's right-of-way would be the responsibility of the University of Guelph.
- Cutten Club wishes to retain existing service access > comment noted
- U of G Real Estate division wishes to reserve the right to have future vehicular access to the Heritage Trust Lands from Victoria Road, south of Stone Road (west side) > Access requirements will be addressed in accordance with the standards for access on arterial roads.

3. Implementation

- timing? > detail design is expected to begin in 2005
- > proposed construction staging:
 - > York Road to Stone Road - 2006 to 2007
 - > Arkell Road to Clair Road - 2006 to 2007
 - > Stone Road to Arkell Road - 2007 to 2008

4. Environment

- University to review proposed SWM measures prior to any implementation > The University of Guelph will be consulted as part of the detail design process.
- road salt impact, particularly to Guelph Turfgrass Institute > The City of Guelph has been implementing best-practice methods in regard to the application of road salt and other de-icing substances. Guelph has reduced the overall application of road salt over the years and will continue to make improvements in accordance with applicable regulations and available technology.
- what efforts to mitigate impacts to wildlife > Since this project involves widening of an existing road, the potential impacts of the undertaking will be limited to very localized intrusion into roadside edge habitats and temporary and localized disturbance of roadside habitats and associated wildlife during construction

Meeting of February 13, 2004

- Representatives of the University reviewed the issues, constraints and potential impacts, and advised that they would review the > Comments noted

TABLE

Comments received from
University of Guelph

City's Response

preferred plan internally and advise the City of their position

Letter dated April 30, 2004

- | | |
|---|---|
| <ul style="list-style-type: none"> • University of Guelph major stakeholders have expressed concern about "simply widening the road into a very broad band of asphalt running north/south through an attractive parkland setting" | <ul style="list-style-type: none"> > Victoria Road is an arterial road within the City's roadway network. The preferred alternative has been developed taking into consideration the character of the adjacent lands. To this end, in the vicinity of the University, the Arboretum lands have been avoided thereby maintaining the vegetation and rural character. While Victoria Road is being widened to the east, a rural cross-section is proposed. A landscaping plan will be developed during the detail design stage. |
| <ul style="list-style-type: none"> • consider a 2-way bike path, separate from the road surface, rather than having bike lanes along both sides of the road | <ul style="list-style-type: none"> > on street bike lanes are proposed south of the Eramosa River > the additional ROW width is required to accommodate the widening of Victoria Road (including on-street bike lanes), and SWM facilities. There is not sufficient width for a separate off-street bike path. |
| <ul style="list-style-type: none"> • giving up 12 m for the proposed road allowance on the east side will have an impact on the research programs – both agriforestry and turfgrass. The loss of a tree row on the east side of Victoria will have an impact on the research results but can be accommodated | <ul style="list-style-type: none"> > comments regarding the preferred alternative are noted |
| <ul style="list-style-type: none"> • prefer a linear SWM system to avoid the necessity for a large SWM pond near the College Avenue / Victoria Road intersection | <ul style="list-style-type: none"> > noted – this is proposed |

Other Concerns

- | | |
|--|---|
| <ul style="list-style-type: none"> • increase in road salt runoff and drift to the research plots | <ul style="list-style-type: none"> > see earlier comments |
| <ul style="list-style-type: none"> • impact on the current tile system draining the research plot area | <ul style="list-style-type: none"> > the City will follow-up with the University during detail design |
| <ul style="list-style-type: none"> • safety issues regarding staff and equipment in close proximity to a busy roadway | <ul style="list-style-type: none"> > The ROW will be fenced. |
| <ul style="list-style-type: none"> • relocation of Guelph Turfgrass Institute entrance road as well as perennial plant material and signage | <ul style="list-style-type: none"> > access relocation will be subject to review and confirmation by the City during detail design in consultation with the University. While the City is prepared to relocate the entrance, relocation of the internal access road beyond the City's right-of-way would be the responsibility of the |

TABLE

Comments received from
University of Guelph

City's Response

<u>Comments received from University of Guelph</u>	<u>City's Response</u>
	University of Guelph.
<ul style="list-style-type: none">• replacement of landscape irrigation system at entrance gate and along Victoria Road north of existing road entrance• moving the ranges adjacent to Victoria Road as well as modifying / replacing the drainage and irrigation systems would be a major expense and would also interrupt ongoing research activities funded by private and public sector partners	<ul style="list-style-type: none">> specific impacts to the irrigation system will be reviewed with the University during detail design> the City will follow-up with Guelph Turfgrass Institute during the detail design stage

UNIVERSITY of GUELPH

OFFICE OF THE VICE-PRESIDENT RESEARCH

December 30, 2004

Mr. Rajan Philips, P.Eng.,
Transportation Planning Engineer
Environment & Transportation Group
City of Guelph
City Hall, Guelph, Ontario N1H 3A1

Dear Rajan,

Re: Victoria Road Environmental Assessment Study: University of Guelph Comments

Thank you for taking the time to meet with members of the University Community on November 26th to review the revised detail design proposed for the widening of Victoria Road as prepared by your consulting team.

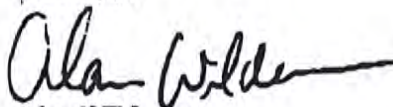
At this time we submit the following queries/comments and constraints for your consideration and inclusion in the EA report and subsequent detailed design:

- 1) What reductions in road allowance width can be gained from lowering the new road elevation?
- 2) Can the Storm Water Management pond be located to the north side of the College/Victoria intersection (closer to the hydro towers) subject to Item 3 below.
- 3) We request that the road widening allowance encroach on the west-side of Victoria Road no more than 3m (perhaps in conjunction with Item 1 above).
- 4) We request that consideration be given to tilting the College/Victoria intersection with a maximum of 2m of ROW encroachment on the north side College Avenue and to facilitate a reduction in ROW required on east-side of Victoria adjacent to the Guelph Turfgrass Institute.
- 5) Salt spray continues to be a concern on our part, and we request that buffer planting be provided on the east-side of Victoria Road adjacent to the Guelph Turfgrass Institute.

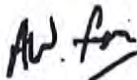
If you have any comments or concerns with the above please advise us.

Thank you.

Sincerely,



Alan Wildeman
Vice-President (Research)



Nancy Sullivan
Vice-President (Finance and Administration)

cc: Bob Carter, Executive Director, Physical Resources
Chris Pickard, Director, Planning Engineering and Construction
Stephen A. Gazzola, Manager, Facilities Planning and Design
Rob MacLaughlin, Associate VP (Agrifood and Partnerships)
Craig Pearson, Dean, OAC
Mary Buhr, Associate Dean, OAC
Alan Watson, Arboretum

APPENDIX B
NOTICE OF STUDY COMMENCEMENT



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

**NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE**

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is commencing a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. have been retained to assist the City in carrying out the study.

Public consultation is an important part of the study. It is proposed to hold two public information centres at key points in the study. The first public information centre has been arranged for:

PUBLIC INFORMATION CENTRE

Date: Wednesday, June 5, 2002
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

The purpose of the first public information centre is to obtain public input after reviewing: the problem being addressed; the collection of background information; and the alternatives being considered for Victoria Road. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 19, 2002 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

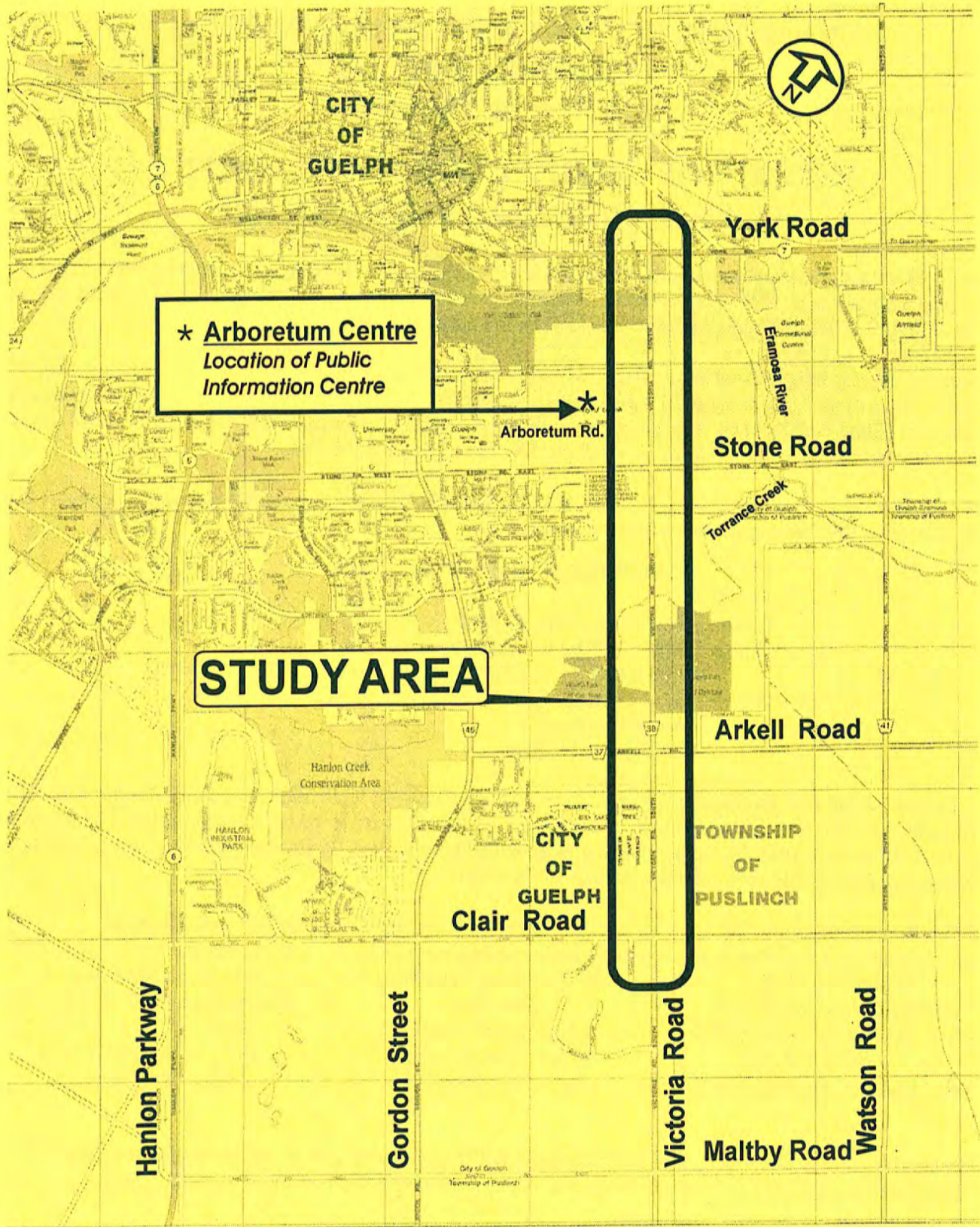
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



APPENDIX C
MAY 1, 2001
PUBLIC INFORMATION CENTRE #1



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

**NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE**

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University of Guelph

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Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

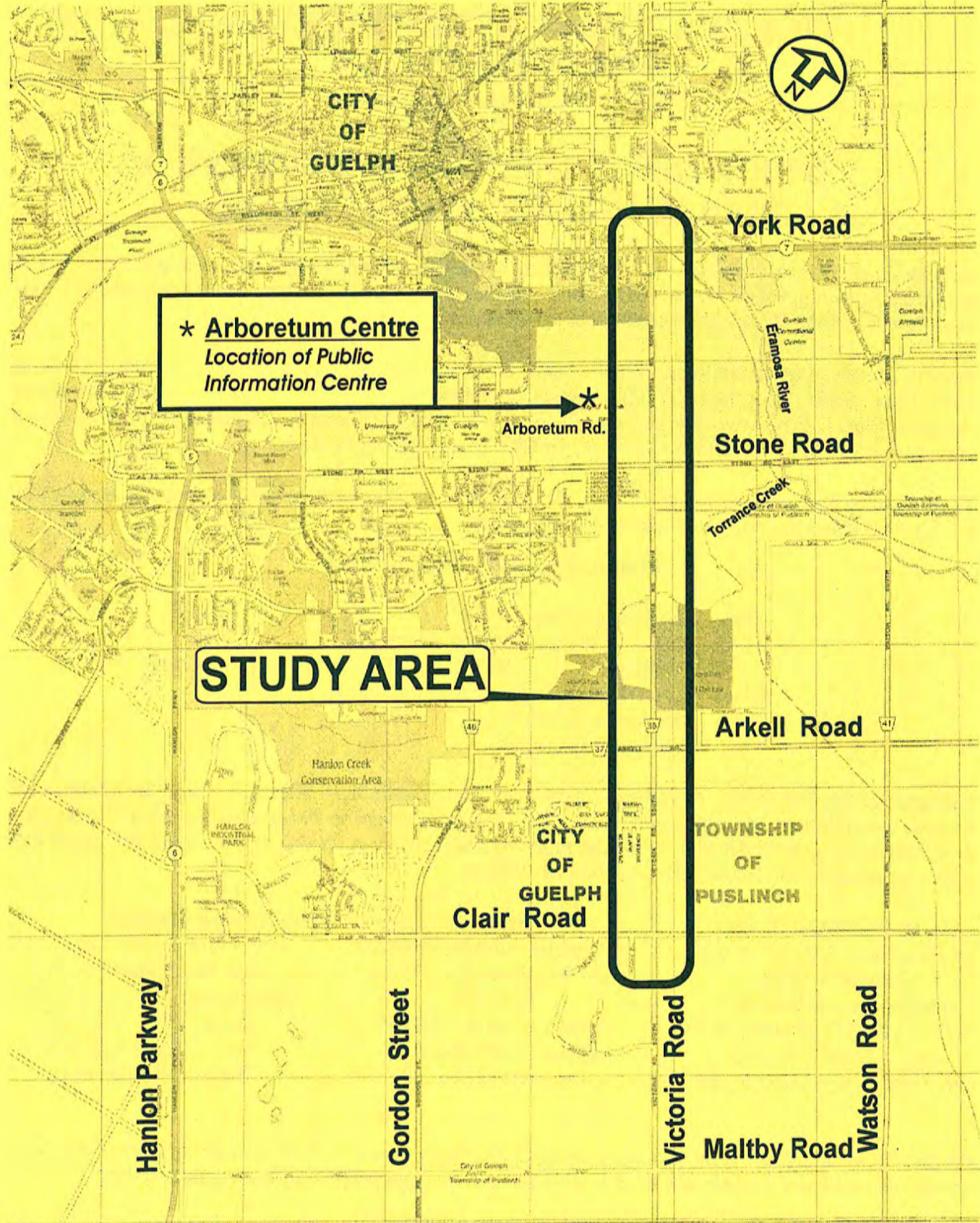
McCormick Rankin Corporation
2655 North Sheridan Way
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fax: (905) 823-8503
e-mail: lscott@mrc.ca

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VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area





**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Rajan Philips, City of Guelph
FROM: Leslie Scott, MRC
DATE: June 4, 2002
COPIES: C. Sims, Gamsby and Mannerow; A. MacMillan, Ecoplans; Bob Rook / Aldo Toom, MRC
RE: City of Guelph – Victoria Road Class EA Study
OUR FILE: W.O. 4813-00
SUBJECT: Preparation for Public Information Centre #1

Action By:

1. **Date:** Wednesday, June 5, 2002
- Location:** Arboretum Centre – Auditorium
Arboretum Road, University of Guelph
- Format:** 6:00 – 7:00 p.m. - Drop-in Centre
7:00 – 9:00 p.m. - Presentation followed by Q & A
- Set-up:** R. Philips to arrange for:
- auditorium
 - set-up of auditorium
 - permit
 - tables (for signing –in and comments sheets)
 - screen
- MRC/
R. Philips
- Both the meeting with technical agencies and the PIC will be held in the auditorium – the panels will be set up around the auditorium for the drop-in session prior to the presentation.
- The meeting with technical agencies has been scheduled for MRC 3:30 p.m. to 4:30 p.m. in the auditorium. MRC will set-up the panels/easels starting at 2:30 p.m. sharp.
2. **Newspaper Notice**
- MRC provided the City with the revised notice on May 17, 2002.
 - City of Guelph placed the notice in local newspapers on
- R. Philips

Memo To: R. Philips
Date: May 4, 2002

Page 2

Action By:

- Friday, May 24, 2002 and Friday, May 31, 2002
- | | | |
|------------------------------|--|--------------------------|
| 3. Newsletter #1 | <ul style="list-style-type: none">• Newsletter # 1 contains the same information as the newspaper notice• R. Philips provided copies to the members of the Project Team• MRC mailed Newsletter #1 on Tuesday, May 21, 2002 to:<ul style="list-style-type: none">– Property owners within the study area (using list provided by the City – approx. 107 labels)– Councillors, Committees of Council and interest groups• MRC provided copies of Newsletter #1 to Gamsby and Mannerow for delivery to property owners adjacent to Victoria Road during the week of May 27, 2002.• See memo dated May 3, 2002 for mailing details. | G and M |
| 4. Technical Agencies | <ul style="list-style-type: none">• MRC prepared a letter inviting technical agencies to the meeting and mailed it on Tuesday, May 21, 2002. | |
| 5. PIC Presentation | <ul style="list-style-type: none">• MRC provided a draft copy of the PowerPoint presentation slides to R. Philips for review and comments. | |
| 6. Display Panels | <ul style="list-style-type: none">• MRC to prepare the panels• PowerPoint slides will be enlarged and grouped on panels | MRC |
| 7. Public Handout | <ul style="list-style-type: none">• Reduced copy of the presentation slides. MRC to prepare. Assume 100 copies. | MRC |
| 8. Other | <ul style="list-style-type: none">• Panels and easels• PowerPoint projector and laptop• Back-up overhead projector• Sign-in sheets, pens, comment sheet box, etc. | MRC
MRC
MRC
MRC |



May 21, 2002

MEMO TO TECHNICAL AGENCIES (SEE ATTACHED LIST)

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir / Madam:

On behalf of the City of Guelph, we are writing to i) advise you that the City is commencing a study of Victoria Road from York Road to Clair Road; ii) ascertain whether or not your agency wishes to participate in the study; and iii) invite you to attend a meeting with technical agencies scheduled for Wednesday, June 5, 2002, and to advise you of the first Public Information Centre.

Background

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

This Study

This study is addressing existing and future needs within the Victoria Road corridor (from York Road to Clair Road) in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown on the attached key plan.

The Consultant Team retained by the City of Guelph to assist in carrying out the study includes:

- McCormick Rankin Corporation - project management / consultation
 - Class EA requirements
 - preliminary design – road / structural

- Gamsby and Mannerow Ltd. - road and structure design
 - local knowledge and resources



Memo to Technical Agencies
May 21, 2002

Page 3

A meeting with technical agencies has also been scheduled for:

Date: Wednesday, June 5, 2002
Time: 3:30 pm to 4:30 pm
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph
(see attached key plan)

The purpose of the meeting will be to review and receive input regarding: the problem being addressed; and the alternatives being considered for Victoria Road.

Please also indicate whether or not your representative will be attending on the attached "fax-back" form, or by contacting the undersigned by phone (905-823-8500); fax (905-823-8503); or e-mail (lscott@mrc.ca).

We have also enclosed a copy of Newsletter #1, regarding the Wednesday, June 5, 2002 Public Information Centre.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in cursive script that reads "Leslie L. Scott". The signature is written in dark ink and is positioned above the typed name.

Leslie L. Scott

Attach

c.c. Rajan Philips, City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.

FAX-BACK FORM

TO: LESLIE SCOTT, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01

NAME:

TITLE:

MUNICIPALITY / AGENCY:

ADDRESS:

POSTAL CODE:

PHONE:

FAX:

E-MAIL:

YES

NO

- Wish to be involved in this study
- Delete from contact list
- Will be attending the meeting on Wednesday, June 5, 2002

Agency's areas of interest or concern / preliminary comments:



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

**NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE**

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University of Guelph

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Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

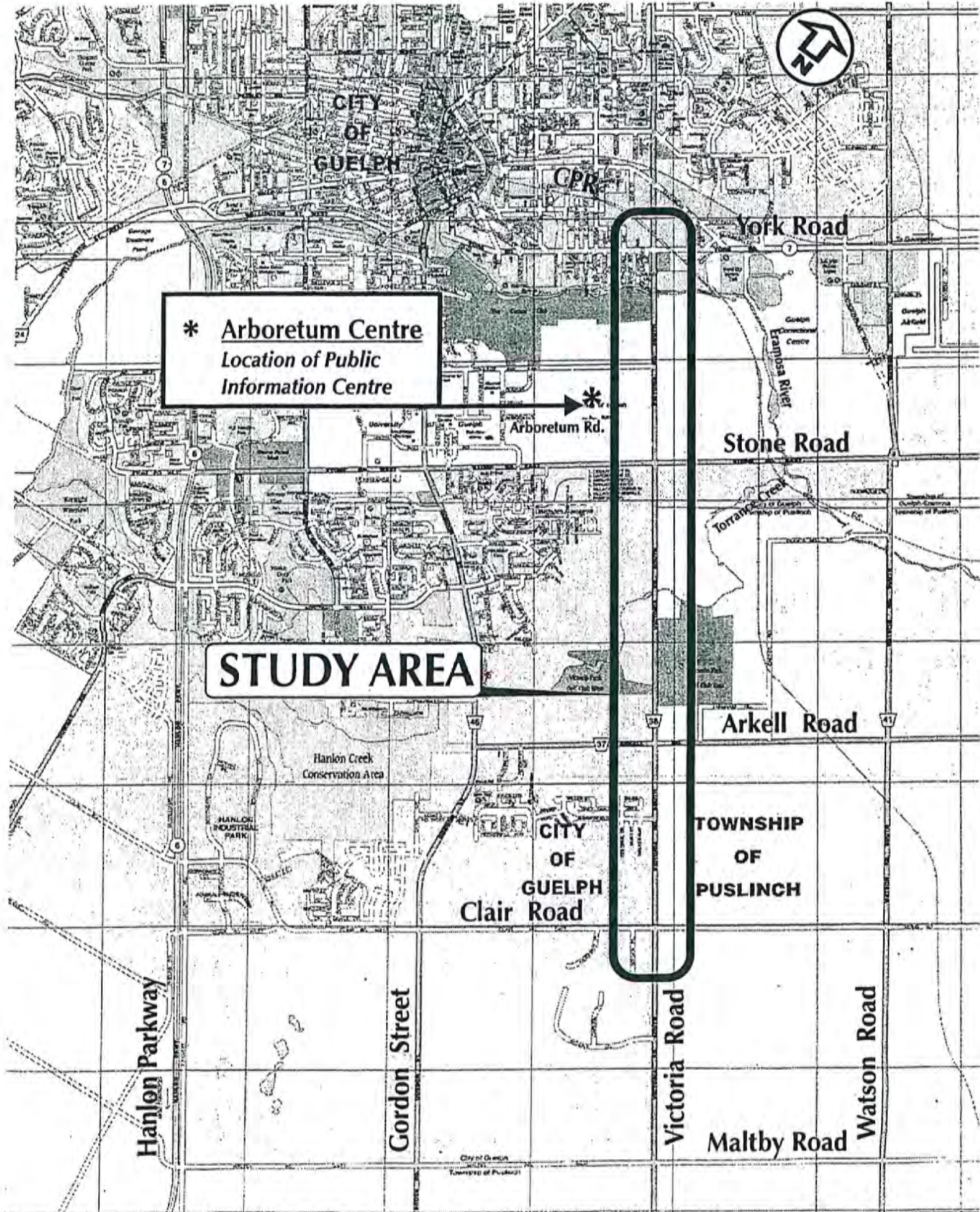
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



W.O. 4813

Federal and Provincial Ministries and Agencies

Current As Of May 16, 2002

Ms. Mary-Jo Gordon
Economic Development Branch
Agricultural & Rural Division
Ministry of Agriculture, Food and Rural Affairs
1 Stone Road West
3rd Floor
GUELPH, Ontario
N1G 4Y2

Ms. Joanne Gies
Ministry of Economic Development and Trade
Suite 906
30 Duke Street West
KITCHENER, Ontario
N2H 3W5

Mr. Ed Griffin
Manager
Guelph District Office
Ministry of Environment
1 Stone Road West
3rd Floor
GUELPH, Ontario
N1G 4Y2

Ms. Yvonne Hall
Supervisor, Streamlined Review Unit
Environmental Assessment and Approvals Branch
Ministry of Environment
1 St. Clair Avenue West
Floor 12A
TORONTO, Ontario
M4V 1L5

Ms. Carol Neumann
Rural Planner
Ministry of Agriculture, Food and Rural Affairs
R.R. #1
FERGUS, Ontario
N1M 2W3

Ms. Holly Martelle
Heritage Planner, Southwestern Ontario Region
Heritage and Libraries Branch
Heritage Operations
Ministry of Tourism, Culture and Recreation
55 Centre Street
LONDON, Ontario
N6J 1T4

Mr. Paul Samson
Ministry of Economic Development and Trade
Suite 906
30 Duke Street West
KITCHENER, Ontario
N2H 3W5

Ms. Angela Amodeo
Regional EA Coordinator
West Central Region
Ministry of Environment
119 King Street West
12th Floor
HAMILTON, Ontario
L8N 3Z9

Mr. William Pol
Municipal/Planning Advisor
Ministry of Municipal Affairs and Housing
659 Exeter Road
2nd Floor
LONDON, Ontario
N6E 1L3

District Planner
Ministry of Natural Resources
1 Stone Road West
GUELPH, Ontario
N1G 4Y2

Mr. William Gerrard
Environmental/Cultural Heritage Coordinator
Ontario Realty Corporation
Ontario Management Board Secretariat
11th Floor
77 Wellesley Street
TORONTO, Ontario
M7A 1N3

Mr. R. Freeman
Administrative Sargeant
Guelph Operations Centre
Wellington County O.P.P.
218 Bristol Street
GUELPH, Ontario
N1H 3M4

Ms. Mary Carl
Associate Negotiator
Negotiations Branch
Ontario Native Affairs Secretariat
Ministry of the Attorney General
421 South James Street
Suite 101
THUNDER BAY, Ontario
P7E 2V6

Mr. Barry Putt
Navigable Protections Officer
Coast Guard
Central and Arctic Region
Department of Fisheries and Oceans
201 N. Front Street
Suite 703
SARNIA, Ontario
N7T 8B1

Mr. Dan McLean
Asset Manager
Southwest Region
Ontario Realty Corporation
1 Stone Road West
4th Floor
GUELPH, Ontario
N1G 4Y2

Ms. Angie McCollum
Sergeant
Operational Policy and Support Bureau
Ontario Provincial Police
777 Memorial Ave
ORILLIA, Ontario
L3V 7V3

Mr. Steve Walsh
Inspector
Ontario Provincial Police
321 St. Andrew Street West
FERGUS, Ontario
N1M 1P1

W.O. 4813
Municipal Technical Agencies
Current As Of May 16, 2002

Mr. Jim Mairs
Manager
Economic Development Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Derek McCaughan
Manager
Transit Services Division
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Shawn Armstrong
Fire Chief
City of Guelph
50 Wyndham Street
GUELPH, Ontario
N1H 4E1

Mr. Rob Davis
Chief
Guelph Police Service
50 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Mr. Andy Goldie
Manager
Recreation and Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Manager
Solid Waste Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Derek McCaughan
Manager of Traffic Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Roy Book
Inspector
Guelph Police Service
15 Wyndham Street South
GUELPH, Ontario
N1H 4C6

Mr. Gordon Ough, P. Eng.
County Engineer
Engineering and Roads Department
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Mr. Gary Cousins
Director
Planning and Development
County of Wellington
74 Woolwich Street
GUELPH, Ontario
N1H 3T9

Mrs. Brenda Law
Clerk-Treasurer
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Ms. Nadine Tischhauser
Accommodation Planner
Planning Department
Upper Grand District School Board
500 Victoria Road North
GUELPH, Ontario
N1E 6K2

Wellington Catholic District School Board
c/o Ms. Jennifer Passy
Mackinnon and Associates
550 Parkside Drive
Unit A-21
WATERLOO, Ontario
N2L 5V4

Mr. Fred Natolochny
Senior Resources Planner
Grand River Conservation Authority
P.O. Box 729
CAMBRIDGE, Ontario
N1R 5W6

Mr. Stephen Gazzola
Manager
Facilities Planning and Design
Physical Resources
University of Guelph
GUELPH, Ontario
N1G 2W1

W.O. 4813
Utilities
Current As Of May 16, 2002

Mr. Dave Randall
Distribution Engineering Technician
Ontario Hydro Services Company
27 Municipal Street
GUELPH, Ontario
N1G 4W5

Mr. Ian Bolton
Guelph Hydro Electric Systems Inc.
104 Dawson Road
GUELPH, Ontario
N1H 1A7

Mr. Ron McGuigan
Delivery Planner
Canada Post
300 Wellington Street
LONDON, Ontario
N6B 3P2

Mr. Rob Forsyth
Senior Real Estate Administrator
Ontario Hydro Services Company
7676 Woodbine Avenue
Suite 300
MARKHAM, Ontario
L3R 2N2

Ms. Gayle Widmeyer
Manager
Access Network Department
Bell Canada
P.O. Box 9008, Station C
800 King Street West, 3rd Floor
KITCHENER, Ontario
N2G 4K2

Mr. Rick Bigelow
Team Lead
Guelph Utility Services
Union Gas
10 Surrey Street East
GUELPH, Ontario
N1H 3P5

Ms. Sarah Liuba
Planning Support Coordinator
Rogers Cable TV
85 Grand Crest Place
KITCHENER, Ontario
N2G 4A8



MEMO

TO: Councillors, Committees Appointed by Council and Interest Groups (see attached list)

FROM: Leslie Scott, MRC

DATE: May 21, 2002

COPIES: R. Philips – City of Guelph
C. Sims, Gamsby and Mannerow Ltd.

RE: City of Guelph – Victoria Road Class EA Study
(York Road to Clair Road)

OUR FILE: W.O. 4813-01

SUBJECT: Wednesday, June 5, 2002 Public Information Centre

On behalf of the City of Guelph, we are writing to invite you to attend the first Public Information Centre for the Victoria Road Class EA Study. The Public Information Centre is scheduled for Wednesday, June 5, 2002. Please find attached a copy of the newsletter outlining the study status and the time and location of the information centre.



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

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PUBLIC INFORMATION CENTRE**

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In order to address existing and future needs within the corridor, the City of Guelph is commencing a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. have been retained to assist the City in carrying out the study.

Public consultation is an important part of the study. It is proposed to hold two public information centres at key points in the study. The first public information centre has been arranged for:

PUBLIC INFORMATION CENTRE

Date: Wednesday, June 5, 2002
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

The purpose of the first public information centre is to obtain public input after reviewing: the problem being addressed; the collection of background information; and the alternatives being considered for Victoria Road. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 19, 2002 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

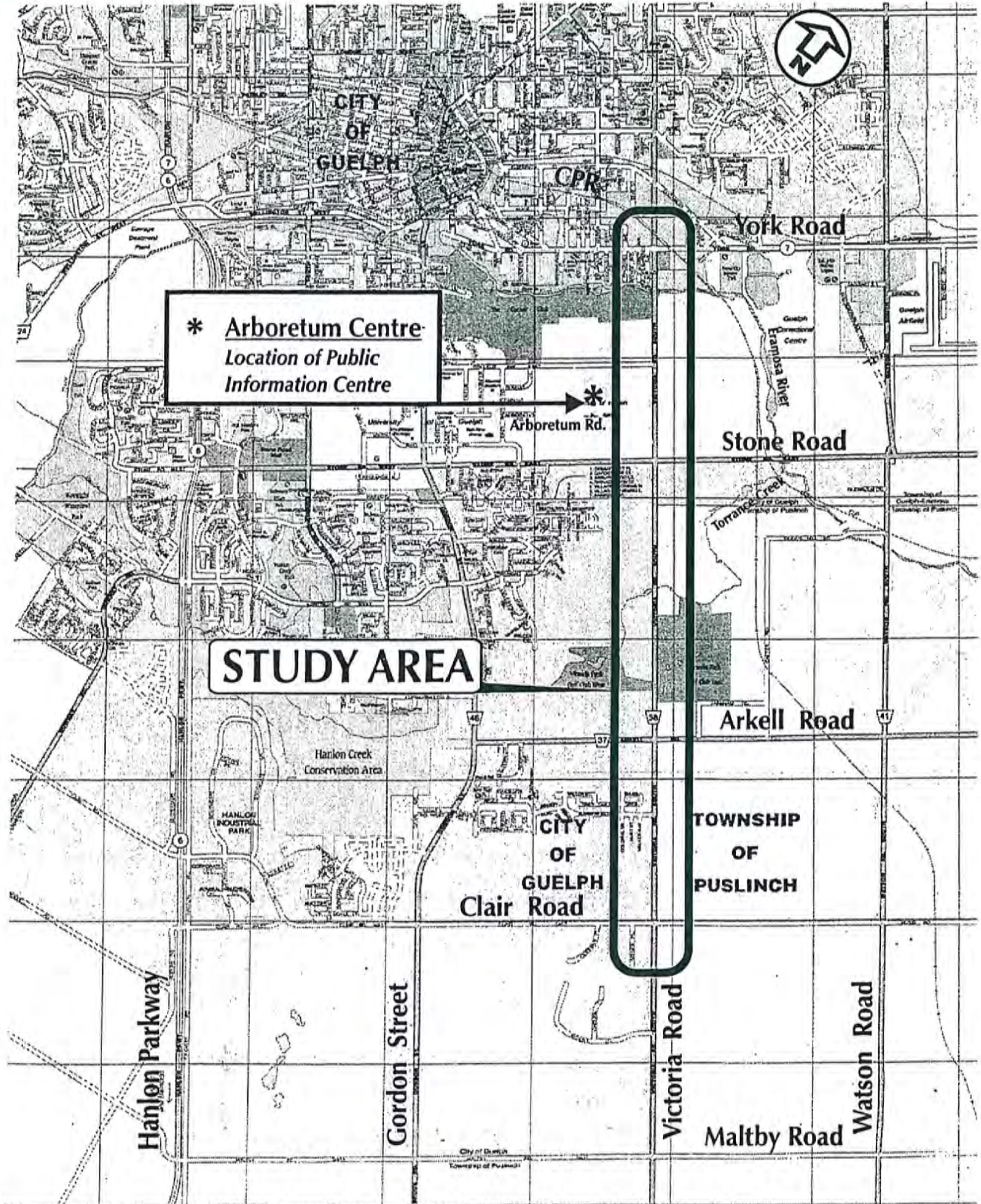
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY
Clair Road to York Road

Key Plan - Study Area



W.O. 4460-00
Councillors, Committees Appointed by Council &
Interest Groups
Current As Of May 16, 2002

Ms. Karen Rolfe
LACAC Coordinator
Planning and Business Development Department
Guelph Heritage Committee (LACAC)
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Rose Griffith
Secretary
Planning Department
Environmental Advisory Committee
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Works Department
Guelph Green Plan Steering Committee
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Lynda Walters
The Clean Water Coalition
759 Eramosa Road
GUELPH, Ontario
N1E 5Z1

City of Guelph Councillors
c/o City Clerk
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Andy Goldie
River Systems Advisory Co.
Recreation & Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Betty-Anne Richard
Delhi Recreation Centre
Guelph Barrier Free Committee
66 Delhi Street
GUELPH, Ontario
N1E 4J7

Ms. Astrid Clos
Guelph Safe City Committee
295 Southgate Drive
P.O. Box 1112
GUELPH, Ontario
N1H 6N3

Mr. Alfred Artinger
President
Guelph Development Association
Box 964
GUELPH, Ontario
N1H 6N1

Mr. Bob Foster
Guelph & District Homebuilders Association
72 Ferman Drive
GUELPH, Ontario
N1H 7M8

Mehrnoosh Aghdasi
Organization and Research Coordinator
OPIRG
University of Guelph
1 Trent Lane
GUELPH, Ontario
N1G 2W1

Ms. Andrea Deganis
Guelph & District Real Estate Board
400 Woolwich Street
GUELPH, Ontario
N1H 3X1

Mr. Ross Irwin
Guelph Historical Society
100 Crimea Street
GUELPH, Ontario
N1H 2Y6

Mr. Craig Potter
President
Guelph Field Naturalists
P.O. Box 1401
GUELPH, Ontario
N1H 6N8

Mr. Wayne Hyland
Guelph Wellington Association for Community Living Inc.
87 Silvercreek Parkway North
GUELPH, Ontario
N1H 6S4

Guelph Hiking Trail Club
P.O. Box 1
GUELPH, Ontario
N1H 6J6

Guelph Off-Road Bicycle Association
P.O. Box 30032 Park Mall Postal Outlet
2 Quebec Street
GUELPH, Ontario
N1H 8J5

David Nasby
LACAC
116 Suffolk Street, West
GUELPH, Ontario
N1H 2J5



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

**NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE**

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Arboretum Road
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Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
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fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
Phone: (519) 824-8150
fax: (519) 824-8089

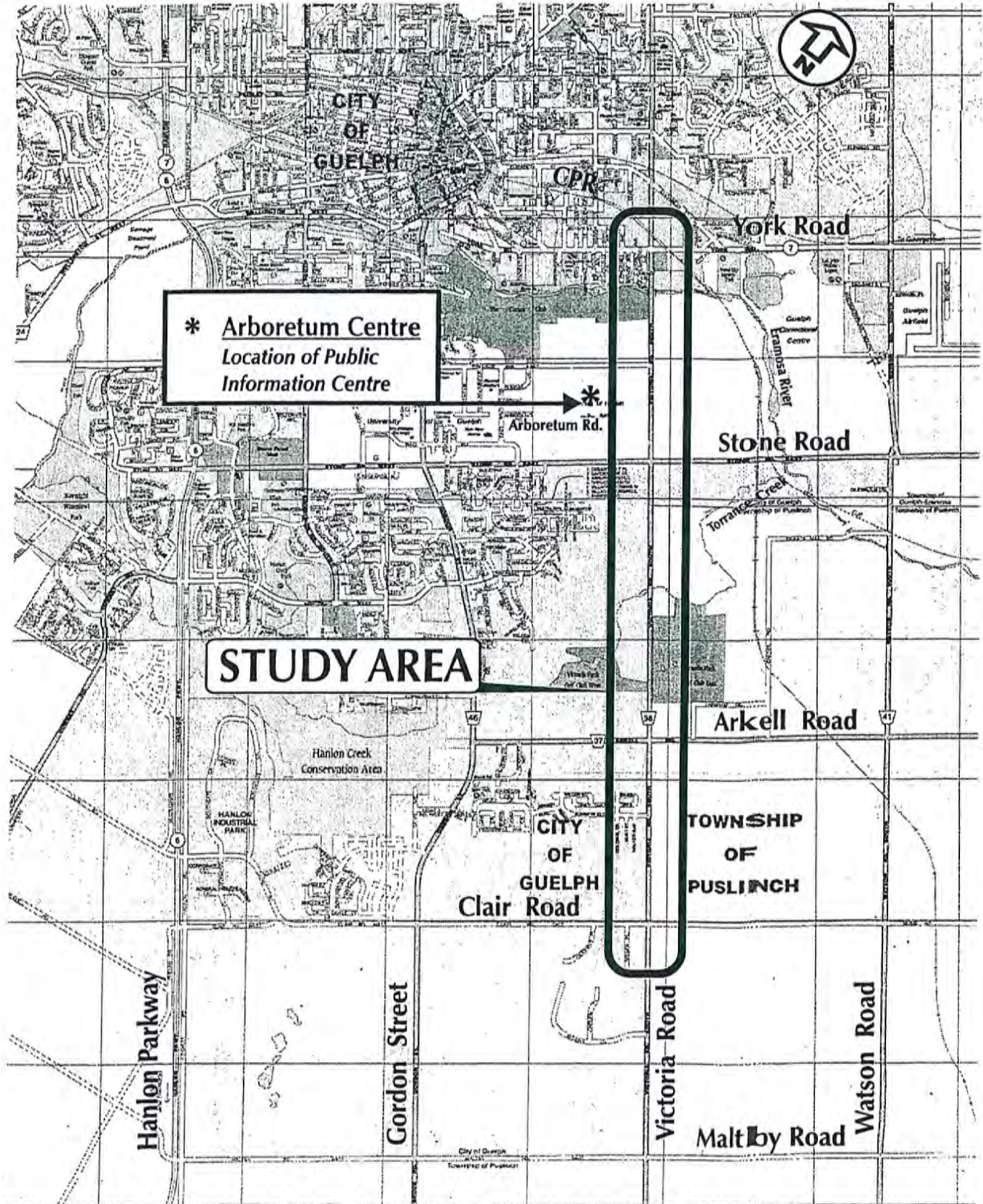
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



CARSON & CHERIE TURNEY
OR TO CURRENT OWNER(S)
17 GREENWICH DR
GUELPH ON N1H 8B7

930845 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
150 VICTORIA RD S
GUELPH ON N1E 5P6

SHELL CANADA PRODUCTS LIMITED
OR TO CURRENT OWNER(S)
ATTN PROPERTY TAX CLERK
PO BOX 100 STN M
CALGARY AB T2P 2H5

EUGENIO MUTO
OR TO CURRENT OWNER(S)
58 CAMBRIDGE ST
GUELPH ON N1H 2V2

ADAM STRUB & TAMMY GREEN
OR TO CURRENT OWNER(S)
147 VICTORIA RD S
GUELPH ON N1E 5P8

DAVID & JANET STUCKLESS
OR TO CURRENT OWNER(S)
149 VICTORIA RD S
GUELPH ON N1E 5P8

DARREN HASTINGS
OR TO CURRENT OWNER(S)
C/O 166 WOOLWICH ST
GUELPH ON N1H 3V3

VINCENT GOOBIE
OR TO CURRENT OWNER(S)
153 VICTORIA RD S
GUELPH ON N1E 5P8

DENNIS CASSEL
OR TO CURRENT OWNER(S)
405 SMITH ST
PO BOX 991
ARTHUR ON N0G 1A0

SHERWOOD FOREST INVESTMENTS
(GUELPH) LTD
OR TO CURRENT OWNER(S)
20 DOUGLAS ST
GUELPH ON N1H 2S9

500 YORK COMMERCIAL INC
OR TO CURRENT OWNER(S)
1203 WILLOWBANK TRAIL
MISSISSAUGA ON L4W 4B9

1373503 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
C/O 550 YORK RD
GUELPH ON N1E 3J4

S B AND A FOUNDRY LIMITED
OR TO CURRENT OWNER(S)
550 YORK RD
GUELPH ON N1E 3J4

JOHN CORDES
OR TO CURRENT OWNER(S)
34 AUDREY AVE
GUELPH ON N1E 5Y2

LYLE & LYNN HAMILTON
OR TO CURRENT OWNER(S)
40 AUDREY AVE
GUELPH ON N1E 5Y2

STEPHEN & MARLENE PUBLICOVER
OR TO CURRENT OWNER(S)
42 AUDREY AVE
GUELPH ON N1E 5Y2

LUIGI SABBADIN
OR TO CURRENT OWNER(S)
44 AUDREY AVE
GUELPH ON N1E 5Y2

MARK HOFSTEE & ANITRA ENSING-
HOFSTEE
OR TO CURRENT OWNER(S)
23 AUDREY AVE
GUELPH ON N1E 5Y1

WILLIAM & KERRY HEPBURN
OR TO CURRENT OWNER(S)
25 AUDREY AVE
GUELPH ON N1E 5Y1

KATHRYN WALKER
OR TO CURRENT OWNER(S)
27 AUDREY AVE
GUELPH ON N1E 5Y1

JEFFREY HEBERT & KATHLEEN CAMERON
OR TO CURRENT OWNER(S)
29 AUDREY AVE
GUELPH ON N1E 5Y1

ANNE TATE
OR TO CURRENT OWNER(S)
33 AUDREY AVE
GUELPH ON N1E 5Y1

PAUL MACKEY & LUCIE POULIN-MACKEY
OR TO CURRENT OWNER(S)
37 AUDREY AVE
GUELPH ON N1E 5Y1

RHONDA CICCIA
OR TO CURRENT OWNER(S)
12 LAWRENCE AVE
GUELPH ON N1E 5Y3

MICHAEL & SYLVIA CONNOLLY
OR TO CURRENT OWNER(S)
14 LAWRENCE AVE
GUELPH ON N1E 5Y3

ARSENIO & ANTONIA PICCIN
OR TO CURRENT OWNER(S)
RR 2 STN MAIN
GUELPH ON N1H 6H8

CHRISTOPHER & ROWENA LEWIS
OR TO CURRENT OWNER(S)
18 LAWRENCE AVE
GUELPH ON N1E 5Y3

JEAN BARSALOU
OR TO CURRENT OWNER(S)
20 LAWRENCE AVE
GUELPH ON N1E 5Y3

MARIO & TERESA BAROZZI
OR TO CURRENT OWNER(S)
24 LAWRENCE AVE
GUELPH ON N1E 5Y3

EDWARD & MAY CLOUGH
OR TO CURRENT OWNER(S)
26 LAWRENCE AVE
GUELPH ON N1E 5Y3

CULLOUGH & CULLOUGH MC
OR TO CURRENT OWNER(S)
30 LAWRENCE AVE
GUELPH ON N1E 5Y3

LORI MURRAY
OR TO CURRENT OWNER(S)
34 LAWRENCE AVE
GUELPH ON N1E 5Y3

DEIRDRE MATEER
OR TO CURRENT OWNER(S)
60 LAWRENCE AVE
GUELPH ON N1E 5Y3

DOROTHY GRENIER
OR TO CURRENT OWNER(S)
64 LAWRENCE AVE
GUELPH ON N1E 5Y3

GUELPH CITY
OR TO CURRENT OWNER(S)
CITY HALL
59 CARDEN ST
GUELPH ON N1H 3A1

HENDRIK & HERMIEN JANS
OR TO CURRENT OWNER(S)
93 SUNNYLEA CRES APT 1
GUELPH ON N1E 1W5

GORDON & JOAN FRAMST
OR TO CURRENT OWNER(S)
217 DIMSON AVE
GUELPH ON N1G 3C7

HARRY & AGNES ELLIOTT
OR TO CURRENT OWNER(S)
23 LAWRENCE AVE
GUELPH ON N1E 5Y4

PAUL METCALFE
OR TO CURRENT OWNER(S)
27 LAWRENCE AVE
GUELPH ON N1E 5Y4

CHRISTY WHITE
OR TO CURRENT OWNER(S)
33 LAWRENCE AVE
GUELPH ON N1E 5Y4

KENNETH & JUNE REID
OR TO CURRENT OWNER(S)
37 LAWRENCE AVE
GUELPH ON N1E 5Y4

DENNIS & PAMELA JOOSSE
OR TO CURRENT OWNER(S)
41 LAWRENCE AVE
GUELPH ON N1E 5Y4

ROBERT & IVADEL MOORE
OR TO CURRENT OWNER(S)
RR 1
ARTHUR ON N0G 1A0

RITA CONTE
OR TO CURRENT OWNER(S)
46 TERRY BLVD
GUELPH ON N1E 1X5

LORETTA HAYWARD
OR TO CURRENT OWNER(S)
51 LAWRENCE AVE
GUELPH ON N1E 5Y4

RITA & JOSEPH DUFFIELD
OR TO CURRENT OWNER(S)
63 LAWRENCE AVE
GUELPH ON N1E 5Y4

CHRISTOPHER GAMBLE
OR TO CURRENT OWNER(S)
65 LAWRENCE AVE
GUELPH ON N1E 5Y4

MANAGEMENT BOARD SECRETARIAT
OR TO CURRENT OWNER(S)
C/O ORC FACILITY SUPPORT
11TH FLOOR FERGUSON BLOCK
77 WELLESLEY ST W
TORONTO ON M7A 1N3

JAMES, RONALD & MARGARET MARSHALL
OR TO CURRENT OWNER(S)
742 VICTORIA RD S
GUELPH ON N1L 1C6

7-M PROPERTIES LTD
OR TO CURRENT OWNER(S)
C/O FRED ELLIOTT COACH LINES
760 VICTORIA RD S
GUELPH ON N1L 1C6

ROSANNA PIZZIOLA
OR TO CURRENT OWNER(S)
1095 VICTORIA RD S
GUELPH ON N1L 1B3

VICTORIA-YORK CENTRE LIMITED
OR TO CURRENT OWNER(S)
11 GORDON MAC KAY RD
WESTON ON M9N 2V5

HUNTSMAN CORPORATION CANADA INC
OR TO CURRENT OWNER(S)
PO BOX 450 STN MAIN
GUELPH ON N1H 6K8

MARGUERITE PICKEN
OR TO CURRENT OWNER(S)
205 VICTORIA RD S
GUELPH ON N1E 5P9

PAUL & STELLA KELLY
OR TO CURRENT OWNER(S)
207 VICTORIA RD S
GUELPH ON N1E 5P9

EDWARD & DENISE WOOD
OR TO CURRENT OWNER(S)
209 VICTORIA RD S
GUELPH ON N1E 5P9

MELANIE NEWELL & KEVIN MCGARR
OR TO CURRENT OWNER(S)
211 VICTORIA RD S
GUELPH ON N1E 5P9

JOSEPH & CAROLINE THOMSON
OR TO CURRENT OWNER(S)
213 VICTORIA RD S
GUELPH ON N1E 5P9

AMALIA SOKOLAI
OR TO CURRENT OWNER(S)
215 VICTORIA RD S
GUELPH ON N1E 5P9

GEOFFREY BILLINGS & CATHY WARD
OR TO CURRENT OWNER(S)
217 VICTORIA RD S
GUELPH ON N1E 5P9

JOHN & EVELYN YASYSZCZUK
OR TO CURRENT OWNER(S)
219 VICTORIA RD S
GUELPH ON N1E 5P9

RODNEY MC DERMID
OR TO CURRENT OWNER(S)
221 VICTORIA RD S
GUELPH ON N1E 5P9

MARK BUNNEY
OR TO CURRENT OWNER(S)
223 VICTORIA RD S
GUELPH ON N1E 5P9

ROSE DENNIS
OR TO CURRENT OWNER(S)
225 VICTORIA RD S
GUELPH ON N1E 5P9

NICK & WENDY NEGUS
OR TO CURRENT OWNER(S)
227 VICTORIA RD S
GUELPH ON N1E 5P9

SYDNEY PEARSON
OR TO CURRENT OWNER(S)
229 VICTORIA RD S
GUELPH ON N1E 5P9

MARTIN & DORIS LEGAULT
OR TO CURRENT OWNER(S)
231 VICTORIA RD S
GUELPH ON N1E 5P9

CAROL ROBB
OR TO CURRENT OWNER(S)
233 VICTORIA RD S
GUELPH ON N1E 5P9

EDGAR & LILLIAN KENT
OR TO CURRENT OWNER(S)
235 VICTORIA RD S
GUELPH ON N1E 5P9

BRENDA ATCHISON
OR TO CURRENT OWNER(S)
237 VICTORIA RD S
GUELPH ON N1E 5P9

ADRIAAN ABEELE
OR TO CURRENT OWNER(S)
239 VICTORIA RD S
GUELPH ON N1E 5P9

WILMA MAC DONALD
OR TO CURRENT OWNER(S)
241 VICTORIA RD S
GUELPH ON N1E 5P9

RITA GAZZOLA
OR TO CURRENT OWNER(S)
243 VICTORIA RD S
GUELPH ON N1E 5P9

TREVOR THALEN
OR TO CURRENT OWNER(S)
245 VICTORIA RD S
GUELPH ON N1E 5P9

PAUL & ETHEL WETTLAUFER
OR TO CURRENT OWNER(S)
247 VICTORIA RD S
GUELPH ON N1E 5P9

ANTHONY AASMAN
OR TO CURRENT OWNER(S)
249 VICTORIA RD S
GUELPH ON N1E 5P9

JANICE DROVER
OR TO CURRENT OWNER(S)
251 VICTORIA RD S
GUELPH ON N1E 5P9

RICHARD & LORENA HILL
OR TO CURRENT OWNER(S)
253 VICTORIA RD S
GUELPH ON N1E 5P9

ALBERT & MURIEL BEDROSIAN
OR TO CURRENT OWNER(S)
467 YORK RD
GUELPH ON N1E 3J1

ALBERT & MURIEL BEDROSIAN
OR TO CURRENT OWNER(S)
471 YORK RD
GUELPH ON N1E 3J1

SAMMY & ANTONIO LEO
OR TO CURRENT OWNER(S)
159 ONTARIO ST
GUELPH ON N1E 3B3

NORMA NOBLE
OR TO CURRENT OWNER(S)
491 YORK RD
GUELPH ON N1E 3J1

KENNETH DOOL & BRADLEY FAGAN
& LARRY MAC DONALD
OR TO CURRENT OWNER(S)
93 WYNDHAM ST
GUELPH ON N1H 4E9

HALTON-TRIANGLE INVESTMENTS
LIMITED
OR TO CURRENT OWNER(S)
505 YORK RD
GUELPH ON N1E 3J2

172965 CANADA LIMITED
OR TO CURRENT OWNER(S)
C/O IMPERIAL OIL LIMITED
PO BOX 422
DON MILLS STN
NORTH YORK ON M3C 2T2

801947 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
C/O WOLFOND CONSTRUCTION LTD
BCE PLACE
181 BAY STREET SUITE 2810
TORONTO ON M5J 2T3

GUELPH GOLF & RECREATION CLUB
LIMITED
OR TO CURRENT OWNER(S)
PO BOX 666
GUELPH ON N1H 6L3

UNIVERSITY OF GUELPH
OR TO CURRENT OWNER(S)
C/O PHYSICAL RESOURCES
UNIVERSITY OF GUELPH
GUELPH ON N1G 2W1

UNIVERSITY OF GUELPH
OR TO CURRENT OWNER(S)
C/O ALAN FAULDS
DEPARTMENT OF RESIDENCES
UNIVERSITY OF GUELPH
GUELPH ON N1G 2W1

UNIVERSITY OF GUELPH
OR TO CURRENT OWNER(S)
C/O CONTROLLER
UNIVERSITY CENTRE LEVEL 5
UNIVERSITY OF GUELPH
GUELPH ON N1G 2W1

UNIVERSITY OF GUELPH
OR TO CURRENT OWNER(S)
C/O ALAN FAULDS
DEPARTMENT OF RESIDENCES
UNIVERSITY OF GUELPH
GUELPH ON N1G 2W1

UNIVERSITY OF GUELPH
OR TO CURRENT OWNER(S)
C/O JULIE HUTCHINS
STUDENT HOUSING SERVICES
UNIVERSITY OF GUELPH
GUELPH ON N1G 2X1

BLUEWATER INVESTMENTS LTD
OR TO CURRENT OWNER(S)
3328 KING ST E
KITCHENER ON N2A 1B3

WOLF VON TEICHMAN
OR TO CURRENT OWNER(S)
178 SAINT GEORGE ST
TORONTO ON M5R 2M7

DAWN REYNOLDS
OR TO CURRENT OWNER(S)
979 VICTORIA RD S
GUELPH ON N1L 1B3

ARAD SAINT MARTIN HOLDINGS INC
OR TO CURRENT OWNER(S)
66 VICTORIA RD S
GUELPH ON N1E 5P6

GEORGE & KATHLEEN GURR
OR TO CURRENT OWNER(S)
1077 VICTORIA RD S
GUELPH ON N1L 1B3

EMILY CLERMONT
OR TO CURRENT OWNER(S)
CLERVIEW STABLES
1065 VICTORIA RD S
GUELPH ON N1L 1B3

LUIGI & BERNARDETTA BONALDO
OR TO CURRENT OWNER(S)
1103 VICTORIA RD S
GUELPH ON N1L 1B3

DAVID & ANGELA DE CORSO
OR TO CURRENT OWNER(S)
1115 VICTORIA RD S
GUELPH ON N1L 1B3

DIODORA INVESTMENTS LIMITED
OR TO CURRENT OWNER(S)
VICTORIA WEST GOLF COURSE
1159 VICTORIA RD S APT 1
GUELPH ON N1L 1B3

STAPLES FLORENCE E ESTATE
OR TO CURRENT OWNER(S)
284 ARKELL RD
GUELPH ON N1L 1E6

1366854 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
SUITE 4104
2025 SHEPPARD AVE E
TORONTO ON M2J 1Z7

WESTMINISTER WOODS LTD
OR TO CURRENT OWNER(S)
C/O MC CARTER GRESPAN ROBSON
BEYNON,
675 RIVERBEND DR
KITCHENER ON N2K 3S3

ALESSANDRO & ANGELA BAGGIO
OR TO CURRENT OWNER(S)
37 ELGINFIELD DR
GUELPH ON N1E 4E5

LORRIANE PAGNAN
OR TO CURRENT OWNER(S)
155 ONTARIO STREET
GUELPH ON N1E 3B3

VICTORIA ROAD EAST GOLF COURSE
OR TO CURRENT OWNER(S)
1096 VICTORIA ROAD
RR2
PUSLINCH ON N0B 2J0

W.O. 4813
City of Guelph
Victoria Road Class EA Study
Current as of May 16, 2002

TO CURRENT OWNER(S)
1046 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
1028 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

J&A Reynolds
1032 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
1038 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
1261 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
76 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
880 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

TO CURRENT OWNER(S)
132 Victoria Road
RR2
PUSLINCH, Ontario
N0B 2J0

MINUTES

ITEM 1. NOTIFICATION

- Newspaper notices were placed by the City in the Guelph Mercury on Friday May 24, 2002 and Friday May 31, 2002. A copy of the newspaper notice is provided in Appendix A.
- The same information was included in Newsletter #1 (see Appendix A) which was mailed by MRC on May 21, 2002 to the following:
 - Property owners within the study area (mailing list prepared by City of Guelph)
 - Councillors
 - Committees of Council
 - interest groups
 - technical agencies
 - utilities
- Approximately 62 Newsletters were also hand delivered by Gamsby & Mannerow on Wednesday, May 29, 2002 to property owners adjacent to Victoria Road between York Road and Clair Road.

ITEM 2. FORMAT

- 6:00 p.m. – Open House where those who attended could review the available display panels and discuss the study with staff of the City and the Consultant.
- 7:00 p.m. – Presentation followed by a question and answer period.

ITEM 3. DISPLAY PANELS

The presentation slides (see Appendix B) were grouped into panels. Additional panels to the presentation slides included the following:

- Natural Environment Aerial Mosaic (Scale 1:2,500)
- Preliminary plan showing alternatives for Victoria Road from York Road to Clair Road (Scale 1:2,000)

In addition, a preliminary plan showing the alternatives for Victoria Road at a scale of 1:1,000 was laid out on a table where adjacent property owners were able to review the alternatives in more detail and discuss them with the Project Team following the Question and Answer session.

ITEM 4. PRESENTATION

Leslie Scott, MRC introduced the study and the project team, and made the presentation. L. Scott and R. Philips, City of Guelph fielded the questions during the discussion period. A copy of the presentation slides was provided as a handout and is included in Appendix B. Those who attended were encouraged to complete a comment sheet.

MINUTES

ITEM 5. SUMMARY OF COMMENTS

Notes of the question and answer period are provided under Item 6.

In summary, the following was noted by those who attended:

- Main concerns of adjacent property owners are the potential impacts on property and access.
- Clarification of lane requirements and traffic analysis.
- Existing and future truck usage along Victoria Road, Clair Road and Arkell Road.
- Timing of development in the South Gordon Community Plan Area.
- Timing of improvements to Victoria Road.
- A number of residents on Victoria Road between Stone Road and Arkell Road, as well as representatives of the golf course, indicated their preference for the provision of a centre turn lane in this area.

ITEM 6. QUESTION PERIOD

- 1) Q *What would the speed limit for Victoria Road be?*
R Philips, City of Guelph, noted that the speed limit would likely be changed from 70 km/h to 50 or 60 km/h in the South Gordon Community Plan area, similar to what occurred with development on Gordon Street. This would be determined during the detail design stage.
- 2) Q *Has a noise analysis been completed?*
R The Consultant advised that a noise analysis would be completed during the next phase of the study. It was also noted that new residential subdivisions would not be included in the analysis because separate noise analyses would be done for these as part of the development approval process.
R. Philips, City of Guelph, added however that the noise analysis for the residential developments would include proposed improvements to Victoria Road.
- 3) Q *Has three lanes south of York Road been considered as an option?*
R The Consultant explained that this section of Victoria Road is currently four lanes and that the existing traffic volumes warrant a four-lane cross-section. Therefore, the provision of three lanes only is not considered reasonable.
- 4) Q *Why are only two lanes required from Clair Road to south of Stone Road?*
R The Consultant explained that the current traffic volumes are very low and that future projections do not warrant a four-lane cross-section.
R. Philips, City of Guelph, added that this analysis is consistent with the analysis conducted for the Clair Road Class EA Study.
- 5) Q *Have you considered the location of sidewalks and signals?*
R The Consultant explained that in the next stage of the study a recommendation for the location of sidewalks and signals will be made for consideration during detail design.

MINUTES

R. Philips, City of Guelph, noted that a possible location for sidewalks would be east and west of Victoria, north of Stone Road and west of Victoria Road, south of Stone Road.

6) Q *Will Victoria Road be part of the truck route for the City of Guelph?*

R R. Philips, City of Guelph, explained that, as part of the Goods Movement Study, it was determined that Victoria Road would be one of the arterials to serve as a route for trucks servicing the City of Guelph. He also noted that trucks do not currently use Victoria Road south of Arkell Road due to the condition of Clair Road and Victoria Road. After they are upgraded both Clair Road and Victoria Road (south of Arkell Road) will be designated as truck routes

7) Q *Why did the study not include Victoria Road from Clair Road to Maltby Road?*

R R. Philips, City of Guelph, explained that the traffic volumes south of Clair Road are very low and therefore did not warrant the section of roadway to be included in the study area. He also noted that when more development occurs to the south of Clair Road, improvements would be considered in a study similar to the current study being undertaken.

8) Q *Did the analysis include commuter traffic to Highway 401?*

R The Consultant noted that the traffic analysis took into account the growth in background traffic, ongoing development of the South Gordon Community area and a sensitivity analysis for potential future development of the ORC lands. Trip distribution was based on the 1996 Transportation Tomorrow Survey.

9) Q *Is the City saying it is not safe for trucks to travel south of Clair Road?*

R R. Philips, City of Guelph, advised that trucks are currently restricted from traveling south of Clair Road on Victoria Road and that typically trucks use Arkell Road as the connection to Victoria Road. He also noted that with the improvements to both Clair Road and Victoria Road, trucks would have an alternate route. The Goods Movement Study determined that Victoria Road would be one of the arterials used by trucks servicing the City but not by trucks that are going through the City. The City is taking actions to ensure that through trucks use the Hanlon Parkway.

10) Q *Will bus service extend south of Stone Road?*

R R. Philips, City of Guelph, noted that the provision of bus service would have to be reviewed, however it would likely be similar to that provided on Gordon Street and in the Pine Ridge East Subdivision.

11) Q *When will Kortright Road East (Street No. 10) be extended to Victoria Road?*

R R. Philips, City of Guelph, noted that the development plan is currently under review for approval. Since construction of the road will be done by the developer, timing will be subject to the timing of development in the area.

12) The Consultant thanked everyone for attending and providing their comments.

MINUTES

Minutes prepared by,

McCormick Rankin Corporation

Melissa Green



CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road

NOTICE OF STUDY COMMENCEMENT &
PUBLIC INFORMATION CENTRE

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is commencing a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. have been retained to assist the City in carrying out the study.

Public consultation is an important part of the study. It is proposed to hold two public information centres at key points in the study. The first public information centre has been arranged for:

PUBLIC INFORMATION CENTRE

Date: Wednesday, June 5, 2002
 Time: 6:00 – 7:00 p.m. Drop-in centre
 7:00 p.m. Presentation followed by question period
 Place: OAC Centennial Arboretum Centre
 Arboretum Road
 University of Guelph

The purpose of the first public information centre is to obtain public input after reviewing: the problem being addressed; the collection of background information; and the alternatives being considered for Victoria Road. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 19, 2002 to:

Mr. Rajan Philips, P. Eng.
 Environment & Transportation
 Group, City Hall
 Guelph, Ontario N1H 3A1
 phone: (519) 837-5604 ext 2369
 fax: (519) 837-5635
 e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
 c/o Gamsby and Mannerow Ltd.
 255 Woodlawn Road West
 Suite 210
 Guelph, Ontario N1H 8J1
 Phone: (519) 824-8150
 fax: (519) 824-8089

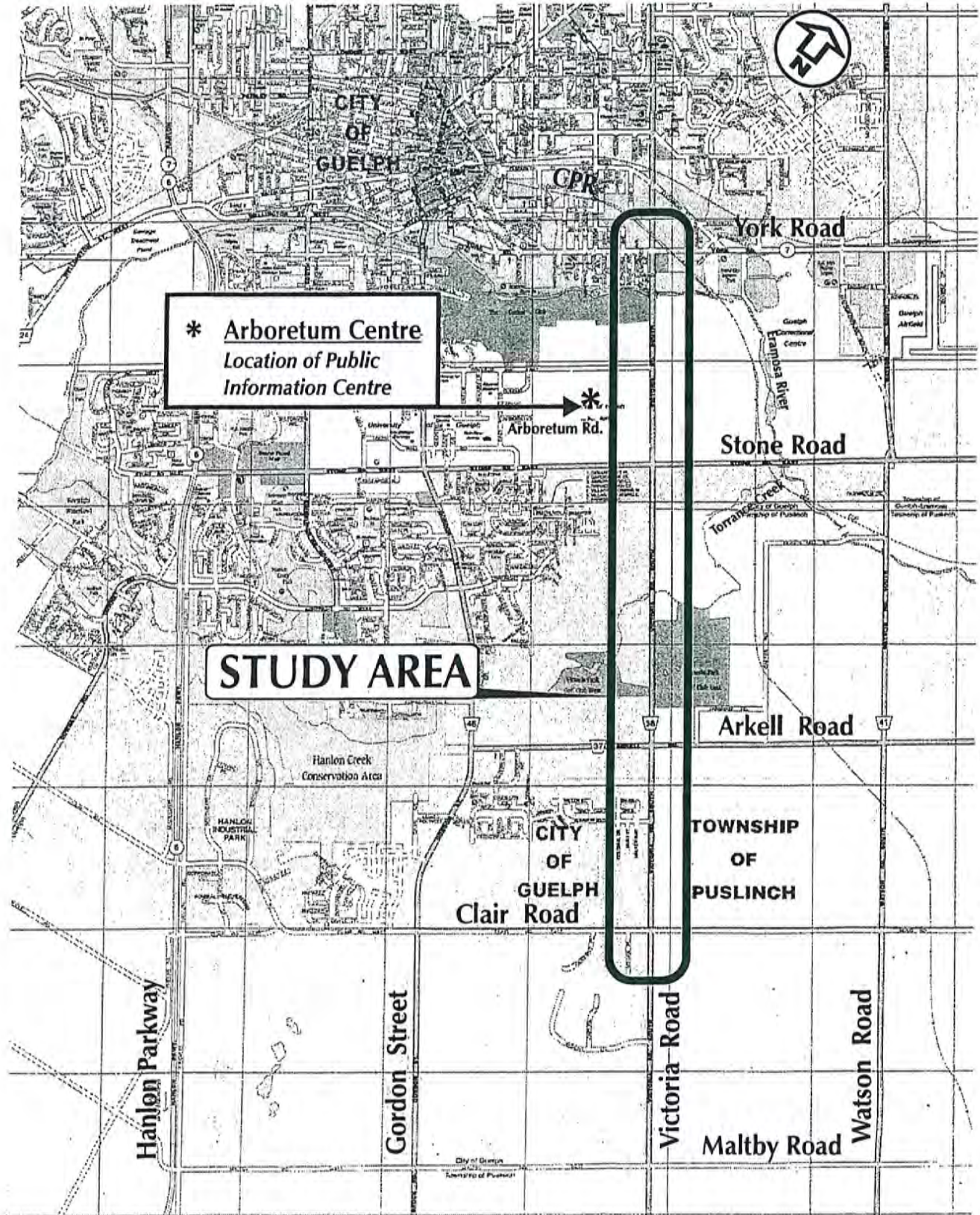
McCormick Rankin Corporation
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 phone: (905) 823-8500
 fax: (905) 823-8503
 e-mail: lscott@mrc.ca


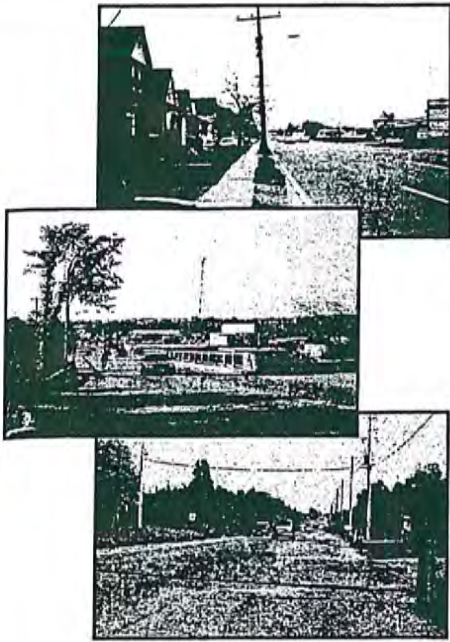
Following the information centre, the study findings will be reviewed in light of comments received and the preferred alternative will be determined. A second information centre will be held in the fall of 2002.



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road


Key Plan - Study Area






**Victoria Road
Class EA Study**

**WEDNESDAY JUNE 5, 2002
PUBLIC INFORMATION
CENTRE**



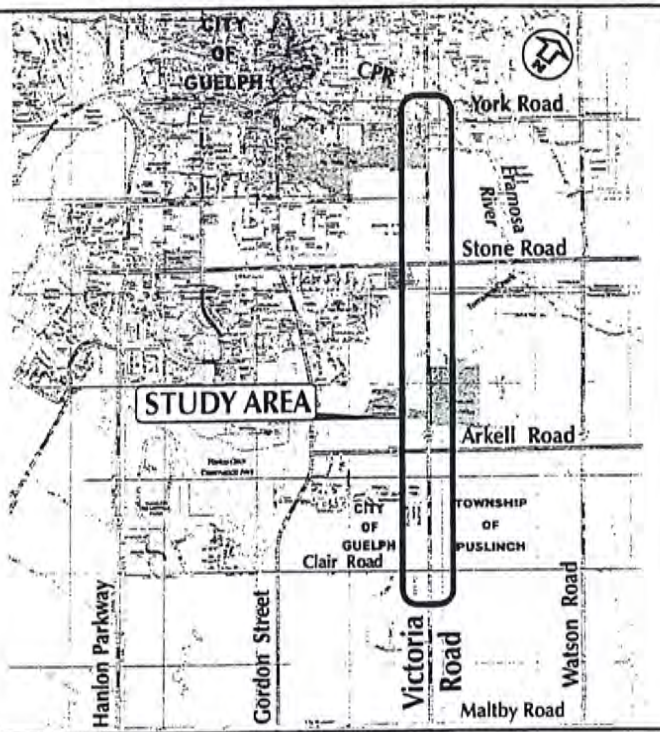
MCCORMICK RANKIN CORPORATION
GAMSBY AND MANNEROW LIMITED
in association with
Ecoptera Limited
Archaeological Services Inc.



PUBLIC INFORMATION CENTRE #1

- **Purpose**
 - To obtain public input regarding the study findings to date
- **Presentation**
 - Study Approach
 - Problem being addressed
 - Victoria Road Corridor
 - Preliminary Development of Alternatives
 - Eramosa River Crossing
 - Next Steps

STUDY AREA



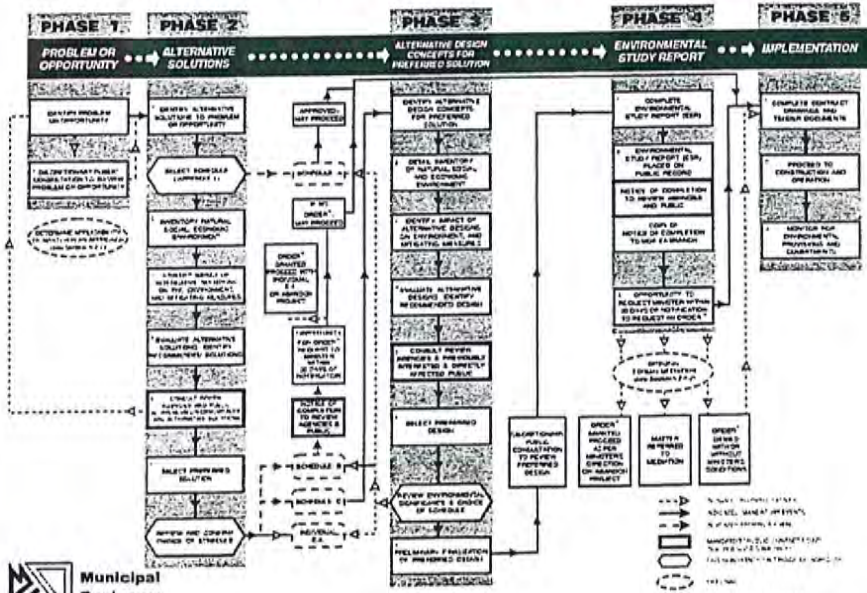
STUDY ORGANIZATION



STUDY APPROACH

- In accordance with Municipal Class EA Process
- Approved Process under the Ontario Environmental Assessment Act
- Consultation
- Schedule 'C' Project
- Part II Order

MUNICIPAL CLASS EA PROCESS



Municipal Engineers Association

STUDY STAGES

PHASE 1
Problem/Opportunity

PHASE 2
Alternative Solutions

June 2002 - Public Review

◀ **WE ARE HERE**

PHASE 3
**Alternative Design Concepts
for Preferred Solution**

October 2002 - Public Review

PHASE 4
**Environmental
Study Report**

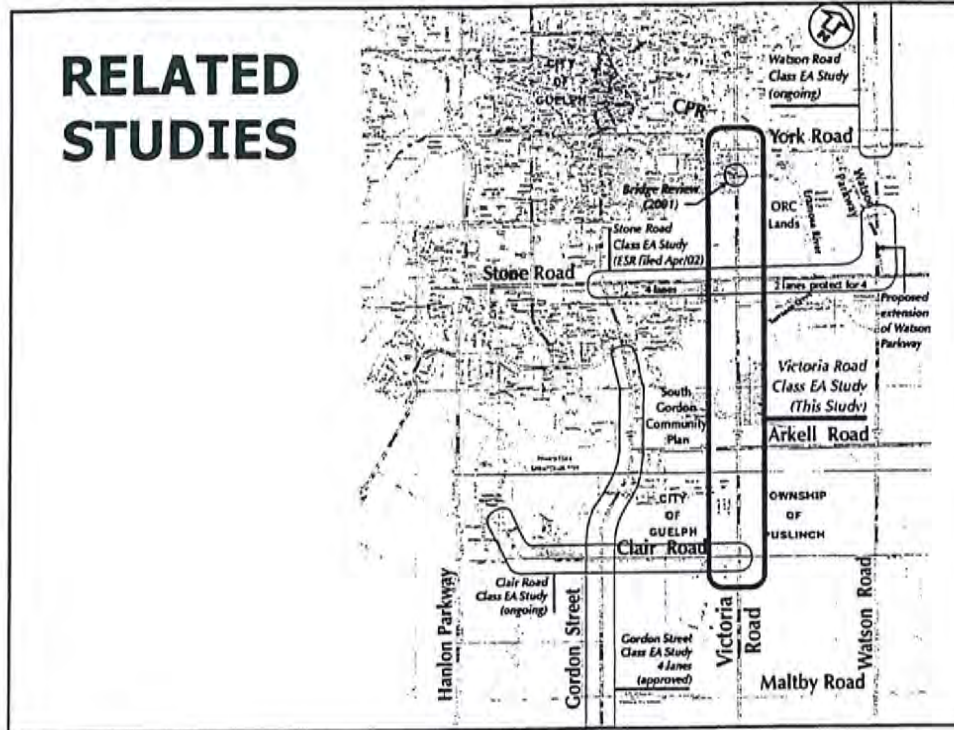
December 2002 - File ESR

Implementation

PUBLIC CONSULTATION

- **Public Information Centres**
- **Filing of Environmental Study Report**
- **Website**
- **Project Contacts**

RELATED STUDIES



VICTORIA ROAD

- 4 lanes – north of York Road to north of Eramosa River
- 2 lanes – from north of Eramosa River southerly
- bridge over Eramosa River
 - 2 lanes
 - 2001 bridge review indicates that bridge is in poor - fair condition
- signalized intersections at York Road, College Avenue and Stone Road
- 4 way stop at Arkell Road
- north of Clair Road – boundary between City of Guelph and Township of Puslinch

NEEDS ASSESSMENT

- **Bridge over Eramosa River**
- **Traffic Analysis**
 - Overall transportation network
 - Existing traffic volumes and accident history
 - Future traffic growth and development of lands
- **Maintenance and Operational Considerations**

BRIDGE OVER ERAMOSIA RIVER

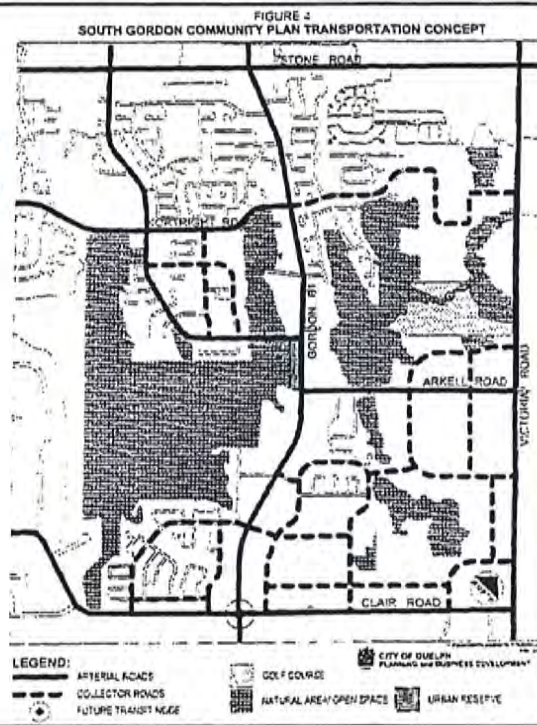
- **constructed in 1962**
- **2 lanes; sidewalk on west side**
- **overbuilt to protect for potential future road along north bank**
- **review undertaken in 2001**
- **condition identified as poor to fair**

TRAFFIC ANALYSIS

- Overall transportation network
- Existing traffic volumes and accident history
- Future
 - growth in background traffic
 - ongoing development of South Gordon Community
 - future development of ORC lands

SOUTH GORDON COMMUNITY PLAN TRANSPORTATION CONCEPT

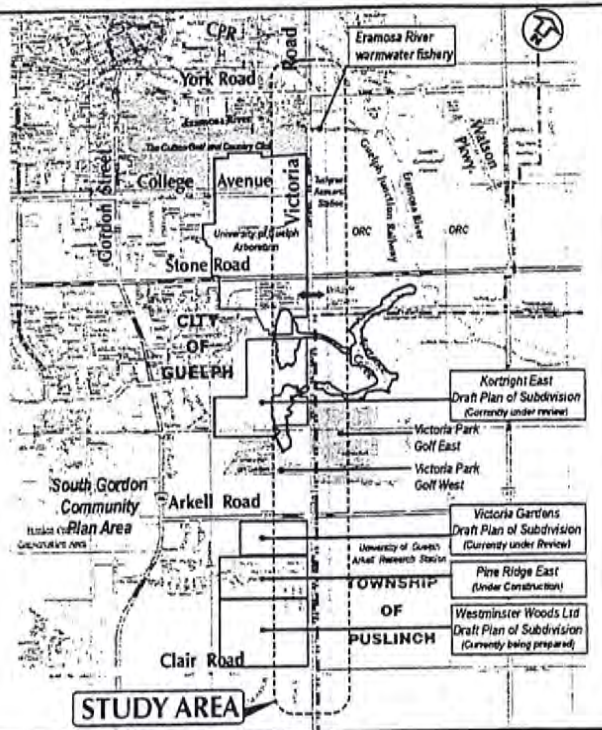
- *6,000 units at build-out east of Gordon St.*
- *full build-out originally anticipated by 2021, however, development is proceeding at a faster rate*



SOUTH GORDON COMMUNITY

Development in Victoria Road Corridor:

- Pine Ridge East
- Kortright East
- Victoria Gardens
- Westminster Woods



FINDINGS AND CONCLUSIONS

- Existing daily volumes on Victoria Road range from approximately 20,000 vehicles south of York Road to 12,600 and 7,400 north and south of Stone Road, respectively.
- Growth in the City of Guelph and, specifically, the South Gordon Community and ORC Lands will result in significant traffic growth along Victoria Road.
- By year 2011, the forecast traffic volumes indicate the need for the following capacity requirements along Victoria Road:
 - 4 lanes between York Road and Stone Road
 - 2 lanes between Stone Road and Clair Road
- By year 2021, there will be a need to widen Victoria Road south of Stone Road to north of Arkell Road to 4 lanes. The City should also protect for a 4-lane cross-section southerly to Arkell Road to accommodate requirements beyond 2021.
- With the continued development of the South Gordon Community, new intersections are proposed along Victoria Road in the short term.

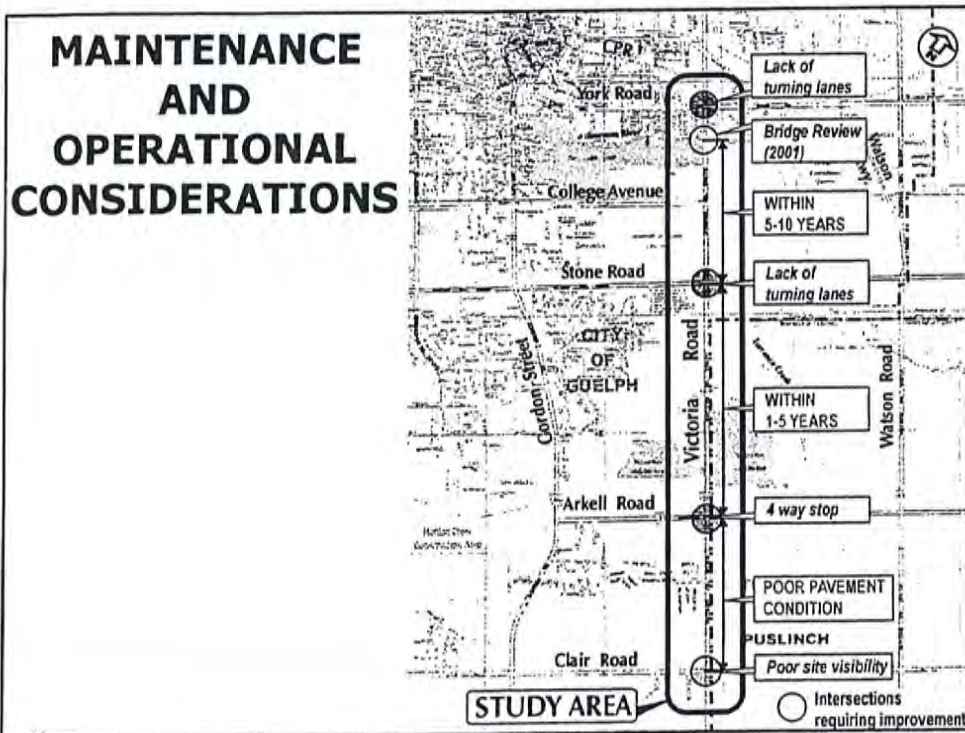
MAINTENANCE AND OPERATIONAL CONSIDERATIONS

Intersections requiring improvements

- York Road
- Stone Road
- Arkell Road
- Clair Road

Maintenance Requirements

- York Road to Stone Road
- Stone Road to Arkell Road
- Arkell Road to Clair Road



PROBLEM BEING ADDRESSED

- the analysis of future travel demands identifies the need for 4 lanes from York Road to south of Stone Road by Year 2011 and protection for 4 lanes to Arkell Road in the long term
- the existing Victoria Road bridge over the Eramosa River can only accommodate 2 lanes of traffic and is in poor to fair condition
- there is a need for improvements to Victoria Road to address existing and future intersection requirements and the poor pavement condition south of Arkell Road

Therefore, the City is addressing the foregoing in accordance with the Municipal Class Environmental Assessment.

PLANNING ALTERNATIVES

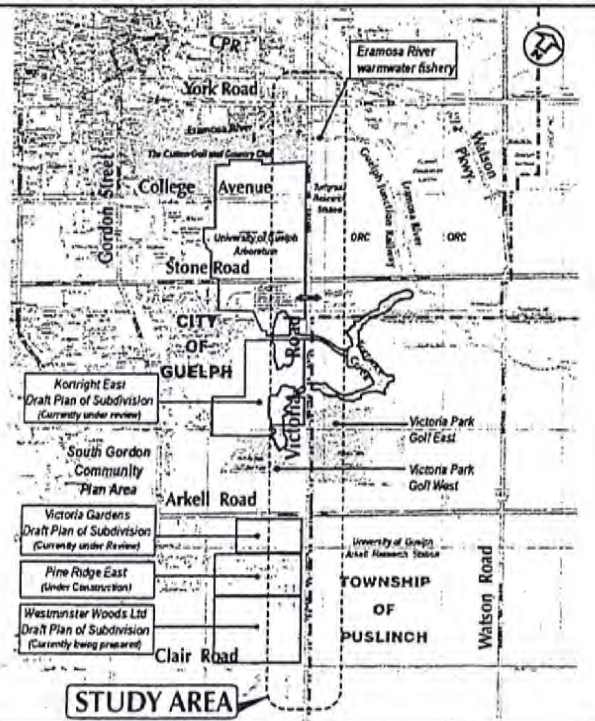
"Do Nothing"	<ul style="list-style-type: none"> - does not address problem - carry forward for comparison purposes
Limit Development	<ul style="list-style-type: none"> - future development has been approved in Eastview and in the South Gordon Community Area - redevelopment of ORC lands will be subject to approval of a Secondary Plan in accordance with OP objectives
Other Modes - transit, cycling, walking	<ul style="list-style-type: none"> - while on their own, do not address the problem, these are part of the City's overall transportation strategy
Travel Demand Management Measures	<ul style="list-style-type: none"> - while on their own, do not address the problem, these are part of the City's overall transportation strategy
Improvements to Victoria Road	<ul style="list-style-type: none"> - addresses the identified existing and future needs - <u>carry forward for further consideration</u>
Widen other roadways	<ul style="list-style-type: none"> - Gordon Street – at its practical capacity north of Stone Road; - widening from south of Stone Road to Maltby Road was recently approved - Watson Road – located well beyond study area; consequently, it does not serve the predominant travel demands within the Victoria Road corridor - Improvements to Watson Parkway north of Stone Road have already been identified in a separate Class EA study

COLLECTION OF BACKGROUND INFORMATION

- Transportation
- Existing and Future Land Use
- Social Environment
- Natural Environment
- Recreational Features
- Cultural Environment
 - Heritage Features
 - Archaeology
- Utilities

VICTORIA ROAD CORRIDOR

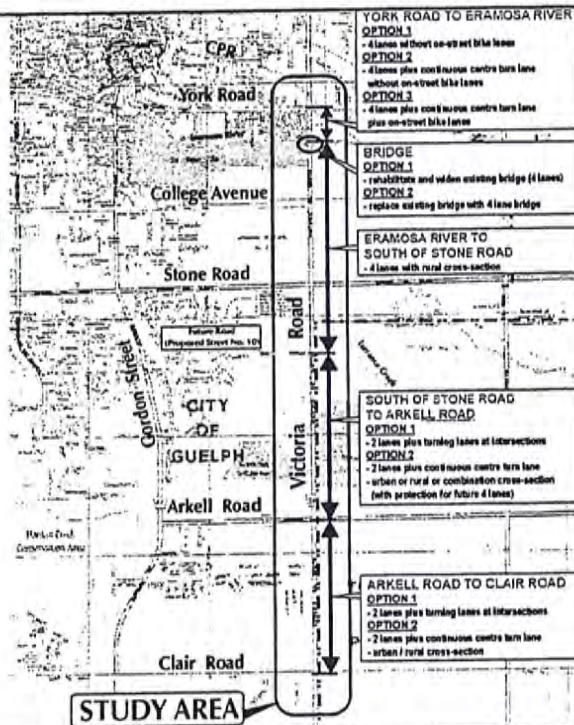
KEY FEATURES



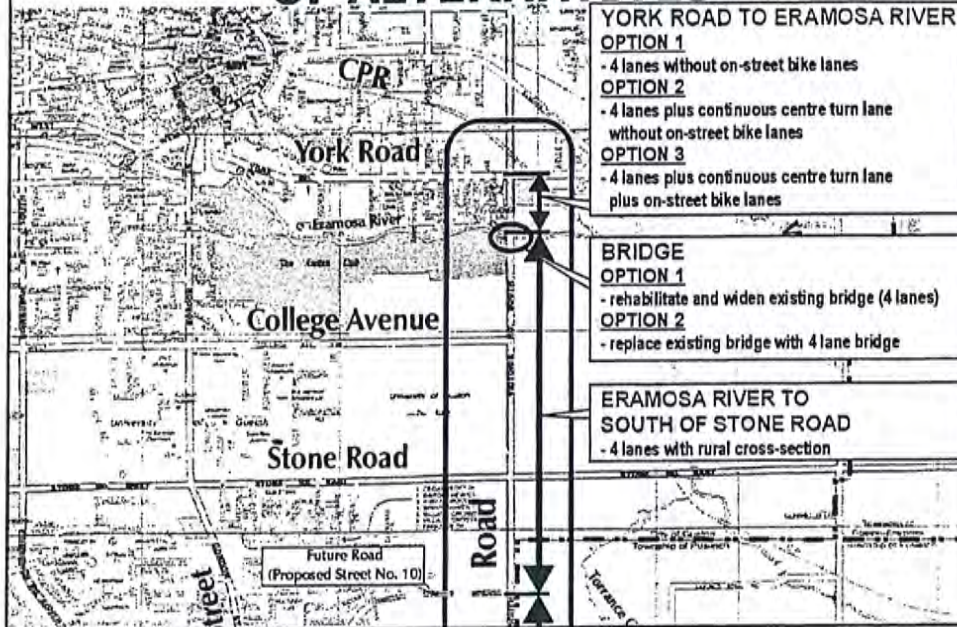
PRELIMINARY DEVELOPMENT OF ALTERNATIVES

- York Road to Eramosa River
- Bridge over Eramosa River
- Eramosa River to south of Stone Road
- South of Stone Road to Arkell Road
- Arkell Road to Clair Road

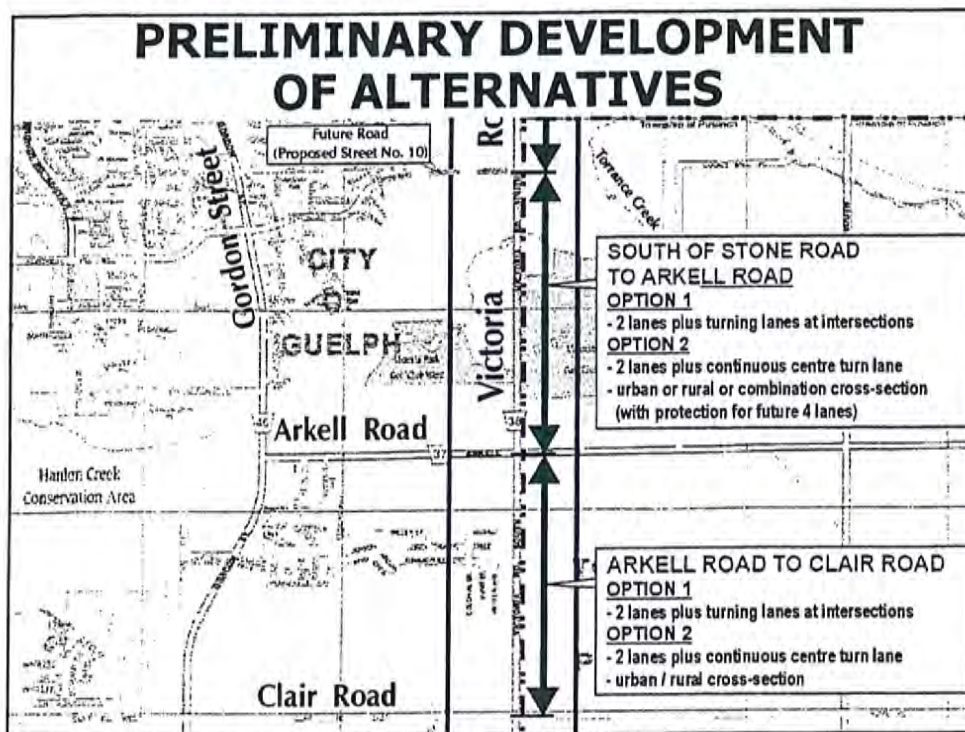
PRELIMINARY DEVELOPMENT OF ALTERNATIVES



PRELIMINARY DEVELOPMENT OF ALTERNATIVES



PRELIMINARY DEVELOPMENT OF ALTERNATIVES



PRELIMINARY ANALYSIS OF ALTERNATIVES

- **Transportation**
- **Existing and Future Land Use**
- **Social Environment**
- **Natural Environment**
- **Stormwater Management**
- **Recreational Trails**
- **Cultural Environment**
- **Property Requirements**
- **Utilities**
- **Preliminary Construction Cost Estimate**

NEXT STEPS

- **Review study findings to date including development of alternatives in light of comments received from agencies and the public**
- **Analyse alternatives to determine preferred alternative for Victoria Road including the bridge over the Eramosa River**
- **Develop preferred alternative and associated mitigation measures**
- **Review with technical agencies**
- **Public Information Centre #2 (Fall 2002)**

> Thanks for attending <

**APPENDIX D
JUNE 11, 2003
PUBLIC INFORMATION CENTRE #2**



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is carrying out a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. were retained to assist the City in carrying out the study. The first Public Information Centre was held on June 5, 2002. Thereafter, the preferred alternative was determined taking into consideration the comments received. The preferred alternative includes:

- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
- Eramosa River Structure – replace existing bridge with 4 lane bridge
- Eramosa River Structure to south of Stone Road – widen to 4 lanes
- South of Stone Road to Arkell Road – reconstruct to 2 lane with centre turn lane
- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

A second Public Information Centre has been arranged to review and obtain public comments about the analysis of the alternatives and the preferred alternative. Following the information centre, the preferred alternative will then be reviewed in light of comments received from the public and agencies and confirmed or modified.

PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

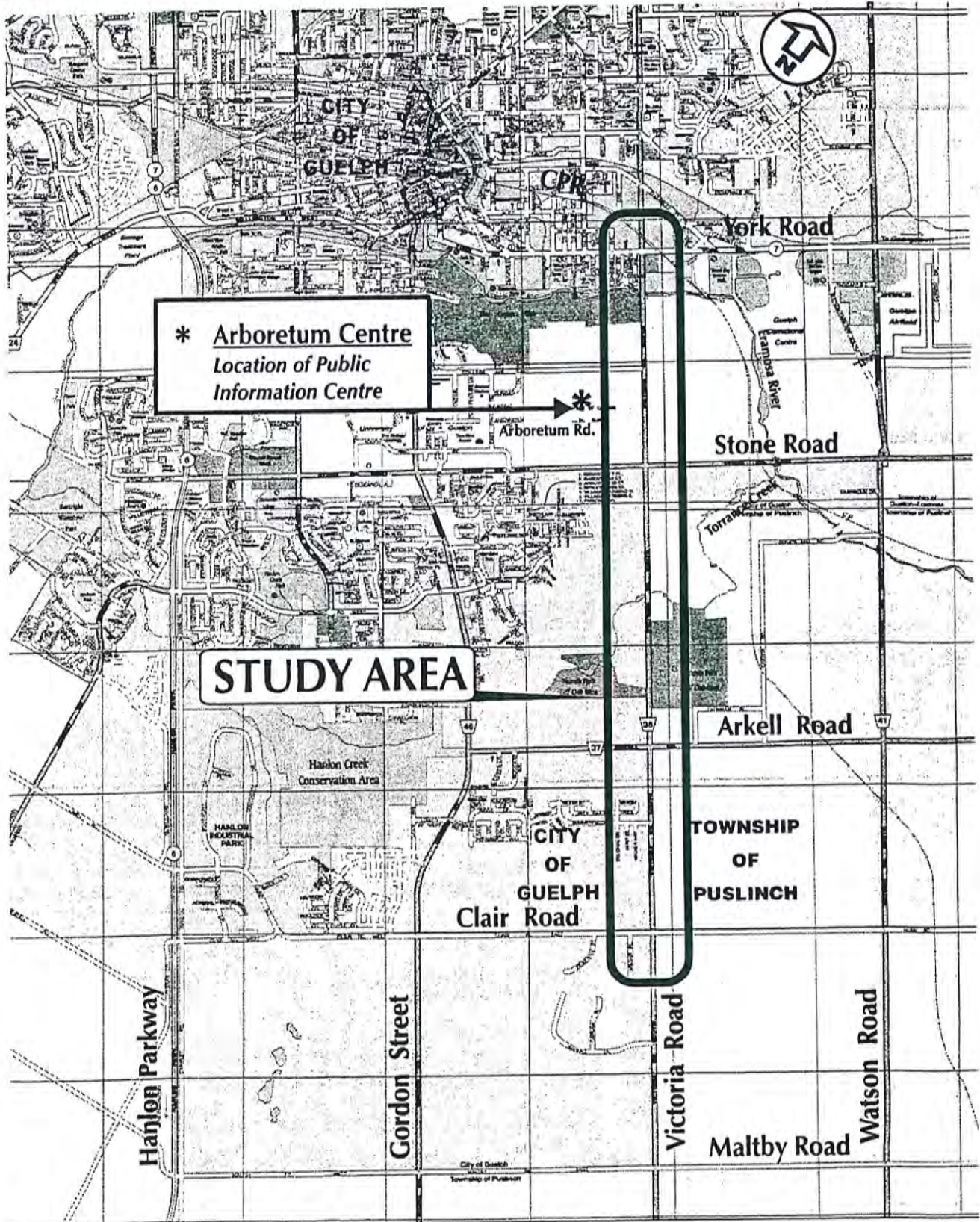
Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



**W.O. 4813 City of Guelph Victoria Road
Class EA Study
Public
Current as of April 17-03**

I:\Work Order File\4813 Victoria Road Class EA Study\4813.700 Planning\4813.707 Consultation\4813.7073 PIC
2\LABELS\4813 Public Mailing Labels Updated April 17-03.doc

TO CURRENT OWNER(S)
1261 Victoria Road, R. R. #2
Guelph, Ontario
N1H 6H8

TO CURRENT OWNER(S)
880 Victoria Road, R. R. #2
Guelph, Ontario
N1H 6H8

Mr. Matthew Bulmer
R. R. #1
Puslinch, Ontario
N0B 2S0

Ms. Dawn Reynolds
979 Victoria Road S., R. R. #2
Guelph, Ontario
N1L 1B3

S. Ralston
1028 Victoria Road S. R. R. #2
Guelph, Ontario
N1H 6H8

Ms. L. Lodge
976 Victoria Road S., R. R. #2
Guelph, Ontario
N1H 6H8

Mr. Frank McCowan
Gamsby and Mannerow Limited
255 Woodlawn Road West
Suite 210
Guelph, Ontario
N1H 8J1

Ms. Carol Robb
233 Victoria Road S., R. R. #2
Guelph, Ontario
N1E 5P9

Mr. Steve Perschbacher
Stantec
E71 Victoria Street North
Kitchener, Ontario
N2H 5C1

Mr. John Kennedy
6 Serena Lane
Guelph, Ontario
N1L 1E7

Councillor David Birtwistle
50 Rochelle Drive
Guelph, Ontario
N1K 1L2

Mr. Jim Hoare
6 Coopers Court
Guelph, Ontario
N1G 5A6

Mr. David Brewer
R. R. #1
Puslinch, Ontario
N0B 2J0

OR CURRENT OWNER(S)
284 Arkell Road
Guelph, Ontario
N1L 1E6

Mr. Andrew Bruce
Mercury
8-14 Macdonell Street
Guelph, Ontario
N1H 2Z3

Mr. Angelo DeCorso
1038 Victoria Road S., R. R. #2
Guelph, Ontario
N1H 6H8

Mr. Ted DeCorso
1159 Victoria Road S., R. R. #2
Guelph, Ontario
N1L 1B3

Mr. David DeCorso
1115 Victoria Road S., R. R. #2
Guelph, Ontario
N1L 1B3

D.J. & D.E. Baker
832 Victoria Road S., R. R. #2
Stn. Main
Guelph, Ontario
N1H 6H8

Ms. Isabella Kraszkiewicz
54 Windsor Street
Guelph, Ontario
N1E 3N4

J&J Farrelly
998 Victoria Road S., R. R. #2
Guelph, Ontario
N1H 6H8

A&J Reynolds
1032 Victoria Road S., R. R. #2
Guelph, Ontario
N1H 6H8

M&M Campagnolo
1046 Victoria Road S., R. R. #2
Stn. Main
Guelph, Ontario
N1H 6H8

Mr. David DeCorso
DeCorso Enterprises Limited
1096 Victoria Road S., R. R. #2
Stn. Main
Guelph, Ontario
N1H 6H8

T & L Gobbi
111 Johnston Street
Guelph, Ontario
N1E 5T7



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905) 823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MINUTES OF PUBLIC INFORMATION CENTRE #2

PROJECT: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road

FILE NO.: W.O. 4813-01

DATE: Wednesday, June 11, 2003 **TIME:** 6:00 p.m. – Open House
7:00 p.m. – Presentation

PLACE: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

PRESENT: Approximately 20 members of the public (see attached register)
David Birtwistle – Councillor, City of Guelph
City of Guelph
Rajan Philips
Jim Stokes (6:00 p.m. to 7:00 p.m.)
Gamsby and Mannerow
Chris Sims
McCormick Rankin
Leslie Scott
Bob Rook
Melissa Green

PURPOSE: The purpose of the second Public Information Centre was to obtain public input after reviewing: the assessment of alternatives and the preferred alternative for Victoria Road.

ITEM 1. NOTIFICATION

1. Newspaper notices were placed by the City in the Guelph Tribune on Friday, May 30, 2003 and Friday, June 6, 2003. A copy of the newspaper notice is provided in Appendix A.
2. The same information was included in Newsletter #2 (see Appendix A) which was mailed by MRC on May 26, 2003 to the following:
 - Property owners within the study area (mailing list prepared by City of Guelph)
 - Councillors
 - Committees of Council
 - interest groups
 - technical agencies
 - utilities

MINUTES

3. Letters were sent by Registered Mail to the property owners at the Victoria – York Intersection on May 28, 2003 notifying them of the preferred alternative and the Public Information Centre.
4. Newsletters were also hand delivered by Gamsby & Mannerow the week of May 26, 2003 to property owners adjacent to Victoria Road between York Road and Clair Road.

ITEM 2. **FORMAT**

1. 6:00 p.m. – Open House where those who attended could review the available display panels and discuss the study with staff of the City and the Consultant.
2. 7:00 p.m. – Presentation followed by a question and answer period.

ITEM 3. **DISPLAY PANELS**

1. The presentation slides (see Appendix B) were grouped into panels. Additional panels to the presentation slides included the following:
 - Natural Environment Aerial Mosaic (Scale 1:2,500)
 - Preliminary plans of the alternatives for Victoria Road from York Road to Clair Road (Scale 1:2,000)

ITEM 4. **PRESENTATION**

1. Leslie Scott, MRC introduced the study and the project team, and made the presentation to the public. L. Scott, MRC, B. Rook, MRC and R. Philips, City of Guelph fielded the questions during the discussion period. A copy of the presentation slides was provided as a handout and is included in Appendix B. Those who attended were encouraged to complete a comment sheet.

ITEM 5. **SUMMARY OF COMMENTS**

1. During the Open House from 6:00 p.m. to 7:00 p.m., Jim Stokes, City of Guelph discussed property impacts and access issues with the owners of the commercial property in the northeast quadrant of York Road / Victoria Road intersection and the Victoria-York Centre.
2. Notes of the question and answer period are provided under Item 6.
3. In summary, the following summarizes the main comments or concerns identified during the PIC:
 - Impacts to access during construction to the residents on the west side of Victoria Road.
 - Changes to access / impacts to commercial properties on the east side of Victoria Road from York Road to the Eramosa River.

MINUTES

- Potential loss of business during construction.
- Potential impacts of construction staging plans.
- Timing of construction.
- Existing vibration encountered by one house in the northwest corner of Eramosa River and Victoria Road.

ITEM 6. QUESTION PERIOD

- 1) Q *What is the timing of construction?*
R R. Philips, City of Guelph advised that reconstruction of Victoria Road from York Road to the Eramosa River is planned for 2004 to 2005. From Eramosa River to Clair Road would be constructed in stages with completion proposed for 2007.
- 2) Q *When Victoria Road is reconstructed will it be part of the truck routes in the City?*
R R. Philips, City of Guelph advised that Victoria Road from Arkell Road northerly is part of the existing truck route through City. The section from Clair Road to Arkell Road will become part of the truck route once reconstruction of the road is completed.
- 3) Q *Will store owners be compensated for the loss of business as a result of construction?*
R R. Philips, City of Guelph advised that during the detail design stage, construction staging plans will be reviewed with property owners. It is unlikely that compensation would be required.
- 4) Q *Is the bridge over the Eramosa River in good enough shape to be used in the staging of construction?*
R B. Rook, MRC advised that the existing bridge is suitable for traffic. However, when rehabilitation of the existing bridge is compared to replacing the bridge, there is very little difference in cost.
- 5) Q *Will you be able to maintain access to the Victoria-York Centre during construction?*
R B. Rook, MRC advised that the intent during construction would be to not impact the businesses. However, it may be necessary to provide a temporary access, temporary signals or a temporary closing (e.g. 2 hrs). The details will be determined during the detailed design stage.
- 6) Q *I am opposed to the widening of Victoria Road. The widening of Victoria Road will encourage additional traffic in the area. Instead of widening you should consider the rail trestle near Elizabeth Street. There are two available rail lines and there has been no identification of rail service in Guelph. Rail service is needed between the City of Guelph and City of Toronto. This study also needs to make provisions for bike lanes. Congestion in the road network will encourage the use of transit.*
R L. Scott noted that the City of Guelph does have an integrated transportation strategy which includes transit, cycling, walking, and TDM (travel demand management). Even with these, however, there is still a need for roadway improvements to address future travel demands.

Regarding the proposals for Victoria Road, bike lanes are proposed from Clair Road to the Eramosa River. Unfortunately, due to property constraints, designated on street

MINUTES

bike lanes are not proposed between the Eramosa River and York Road.

Rajan Philips, City of Guelph added that with improvements to Victoria Road, the City would be able to provide improved transit service along the roadway.

7) Q *Why will there be no protection for 4 lanes between Arkell Road and Clair Road?*

R L. Scott, MRC noted that the traffic volumes on Victoria between Arkell Road and Clair Road are much less than those in the other sections of the study area. Future projections indicate that 2 lanes are adequate to beyond 2021. Furthermore, the City can accommodate three lanes within its right-of-way. Any future widening requirements would be subject to a separate study.

8) Q *Would the protection for 4 lanes on Victoria Road between Clair Road and Arkell Road be required to accommodate future truck traffic when the reconstruction of Victoria Road has been completed?*

R L. Scott, MRC advised that varying levels of future development had been considered as part of the traffic analysis and even with the development of the South Gordon Community and the ORC lands, the protection for a future 4 lanes is not required at this time.

9) Q *As part of the recommended plan will signals be provided at the entrance to the Victoria – York Centre?*

R L. Scott, MRC noted that the consideration of signals is likely limited because of the proximity of the entrances to the signals at the Victoria Road / York Road intersection. Later in the meeting, R. Philips advised that the City will review this.

10) Q *My house is located adjacent to the Eramosa River across from the Huntsman Corporation. When trucks pass on Victoria Road there is significant vibration. I am concerned about the construction traffic and the additional vibration as well as the proximity to the houses.*

R B. Rook, MRC advised that as part of the reconstruction of Victoria Road north of the Eramosa River modifications would probably be up to the sidewalk. Vibration impacts would be considered during detail design.

11) Q *Will the reconstruction of Huntsman building occur at the same time as the reconstruction of Victoria Road?*

R B. Rook, MRC advised that it is proposed to undertake the reconstruction of the Huntsman Building and Victoria Road separately. It is anticipated that Huntsman Corporation will carry out the modifications to their building prior to the reconstruction of Victoria Road.

12) Q *Currently, there are many bikes crossing in front of my property north of the Eramosa River and with increased traffic this will become a safety hazard.*

R B. Rook, MRC advised that, as part of the Trail Master Plan for the City of Guelph, a trail crossing is being proposed at the Eramosa River. It is anticipated that the trail connection would be located in the valley away from the road.

13) Q *With the volume of traffic on Victoria Road between York Road and the Eramosa River it can be difficult to get out of the driveway. With increased traffic in the future and construction it will be even more difficult to get out of the driveway.*

MINUTES

- R R. Philips, City of Guelph advised that property owners will be contacted prior to the reconstruction of Victoria Road to assess the impacts of increased construction. Consideration will be given to additional signals at the Victoria – York Plaza which would provide the residences with a gap to exit out of the driveway.
- 14) Q *How close will the westerly edge of pavement be to the houses located between the Eramosa River and York Road?*
R R. Philips, City of Guelph advised that the westerly edge of pavement is maintained in front of the houses between York Road and the Eramosa River.
- 15) Q *Currently, the 50 km/h speed limit is broken by drivers the majority of the time. With a wider road speeding will be encouraged. How will the speed limit be maintained / patrolled by police services.*
R R. Philips, City of Guelph advised that no increase to the speed limit is proposed. The monitoring of speeds is and will be a policing issue. Given that this is an arterial road, there is no opportunity to provide for traffic calming measures like speed bumps.
- 16) Q *It is unsafe for pedestrians to cross Victoria Road to and from the Victoria – York Centre.*
R R. Philips, City of Guelph advised that the pedestrians have the opportunity to cross at the signalized intersection at Victoria Road and York Road. The City will, however, further review the potential provision of another set of signals at the entrance to the Victoria – York Centre.
- 17) Q *Does Council approve whether or not Victoria Road will be closed during construction?*
R L. Scott, MRC advised that prior to Council approving the construction staging plans, approval of the study recommendations by City Council and clearance under the Class EA process are required. Construction staging issues will be determined during detail design and subject to Council approval at that time.
- 18) Q *There is a property in the northeast quadrant that was previously a gas station. Could this property be used for access into the Victoria - York Centre?*
R Representatives of the City advised that the City will be reviewing this opportunity.
- 19) Q *Will there be another public meeting?*
R R. Philips, City of Guelph advised that it is not proposed to hold another Public Information Centre until the detail design stage. If there is a major change in the study recommendations, this would be noted in the Notice of Study Completion.
- 20) Q *When will you go to the Planning, Environment and Transportation Committee?*
R R. Philips, City of Guelph advised that the project will likely go to the Committee in September 2003.
- 21) Q *Can those here at the Public Information Centre tonight be provided with a Notice that the study is going to the Planning, Environment and Transportation Committee?*
R R. Philips, City of Guelph advised that notices would be provided to those who signed the attendance register for Public Information Centre #2.
- 22) Q *Is there any estimate of the impact that the South Gordon Community will have on the Victoria Road / York Road intersection.*

MINUTES

- R R. Philips, City of Guelph advised that the distribution of traffic north and south of Stone Road would be relatively equal. The development of the ORC lands
- 23) Q *What is the ORC development?*
R R. Philips advised that the ORC development could include both institutional and employment land uses and is subject to review and approval.
- 24) Q *The preliminary plans presented have shown the most northerly entrance into the Victoria-York Plaza as right-in right-out only which is unacceptable. The access should remain as it is today.*
R L. Scott, MRC advised that further review with the property owners will be required to confirm access to the plaza. However the proposed access has been shown as right-in right-out because of the proximity to the Victoria Road / York Road intersection.
- 25) Q *The noise levels along Victoria Road are very high in particular at the Arboretum. Actual noise levels should be monitored to determine if mitigation is necessary. If the levels exceed 5 dBA what is considered to be mitigation.*
R L. Scott advised that a noise analysis had been completed for Victoria Road and projected increases in noise levels as a result of the proposed changes to Victoria Road are not predicted to exceed 5 dBA. The Ministry of the Environment requires that the provision of noise mitigation be considered when projected increases in noise levels exceed 5 dBA. Typical noise mitigation includes the provision of a noise wall or berm. These, however, are not possible when the residential houses have direct access similar to the houses along Victoria Road. L. Scott also noted that, according to Ministry of the Environment criteria, a recreational area /park area with no associated residential unit is not considered to be a Noise Sensitive Area (NSA). A NSA typically refers to the outdoor living area of a residential house.
- 26) Q *Have you considered vibration impacts?*
R B. Rook, MRC advised that typically for a municipal road the vibration impacts that would be considered would be potential impacts during construction. These would be reviewed and addressed during the detail design stage. Vibration currently encountered under existing conditions may be improved with construction of the new bridge due to the change in the grade.
- 27) The Consultant thanked everyone for attending and providing their comments.

Minutes prepared by,

McCormick Rankin Corporation

Melissa Green



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is carrying out a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. were retained to assist the City in carrying out the study. The first Public Information Centre was held on June 5, 2002. Thereafter, the preferred alternative was determined taking into consideration the comments received. The preferred alternative includes:

- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
- Eramosa River Structure – replace existing bridge with 4 lane bridge
- Eramosa River Structure to south of Stone Road – widen to 4 lanes
- South of Stone Road to Arkell Road – reconstruct to 2 lane with centre turn lane
- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

A second Public Information Centre has been arranged to review and obtain public comments about the analysis of the alternatives and the preferred alternative. Following the information centre, the preferred alternative will then be reviewed in light of comments received from the public and agencies and confirmed or modified.

PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
 Time: 6:00 – 7:00 p.m. Drop-in centre
 7:00 p.m. Presentation followed by question period
 Place: OAC Centennial Arboretum Centre
 Arboretum Road
 University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

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 Environment & Transportation
 Group, City Hall
 Guelph, Ontario N1H 3A1
 phone: (519) 837-5604 ext 2369
 fax: (519) 837-5635
 e-mail: rphilips@city.guelph.on.ca

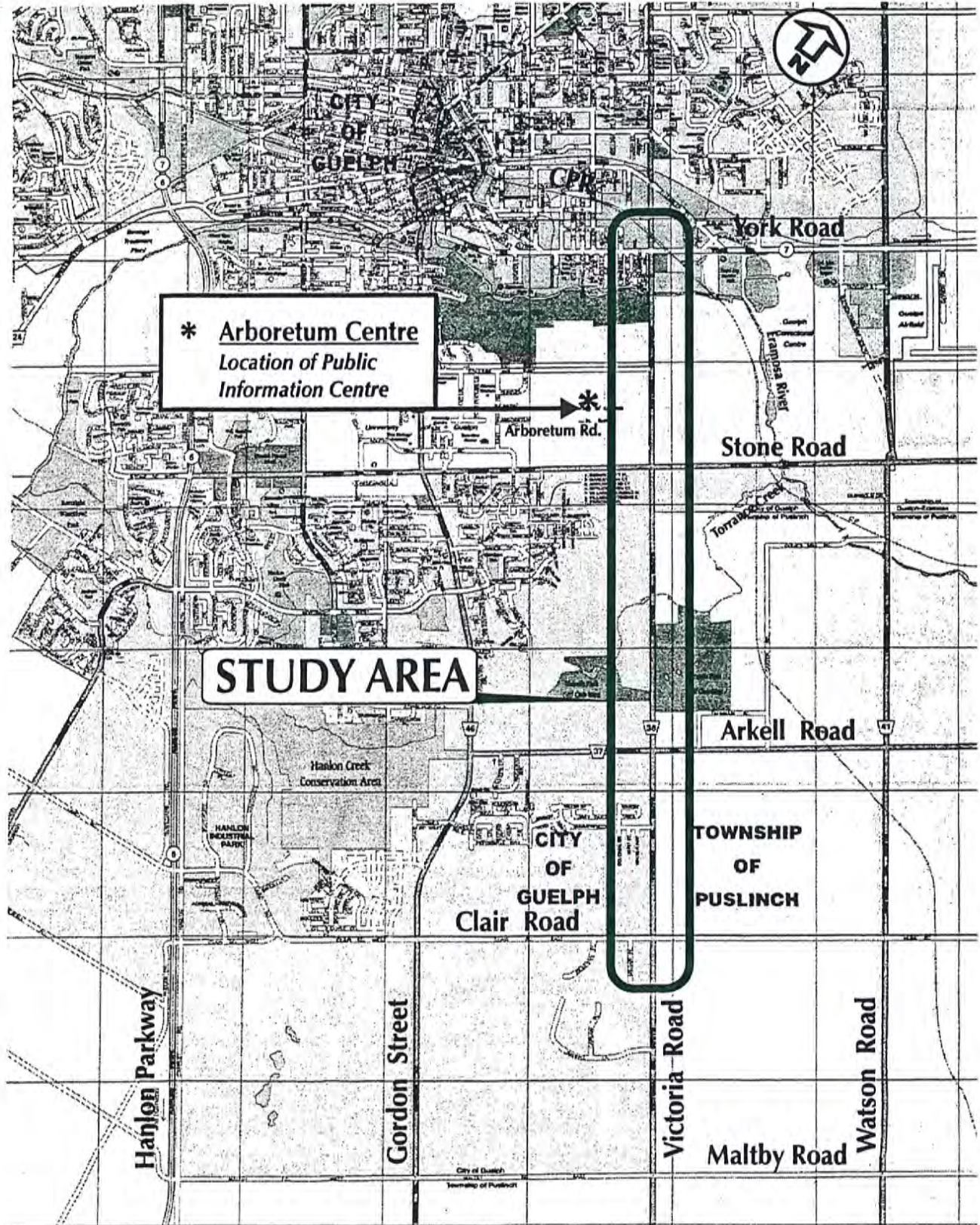
Ms. Leslie Scott, Consultant Project Manager
 c/o Gamsby and Mannerow Ltd.
 255 Woodlawn Road West
 Suite 210
 Guelph, Ontario N1H 8J1
 phone: (519) 824-8150
 fax: (519) 824-8089

McCormick Rankin Corporation
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 phone: (905) 823-8500
 fax: (905) 823-8503
 e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



* **Arboretum Centre**
Location of Public
Information Centre

STUDY AREA

Hanlon Parkway

Gordon Street

CITY OF GUELPH
Clair Road

Victoria Road

Maltby Road

Watson Road

TOWNSHIP OF PUSLINCH

Arkell Road

Stone Road

York Road

Arboretum Rd.

CITY OF GUELPH

CP



Hanlon Creek
Conservation Area


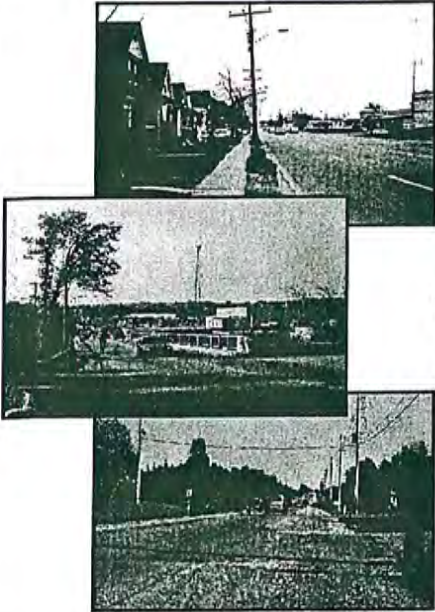
HANLON INDUSTRIAL PARK

George
Kempster
Centre

George
Al-Rufai


Torrance
Creek

City of Guelph
Township of Puslinch




**Victoria Road
Class EA Study**

WEDNESDAY JUNE 11, 2003
PUBLIC INFORMATION
CENTRE #2



McCORMICK BANKIN CORPORATION
GAMSBY AND MANNING LIMITED
In association with
Ecoplans Limited
Archaeological Services Inc.



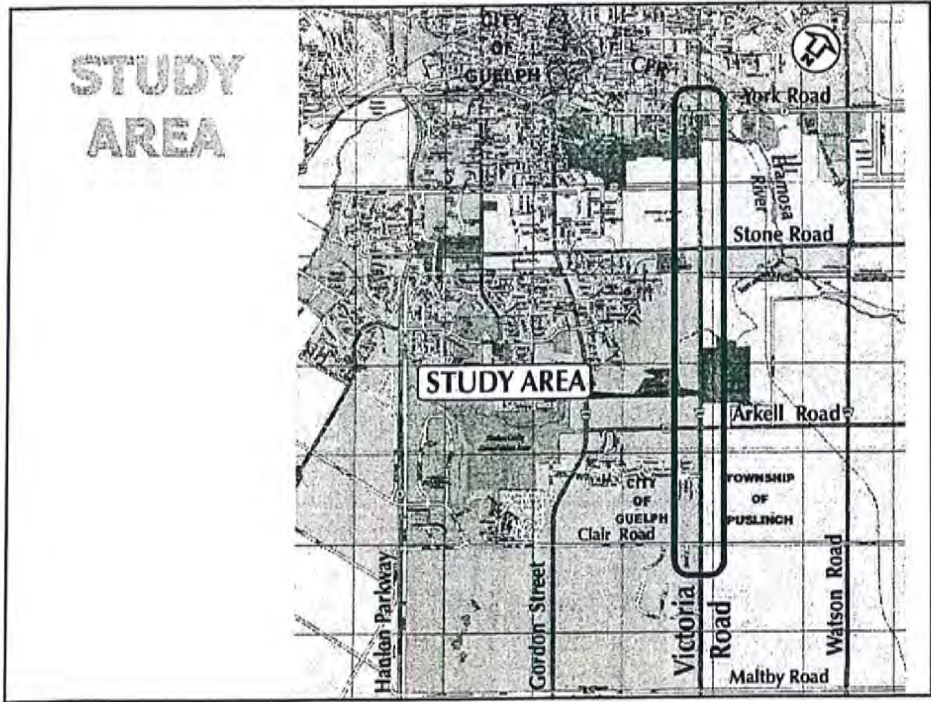
PUBLIC INFORMATION CENTRE #2

■ Purpose

- ☐ **To obtain public input regarding the preferred alternative**

■ Presentation

- ☐ **Study Approach**
- ☐ **Problem being addressed**
- ☐ **Alternatives as reviewed at PIC #1**
- ☐ **Selection of the Preferred Alternative**
- ☐ **Potential effects and mitigation measures**
- ☐ **Next Steps**



STUDY STAGES

PHASE 1
Problem/Opportunity

PHASE 2
Alternative Solutions

June 5, 2002 - PIC #1

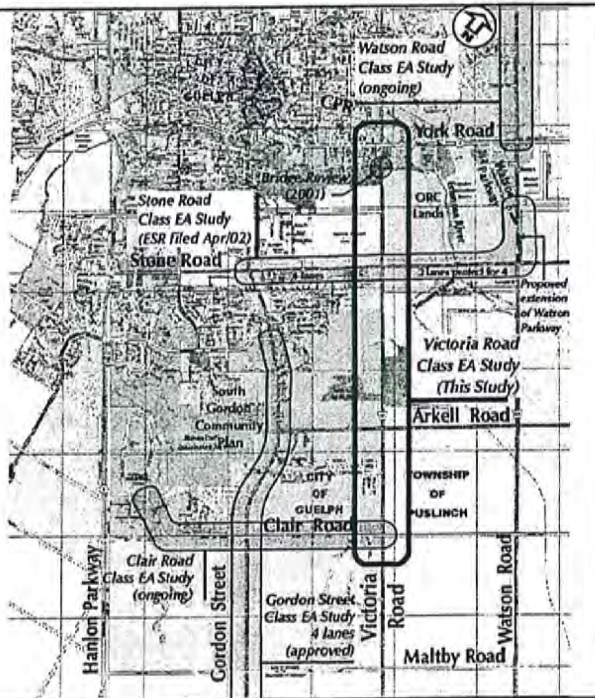
PHASE 3
*Alternative Design Concepts
for Preferred Solution*

WE ARE HERE ▶ June 11, 2003 - PIC #2

PHASE 4
*Environmental
Study Report*

File ESR

RELATED STUDIES



NEEDS ASSESSMENT

- **Bridge over Eramosa River**
- **Traffic Analysis**
 - **Overall transportation network**
 - **Existing traffic volumes and accident history**
 - **Future traffic growth and development of lands**
- **Maintenance and Operational Considerations**

PROBLEM BEING ADDRESSED

- **the analysis of future travel demands identifies the need for 4 lanes from York Road to south of Stone Road by Year 2011 and protection for 4 lanes to Arkell Road in the long term**
- **the existing Victoria Road bridge over the Eramosa River can only accommodate 2 lanes of traffic and is in poor to fair condition**
- **there is a need for improvements to Victoria Road to address existing and future intersection requirements and the poor pavement condition south of Arkell Road**

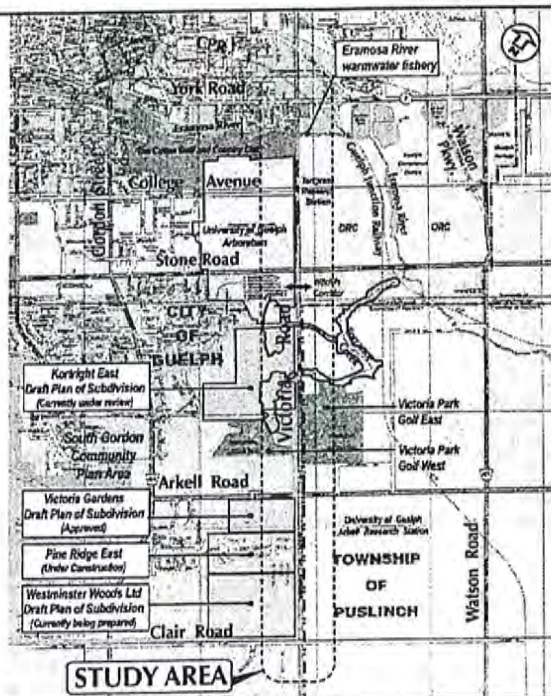
Therefore, the City is addressing the foregoing in accordance with the Municipal Class Environmental Assessment.

PLANNING ALTERNATIVES

"Do Nothing"	<ul style="list-style-type: none"> - does not address problem - carry forward for comparison purposes
Limit Development	<ul style="list-style-type: none"> - future development has been approved in Eastview and in the South Gordon Community Area - redevelopment of ORC lands will be subject to approval of a Secondary Plan in accordance with OP objectives
Other Modes - transit, cycling, walking	<ul style="list-style-type: none"> - while on their own, do not address the problem, these are part of the City's overall transportation strategy
Travel Demand Management Measures	<ul style="list-style-type: none"> - while on their own, do not address the problem, these are part of the City's overall transportation strategy
Improvements to Victoria Road	<ul style="list-style-type: none"> - addresses the identified existing and future needs - carry forward for further consideration
Widen other roadways	<ul style="list-style-type: none"> - Gordon Street – at its practical capacity north of Stone Road; - widening from south of Stone Road to Maltby Road was recently approved - Watson Road – located well beyond study area; consequently, it does not serve the predominant travel demands within the Victoria Road corridor - Improvements to Watson Parkway north of Stone Road have already been identified in a separate Class EA study

VICTORIA ROAD CORRIDOR

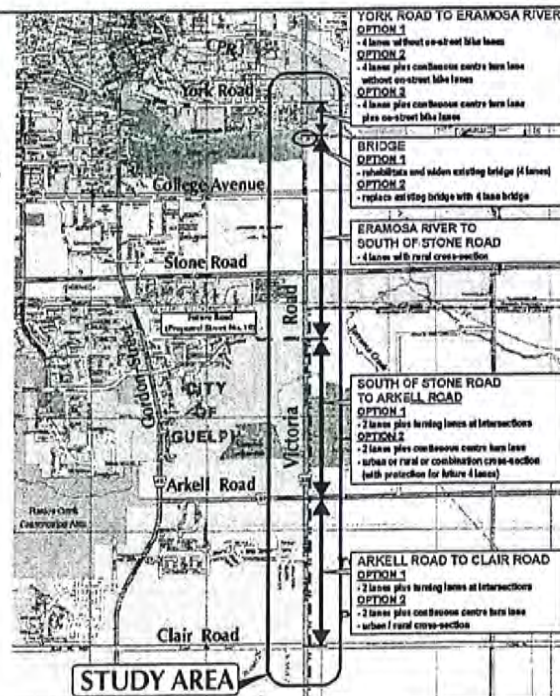
KEY FEATURES



PRELIMINARY DEVELOPMENT OF ALTERNATIVES

- Clair Road to Arkell Road
- Arkell Road to South of Stone Road
- South of Stone Road to Eramosa River
- Bridge over Eramosa River
- Eramosa River to York Road

ALTERNATIVES
AS REVIEWED
AT JUNE 5, 2002
PIC #1

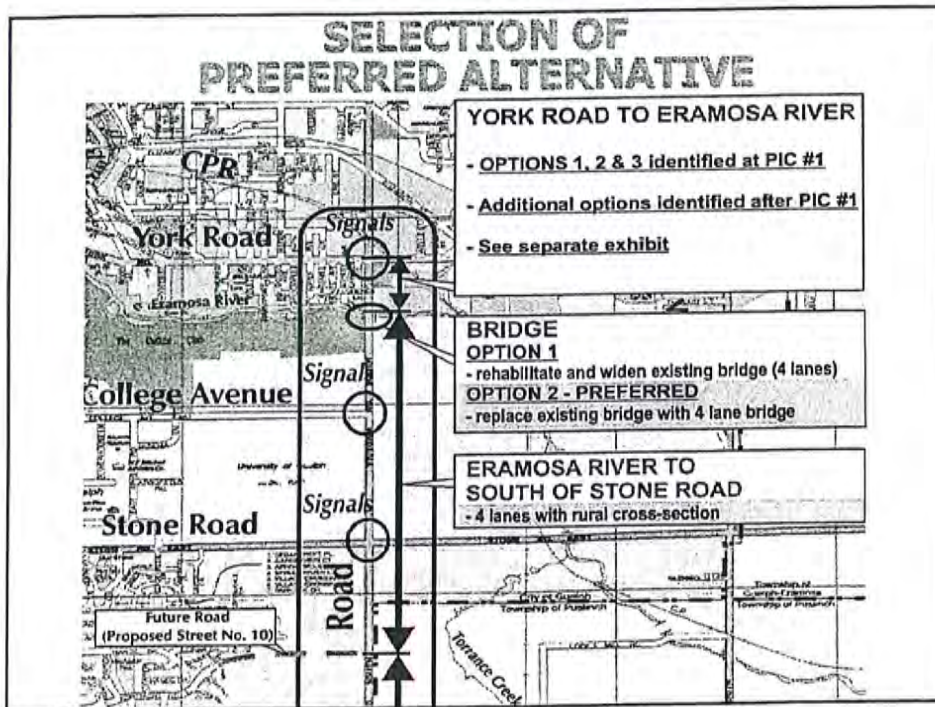
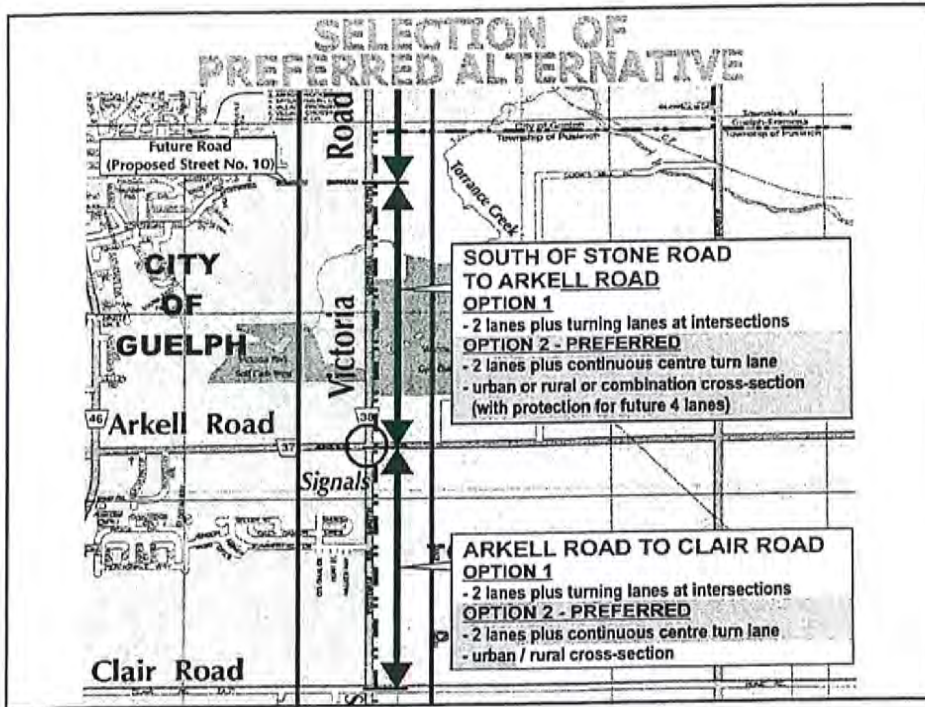


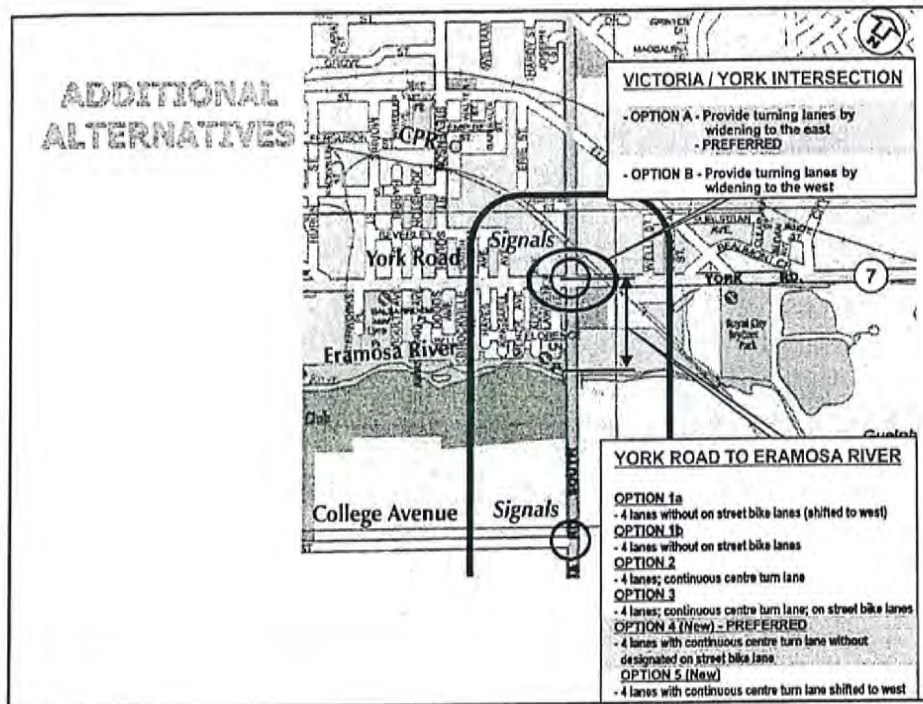
JUNE 5, 2002
PUBLIC INFORMATION CENTRE #1

- **Approximately 15 people attended**
- **Verbal and written comments provided**
- **Main comments:**
 - Potential impacts on property and access
 - Lane requirements and traffic analysis
 - Existing and future truck usage along Victoria Road, Clair Road and Arkeil Road
 - Timing of development in the South Gordon Community Plan Area
 - Timing of improvements to Victoria Road
 - A number of residents on Victoria Road between Stone Road and Arkeil Road, as well as representatives of the golf course, indicated their preference for the provision of a centre turn lane in this area

ACTIVITIES SINCE JUNE 5, 2002

- **Identified additional alternatives between Eramosa River and York Road and at the Victoria-York intersection**
- **Determined preferred alternative taking into consideration:**
 - **transportation**
 - **land use**
 - **social environment**
 - **cultural environment**
 - **natural environment**
 - **property requirements**
 - **comments from agencies and the public**
- **Developed preferred alternative in more detail**
- **Site visit with GRCA**





**PREFERRED ALTERNATIVE
POTENTIAL EFFECTS AND MITIGATING MEASURES**

Transportation

- ▣ provides increased capacity on Victoria Road to accommodate future travel demands
- ▣ improves the intersections at York Road, Arkell Road and Clair Road
- ▣ replaces existing bridge which is in poor-fair condition
- ▣ addresses poor pavement condition between Clair Road and Arkell Road

**PREFERRED ALTERNATIVE
POTENTIAL EFFECTS AND MITIGATING MEASURES**

Social Environment

- **improves overall community access**
- **is generally located within the existing right-of-way thereby reducing effects**
- **property impacts have been minimized where possible**
- **provisions for cyclists**
- **predicted future noise level increases are less than 5 dBA**
- **continuity of existing / proposed recreational trails to be provided**

**PREFERRED ALTERNATIVE
POTENTIAL EFFECTS AND MITIGATING MEASURES**

Land Use

- **provides improved access to existing land uses and future development adjacent to Victoria Road**
- **avoids Guelph Arboretum north of Stone Road, requires additional property being required on east side of Victoria Road**
- **changes to commercial access / entrances proposed at Victoria / York intersection – under review with affected property owners**

Cultural Environment

- **Stage 1 archaeological review being undertaken**
- **does not affect any built heritage features**

**PREFERRED ALTERNATIVE
POTENTIAL EFFECTS AND MITIGATING MEASURES**

Natural Environment

- **Eramosa River – replace existing bridge (which has one pier in the river) with new bridge in same location with one pier in the water; may require DFO authorization from the Federal Department of Fisheries and Oceans**
- **Torrance Creek**
 - **minimizes extension of existing culvert and avoids pond**
 - **minimizes impact on wetland edge**
- **Level 1 Stormwater management is proposed**

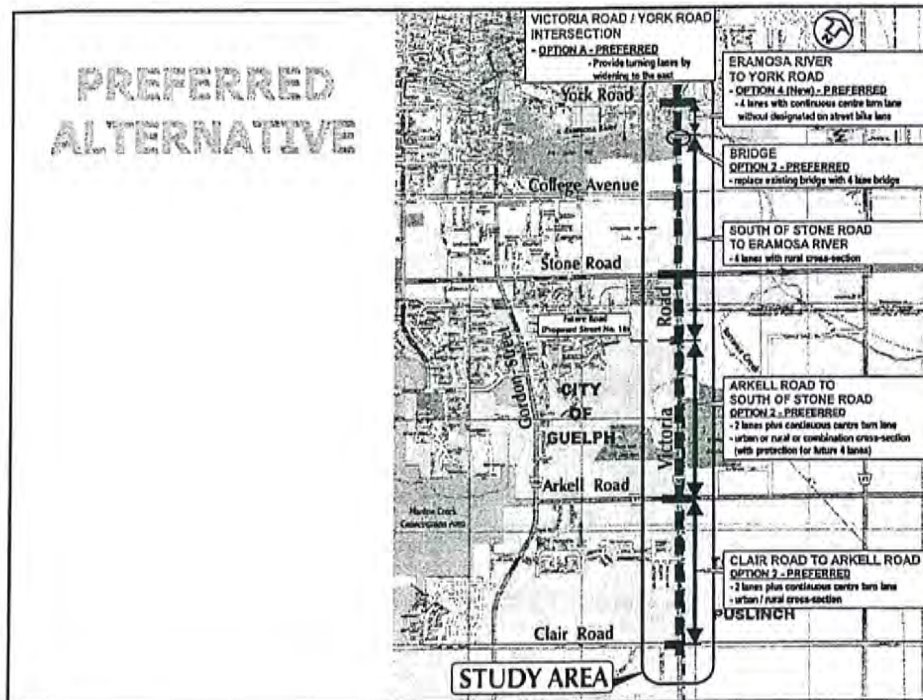
**PREFERRED ALTERNATIVE
POTENTIAL EFFECTS AND MITIGATING MEASURES**

Property Requirements

- **in general, property requirements reduced since following the existing right-of-way**
- **proposed property requirements are shown on the preliminary plan**

Construction Requirements

- **whether or not Victoria Road will be closed at the Eramosa River during construction of the new bridge will be determined during detail design**



NEXT STEPS

- Review preferred alternative in light of comments received from agencies and the public and confirm or modify
- Present study recommendations to Planning, Environment and Transportation Committee for approval
- Prepare and file Environmental Study Report (ESR) for 30 day public review period

Thanks for attending

**Please provide your
comments**



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

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PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

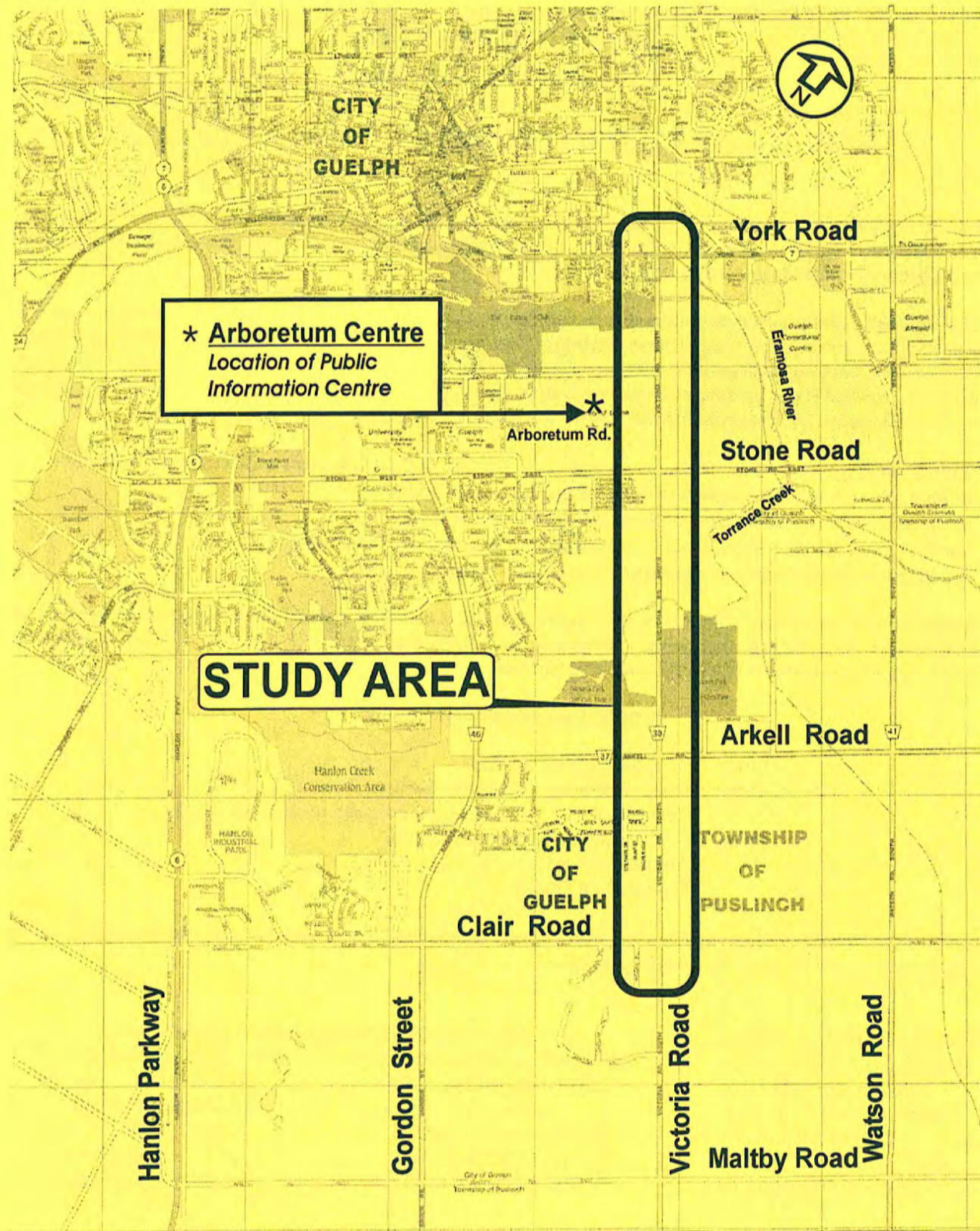
Ms. Leslie Scott, Consultant Project Manager
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255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area





**MCCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Rajan Philips – City of Guelph
FROM: Leslie Scott
RE: City of Guelph
Victoria Road from Clair Road to York Road
Class Environmental Assessment Study
DATE: May 2, 2003; May 27, 2003
OUR FILE: 4813
SUBJECT: Notice of Public Information Centre #2 and Study Mailing List

- | | | Action By: |
|--|---|-------------------|
| 1. Notice of Public Information Centre | <ul style="list-style-type: none">• The 'Notice of Public Information Centre' is attached (see Attachment 1).• The City will be placing the notice in the May 30, 2003 and June 6, 2003 editions of the Guelph Tribune. | R. Philips |
| 2. Councillors, Committees appointed by Council and interest groups | <ul style="list-style-type: none">• 'Notice of Public Information Centre #2' was mailed on May 26, 2003 by MRC. The memo and notice is provided as Attachment 2. | MRC |
| 3. Municipal Technical Agencies | <ul style="list-style-type: none">• The letter, 'Notice of Public Information Centre #2' and the fax-back form to the technical agencies is provided as Attachment 3.• The letters and notice was mailed on May 26, 2003 by MRC. | MRC |
| 4. Provincial Ministries and Agencies | <ul style="list-style-type: none">• The letter, 'Notice of Public Information Centre #2' and the fax-back form to the technical agencies is provided as Attachment 4.• The letters and notice was mailed on May 26, 2003 by MRC. | MRC |

		Action By:
5. Utilities	<ul style="list-style-type: none"> • The letter, 'Notice of Public Information Centre #2' and the fax-back form to the utilities is provided as Attachment 5. • The letters and notice was mailed on May 26, 2003 by MRC. 	MRC
6. Property Owners	<ul style="list-style-type: none"> • A copy of the 'Notice of Public Information Centre #2' was mailed on May 26, 2003 to the property owner list as provided by the City of Guelph on February 20, 2002 and updated by the City in November 2002 (see Attachment 6). • The 'Notice of Public Information Centre #2' will also be hand delivered to all property owners adjacent to Victoria Road by Gamsby & Mannerow before June 3, 2003. 	MRC G&M
7. Commercial Properties at the Victoria Road / York Road intersection	<ul style="list-style-type: none"> • A letter was sent by registered mail to the commercial property owners at the Victoria Road / York Road intersection on May 28, 2003 (see Attachment 7). 	MRC
8. Public	<ul style="list-style-type: none"> • A copy of the 'Notice Public Information Centre' was mailed on May 26, 2003 (see Attachment 8). 	MRC

VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road

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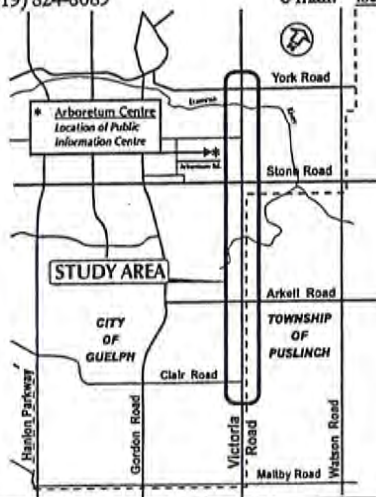
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E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Councillors, Committees Appointed by Council and Interest Groups (see attached list)

FROM: Leslie Scott, MRC

DATE: May 26, 2003

COPIES: R. Philips, City of Guelph
C. Sims, Gamsby and Mannerow Ltd.

OUR FILE: 4813

SUBJECT: City of Guelph
Victoria Road Class EA Study
(York Road to Clair Road)

On behalf of the City of Guelph, we are writing to invite you to attend the second Public Information Centre for the Victoria Road Class EA Study. The Public Information Centre is scheduled for Wednesday, June 11, 2003. Please find attached a copy of the newsletter outlining the study status and the time and location of the information centre.



CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road

NOTICE OF PUBLIC INFORMATION CENTRE #2

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

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- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
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- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

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PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

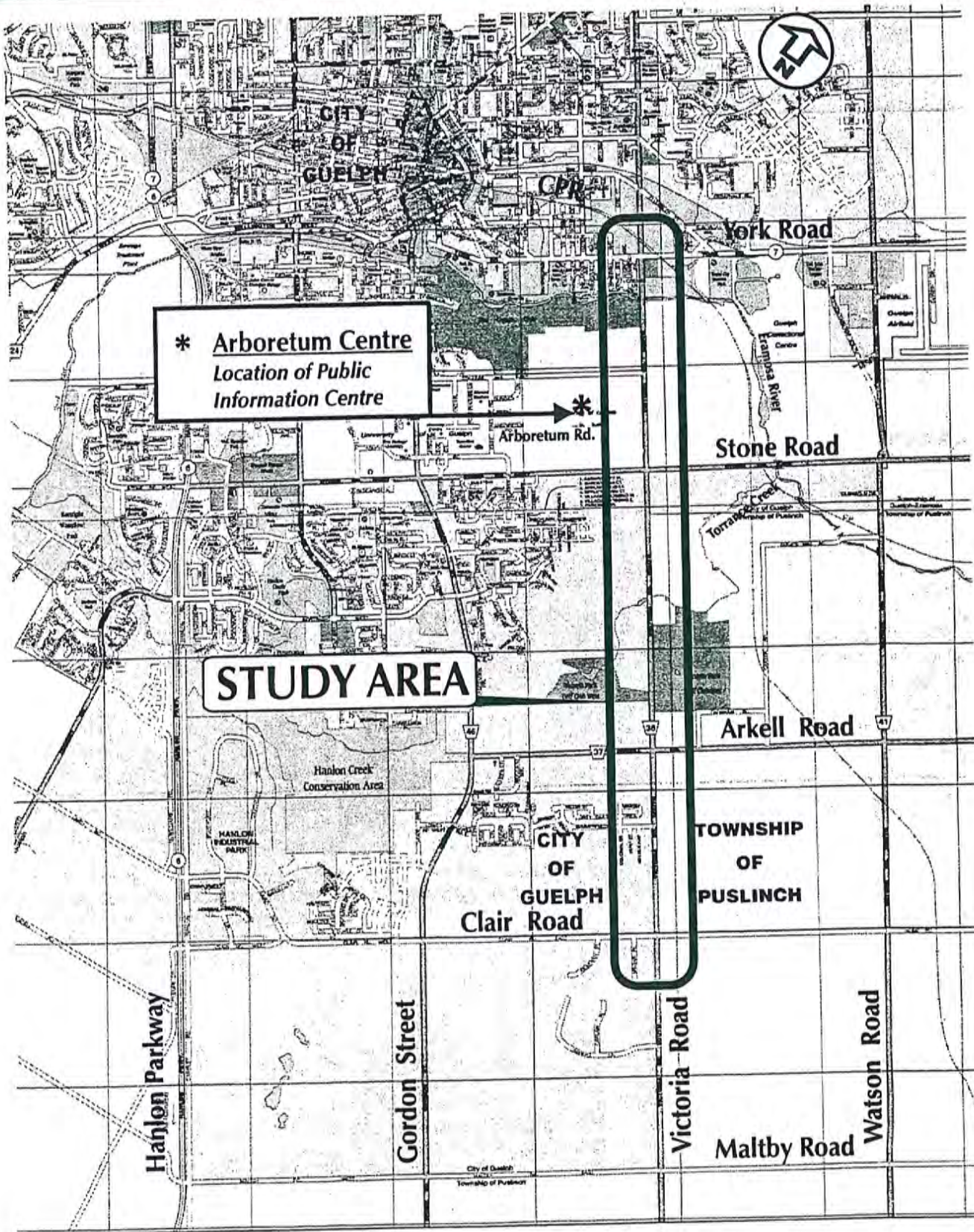
Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



**W.O. 4813 Victoria Road Class EA
Councillors, Committees Appointed by Council &
Interest Groups
Current As Of April 17-03**

Work Order File 4813 Victoria Road Class EA Study 4813.700 Planning 4813.707 Consultation 4813.7073 PIC 2 LABELS 4813
Councillors Committees Council Interest Groups Updated Mailing Labels April 17-03.doc

Ms. Karen Rolfe
LACAC Coordinator
Planning and Business Development Department
Guelph Heritage Committee (LACAC)
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Rose Griffith
Secretary
Planning Department
Environmental Advisory Committee
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Works Department
Guelph Green Plan Steering Committee
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Lynda Walters
The Clean Water Coalition
759 Eramosa Road
GUELPH, Ontario
N1E 5Z1

City of Guelph Councillors
c/o City Clerk
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. Andy Goldie
River Systems Advisory Co.
Recreation & Parks Division
Community Services Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

Ms. Betty-Anne Richard
Delhi Recreation Centre
Guelph Barrier Free Committee
66 Delhi Street
GUELPH, Ontario
N1E 4J7

Ms. Astrid Clos
Guelph Safe City Committee
295 Southgate Drive
P.O. Box 1112
GUELPH, Ontario
N1H 6N3

Mr. Alfred Artinger
President
Guelph Development Association
Box 964
GUELPH, Ontario
N1H 6N1

Mr. Bob Foster
Guelph & District Homebuilders Association
72 Ferman Drive
GUELPH, Ontario
N1H 7M8

Mehrmoosh Aghdasi
Organization and Research Coordinator
OPIRG
University of Guelph
1 Trent Lane
GUELPH, Ontario
N1G 2W1

Ms. Andrea Deganis
Guelph & District Real Estate Board
400 Woolwich Street
GUELPH, Ontario
N1H 3X1

Mr. Ross Irwin
Guelph Historical Society
100 Crimea Street
GUELPH, Ontario
N1H 2Y6

Mr. Craig Potter
President
Guelph Field Naturalists
P.O. Box 1401
GUELPH, Ontario
N1H 6N8

Mr. Wayne Hyland
Guelph Wellington Association for
Community Living Inc.
87 Silvercreek Parkway North
GUELPH, Ontario
N1H 6S4

Guelph Hiking Trail Club
P.O. Box 1
GUELPH, Ontario
N1H 6J6

Guelph Off-Road Bicycle Association
P.O. Box 30032 Park Mall Postal Outlet
2 Quebec Street
GUELPH, Ontario
N1H 8J5

Mr. David Nasby
LACAC
116 Suffolk Street, West
GUELPH, Ontario
N1H 2J5

Roadside Heritage Tree Association
c/o Mrs Brenda Law
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9



May 26, 2003

MEMO TO TECHNICAL AGENCIES (SEE ATTACHED LIST)

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir / Madam:

On behalf of the City of Guelph, and further to our memo of May 21, 2002 we are writing to invite you to attend a meeting with technical agencies and to advise you of the second Public Information Centre.

A meeting with technical agencies was held on June 5, 2002. Thereafter, the preferred alternative for Victoria Road was determined taking into consideration comments that were received. A second meeting with technical agencies has now been arranged to review the preferred alternative and associated mitigating measures and to receive input.

The meeting with technical agencies is scheduled for:

Date: Wednesday, June 11, 2003
Time: 3:30 pm to 4:30 pm
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph
(see attached key plan)

Please confirm whether or not your representative will be attending by completing the attached "fax-back" form, or by contacting Melissa Green by phone (905-823-8500); fax (905-823-8503); or e-mail (mgreen@mrc.ca).

We have also enclosed a copy of Newsletter #2, which outlines the preferred alternative and provides information regarding the June 11, 2003 Public Information Centre.

Following the June 11, 2003 meeting with technical agencies and the Public Information Centre, the preferred alternative will be reviewed in light of



Memo to Technical Agencies

Page 2

comments received. Thereafter, the recommended alternative will be presented to the City of Guelph Public Works and Environment Committee for approval prior to filing the Environmental Study Report. If you have any questions, please do not hesitate to contact the undersigned at 905-823-8500.

Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink that reads "Leslie L. Scott". The signature is written in a cursive style.

Leslie L. Scott

Attach

c.c. Rajan Philips, City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.

FAX-BACK FORM

TO: MELISSA GREEN, MCCORMICK RANKIN CORPORATION

FAX: 905-823-8503

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
File: W. O. 4813

NAME:

REPRESENTING:

PHONE:

FAX:

E-MAIL:

Please Check One

YES

NO

- Will be attending the meeting on June 11, 2003



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

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Arboretum Road
University of Guelph

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Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca

**W.O. 4813 Victoria Road Class EA
Federal and Provincial Ministries and Agencies
Current As Of April 17-03**

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LABELS\4813 Federal&Agencies Mailing Labels Updated April 17-03.doc

Ms. Mary-Jo Gordon
Economic Development Branch
Agricultural & Rural Division
Ministry of Agriculture and Food
1 Stone Road West
3rd Floor
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N1G 4Y2

Shari Proutz

~~Mr. John MacDonald~~
Heritage Planner, Southwestern Ontario Region
Ministry of Culture
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LONDON, Ontario
N6J 1T4

Mr. Ed Griffin
Manager
Guelph District Office
Ministry of Environment and Energy
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Ms. Yvonne Hall
Supervisor, Streamlined Review Unit
Environmental Assessment and Approvals Branch
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2 St. Clair Avenue West
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Ms. Carol Neumann
Rural Planner
Ministry of Agriculture and Food
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FERGUS, Ontario
N1M 2W3

Mr. Remo Pallotini
Coordinator Facilities Management
Service Management Branch
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Ministry of Economic Development and Trade
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KITCHENER, Ontario
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Mr. Joe Muto
~~Ms. Angela Amodeo~~ *Environmental Resource*
~~Regional EA Coordinator~~ *Planner / EA Coordinator*
West Central Region
Ministry of Environment and Energy
119 King Street West
12th Floor
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~~L8N 3Z9~~
L8P 4Y7

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Municipal/Planning Advisor
Ministry of Municipal Affairs and Housing
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District Planner
Ministry of Natural Resources
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Mr. Dan McLean
Asset Manager
Southwest Region
Ontario Realty Corporation
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Mr. William Gerrard
Environmental/Cultural Heritage Coordinator
Ontario Realty Corporation
Ontario Management Board Secretariat
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Ms. Angie McCollum
Sergeant
Operational Policy and Support Bureau
Ontario Provincial Police
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Administrative Sargeant
Guelph Operations Centre
Wellington County O.P.P.
218 Bristol Street
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Mr. Paul Powers
Sargeant - Operations Manager
Wellington County O.P.P.
321 St Andrew Street, West
FERGUS, Ontario
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Mr. Barry Putt
Navigable Protections Officer
Coast Guard
Central and Arctic Region
Department of Fisheries and Oceans
201 N. Front Street
Suite 703
SARNIA, Ontario
N7T 8B1

~~Sergeant Bill Copeland
Guelph Police Services
Traffic Division
P-519-824-1212 ext 225
F 519-763-0516~~

**W.O. 4813 Victoria Road Class EA
Municipal Technical Agencies
Current As Of April 17-03**

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2\LABELS\4813 Municipal Technical Agencies Mailing Labels Updated April 17-03.doc

Mr. Ian Haras
Park Technician
Recreation and Parks Division
Community Services Department
City of Guelph
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59 Carden Street
GUELPH, Ontario
N1H 3A1

Mr. James Etienne
Manager
Solid Waste Services Division
Works Department
City of Guelph
City Hall
59 Carden Street
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N1H 3A1

Mr. Shawn Armstrong
Fire Chief
City of Guelph
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N1H 4E1

Mr. Rob Davis
Chief
Guelph Police Service
15 Wyndham Street South
GUELPH, Ontario
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Ms. Janet Sperling
Park Planner
Recreation and Parks Division
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N1H 3A1

Mr. Jim Mairs
Manager
Economic Development Department
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Mr. Derek McCaughan
Director
Public Works Department
City of Guelph
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59 Carden Street
GUELPH, Ontario
N1H 3A1

Sergeant Bill Copeland / Scott Green
~~Mr. Roy Book~~
Inspector Traffic Division
Guelph Police Service
15 Wyndham Street South
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N1H 4C6

Mr. Gordon Ough, P. Eng.
County Engineer
Engineering and Roads Department
County of Wellington
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Mr. Gary Cousins
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Planning and Development
County of Wellington
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Mrs. Brenda Law
Clerk-Treasurer
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Mr. Matthew Bulmer
Councillor
Township of Puslinch
7404 Wellington Road 34
R.R. 3
GUELPH, Ontario
N1H 6H9

Mr. David Sharpe
Councillor
Township of Puslinch
7404 Wellington Road 34
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Ms. Nadine Tischhauser
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Wellington Catholic District School Board
c/o Ms. Jennifer Passy
Mackinnon and Associates
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Mr. Chris Powell
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Grand River Conservation Authority
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Ms. Rosalee Griffiths
Admin. Assisstant
Planning Department
City of Guelph
City Hall
59 Carden Street
GUELPH, Ontario
N1H 3A1

**W.O. 4813 Class EA Study
Utilities
Current As Of April 17-03**

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7 LABELS\4813 Utilities Mailing Labels Updated April 17-03.doc

Mr. Dave Randall
Distribution Engineering Technician
Hydro One Networks Inc.
40 Olympic Drive
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L9H 7P5

Mr. Ian Bolton
Guelph Hydro Electric Systems Inc.
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Mr. Rob Forsyth
Senior Real Estate Administrator
Ontario Hydro Services Company
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Ms. Gayle Widmeyer
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Access Network Provisioning
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Guelph Utility Services
Union Gas
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**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

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fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

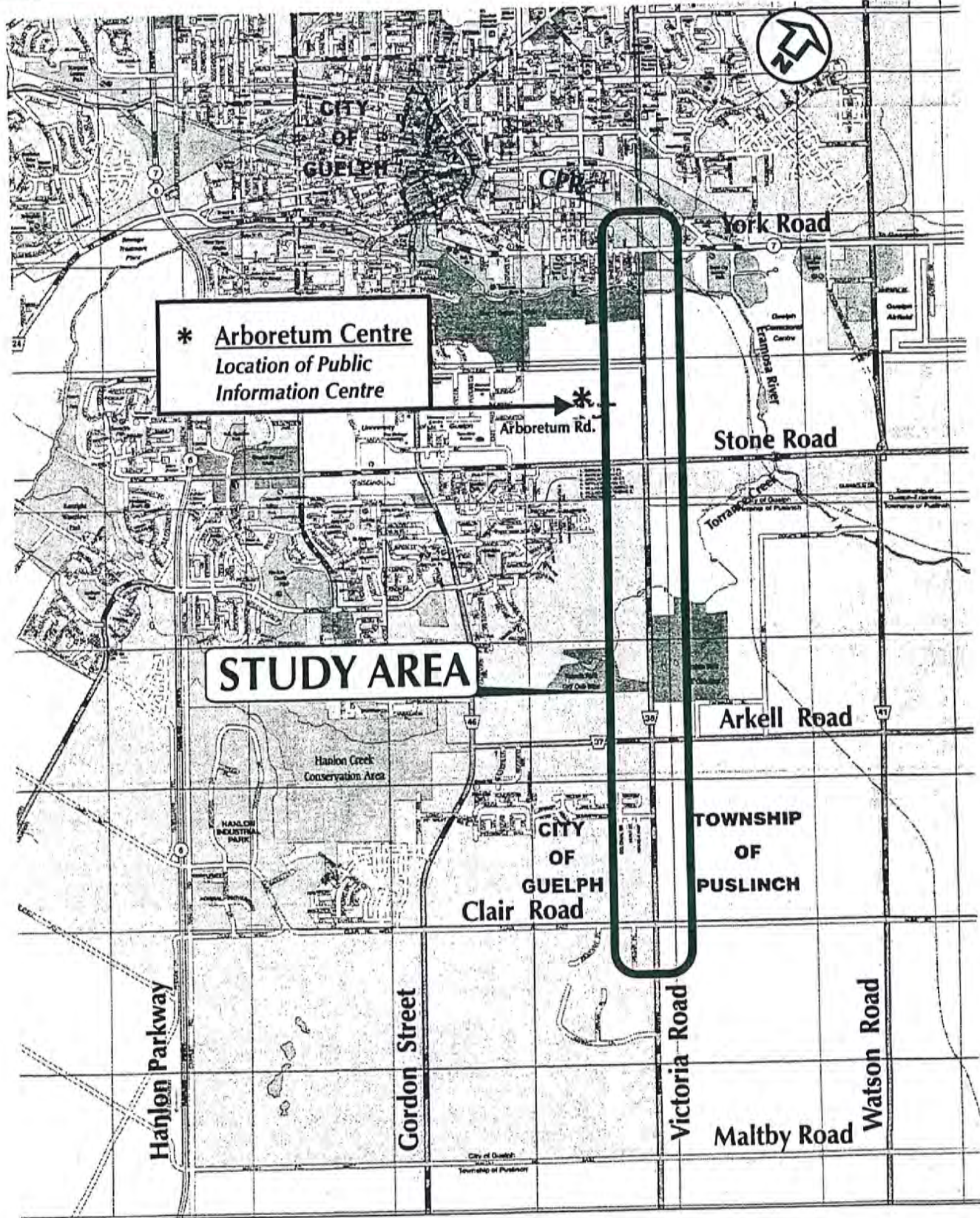
Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
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phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area



CARSON & CHERIE TURNEY
OR TO CURRENT OWNER(S)
17 GREENWICH DR
GUELPH ON N1H 8B7

930845 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
150 VICTORIA RD S
GUELPH ON N1E 5P6

SHELL CANADA PRODUCTS LIMITED
OR TO CURRENT OWNER(S)
ATTN PROPERTY TAX CLERK
PO BOX 100 STN M
CALGARY AB T2P 2H5

EUGENIO MUTO
OR TO CURRENT OWNER(S)
58 CAMBRIDGE ST
GUELPH ON N1H 2V2

ADAM STRUB & TAMMY GREEN
OR TO CURRENT OWNER(S)
147 VICTORIA RD S
GUELPH ON N1E 5P8

DAVID & JANET STUCKLESS
OR TO CURRENT OWNER(S)
149 VICTORIA RD S
GUELPH ON N1E 5P8

DARREN HASTINGS
OR TO CURRENT OWNER(S)
C/O 166 WOOLWICH ST
GUELPH ON N1H 3V3

VINCENT GOOBIE
OR TO CURRENT OWNER(S)
153 VICTORIA RD S
GUELPH ON N1E 5P8

DENNIS CASSEL
OR TO CURRENT OWNER(S)
405 SMITH ST
PO BOX 991
ARTHUR ON N0G 1A0

SHERWOOD FOREST INVESTMENTS
(GUELPH) LTD
OR TO CURRENT OWNER(S)
20 DOUGLAS ST
GUELPH ON N1H 2S9

500 YORK COMMERCIAL INC
C/O MR. NICK GASPARO
1203 WILLOWBANK TRAIL
MISSISSAUGA ON L4W 4B9

1373503 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
C/O 550 YORK RD
GUELPH ON N1E 3J4

S B AND A FOUNDRY LIMITED
OR TO CURRENT OWNER(S)
550 YORK RD
GUELPH ON N1E 3J4

JOHN CORDES
OR TO CURRENT OWNER(S)
34 AUDREY AVE
GUELPH ON N1E 5Y2

LYLE & LYNN HAMILTON
OR TO CURRENT OWNER(S)
40 AUDREY AVE
GUELPH ON N1E 5Y2

STEPHEN & MARLENE PUBLICOVER
OR TO CURRENT OWNER(S)
42 AUDREY AVE
GUELPH ON N1E 5Y2

LUIGI SABBADIN
OR TO CURRENT OWNER(S)
44 AUDREY AVE
GUELPH ON N1E 5Y2

MARK HOFSTEE & ANITRA ENSING-
HOFSTEE
OR TO CURRENT OWNER(S)
23 AUDREY AVE
GUELPH ON N1E 5Y1

WILLIAM & KERRY HEPBURN
OR TO CURRENT OWNER(S)
25 AUDREY AVE
GUELPH ON N1E 5Y1

KATHRYN WALKER
OR TO CURRENT OWNER(S)
27 AUDREY AVE
GUELPH ON N1E 5Y1

JEFFREY HEBERT & KATHLEEN CAMERON
OR TO CURRENT OWNER(S)
29 AUDREY AVE
GUELPH ON N1E 5Y1

ANNE TATE
OR TO CURRENT OWNER(S)
33 AUDREY AVE
GUELPH ON N1E 5Y1

PAUL MACKEY & LUCIE POULIN-MACKEY
OR TO CURRENT OWNER(S)
37 AUDREY AVE
GUELPH ON N1E 5Y1

RHONDA CICCIA
OR TO CURRENT OWNER(S)
12 LAWRENCE AVE
GUELPH ON N1E 5Y3

MICHAEL & SYLVIA CONNOLLY
OR TO CURRENT OWNER(S)
14 LAWRENCE AVE
GUELPH ON N1E 5Y3

ARSENIO & ANTONIA PICCIN
OR TO CURRENT OWNER(S)
RR 2 STN MAIN
GUELPH ON N1H 6H8

CHRISTOPHER & ROWENA LEWIS
OR TO CURRENT OWNER(S)
18 LAWRENCE AVE
GUELPH ON N1E 5Y3

JEAN BARSALOU
OR TO CURRENT OWNER(S)
20 LAWRENCE AVE
GUELPH ON N1E 5Y3

MARIO & TERESA BAROZZI
OR TO CURRENT OWNER(S)
24 LAWRENCE AVE
GUELPH ON N1E 5Y3

EDWARD & MAY CLOUGH
OR TO CURRENT OWNER(S)
26 LAWRENCE AVE
GUELPH ON N1E 5Y3

CULLOUGH & CULLOUGH MC
OR TO CURRENT OWNER(S)
30 LAWRENCE AVE
GUELPH ON N1E 5Y3

LORI MURRAY
OR TO CURRENT OWNER(S)
34 LAWRENCE AVE
GUELPH ON N1E 5Y3

DEIRDRE MATEER
OR TO CURRENT OWNER(S)
60 LAWRENCE AVE
GUELPH ON N1E 5Y3

DOROTHY GRENIER
OR TO CURRENT OWNER(S)
64 LAWRENCE AVE
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HARRY & AGNES ELLIOTT
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OR TO CURRENT OWNER(S)
33 LAWRENCE AVE
GUELPH ON N1E 5Y4

KENNETH & JUNE REID
OR TO CURRENT OWNER(S)
37 LAWRENCE AVE
GUELPH ON N1E 5Y4

DENNIS & PAMELA JOOSSE
OR TO CURRENT OWNER(S)
41 LAWRENCE AVE
GUELPH ON N1E 5Y4

ROBERT & IVADEL MOORE
OR TO CURRENT OWNER(S)
RR 1
ARTHUR ON N0G 1A0

RITA CONTE
OR TO CURRENT OWNER(S)
46 TERRY BLVD
GUELPH ON N1E 1X5

LORETTA HAYWARD
OR TO CURRENT OWNER(S)
51 LAWRENCE AVE
GUELPH ON N1E 5Y4

RITA & JOSEPH DUFFIELD
OR TO CURRENT OWNER(S)
63 LAWRENCE AVE
GUELPH ON N1E 5Y4

CHRISTOPHER GAMBLE
OR TO CURRENT OWNER(S)
65 LAWRENCE AVE
GUELPH ON N1E 5Y4

MANAGEMENT BOARD SECRETARIAT
OR TO CURRENT OWNER(S)
C/O ORC FACILITY SUPPORT
11TH FLOOR FERGUSON BLOCK
77 WELLESLEY ST W
TORONTO ON M7A 1N3

JAMES, RONALD & MARGARET MARSHALL
OR TO CURRENT OWNER(S)
742 VICTORIA RD S
GUELPH ON N1L 1C6

7-M PROPERTIES LTD
OR TO CURRENT OWNER(S)
C/O FRED ELLIOTT COACH LINES
760 VICTORIA RD S
GUELPH ON N1L 1C6

ROSANNA PIZZIOLA
OR TO CURRENT OWNER(S)
1095 VICTORIA RD S
GUELPH ON N1L 1B3

VICTORIA-YORK CENTRE LIMITED
C/O Mr. James McPherson
KEYSTONE ALTERNATOR & STARTER
11 GORDON MAC KAY RD
WESTON ON M9N 2V5

HUNTSMAN CORPORATION CANADA INC
C/O MS. JEANETTE HULL
256 VICTORIA ROAD SOUTH
PO BOX 450 STN MAIN
GUELPH ON N1H 6K8

MARGUERITE PICKEN
OR TO CURRENT OWNER(S)
205 VICTORIA RD S
GUELPH ON N1E 5P9

PAUL & STELLA KELLY
OR TO CURRENT OWNER(S)
207 VICTORIA RD S
GUELPH ON N1E 5P9

EDWARD & DENISE WOOD
OR TO CURRENT OWNER(S)
209 VICTORIA RD S
GUELPH ON N1E 5P9

MELANIE NEWELL & KEVIN MCGARR
OR TO CURRENT OWNER(S)
211 VICTORIA RD S
GUELPH ON N1E 5P9

JOSEPH & CAROLINE THOMSON
OR TO CURRENT OWNER(S)
213 VICTORIA RD S
GUELPH ON N1E 5P9

AMALIA SOKOLAI
OR TO CURRENT OWNER(S)
215 VICTORIA RD S
GUELPH ON N1E 5P9

GEOFFREY BILLINGS & CATHY WARD
OR TO CURRENT OWNER(S)
217 VICTORIA RD S
GUELPH ON N1E 5P9

JOHN & EVELYN YASYSZCZUK
OR TO CURRENT OWNER(S)
219 VICTORIA RD S
GUELPH ON N1E 5P9

WILLIAM & MICHELLE WINDSOR
OR TO CURRENT OWNER(S)
221 VICTORIA RD S
GUELPH ON N1E 5P9

MARK BUNNEY
OR TO CURRENT OWNER(S)
223 VICTORIA RD S
GUELPH ON N1E 5P9

ROSE DENNIS
OR TO CURRENT OWNER(S)
225 VICTORIA RD S
GUELPH ON N1E 5P9

NICK & WENDY NEGUS
OR TO CURRENT OWNER(S)
227 VICTORIA RD S
GUELPH ON N1E 5P9

SYDNEY PEARSON
OR TO CURRENT OWNER(S)
229 VICTORIA RD S
GUELPH ON N1E 5P9

MARTIN & DORIS LEGAULT
OR TO CURRENT OWNER(S)
231 VICTORIA RD S
GUELPH ON N1E 5P9

CAROL ROBB
OR TO CURRENT OWNER(S)
233 VICTORIA RD S
GUELPH ON N1E 5P9

DYLAN & DAWN BARTLETT
OR TO CURRENT OWNER(S)
235 VICTORIA RD S
GUELPH ON N1E 5P9

BRENDA ATCHISON
OR TO CURRENT OWNER(S)
237 VICTORIA RD S
GUELPH ON N1E 5P9

ADRIAAN ABEELE
OR TO CURRENT OWNER(S)
239 VICTORIA RD S
GUELPH ON N1E 5P9

WILMA MAC DONALD
OR TO CURRENT OWNER(S)
241 VICTORIA RD S
GUELPH ON N1E 5P9

RITA GAZZOLA
OR TO CURRENT OWNER(S)
243 VICTORIA RD S
GUELPH ON N1E 5P9

TREVOR THALEN
OR TO CURRENT OWNER(S)
245 VICTORIA RD S
GUELPH ON N1E 5P9

PAUL & ETHEL WETTLAUFER
OR TO CURRENT OWNER(S)
247 VICTORIA RD S
GUELPH ON N1E 5P9

ANTHONY AASMAN
OR TO CURRENT OWNER(S)
249 VICTORIA RD S
GUELPH ON N1E 5P9

DAVID MANNING
OR TO CURRENT OWNER(S)
251 VICTORIA RD S
GUELPH ON N1E 5P9

RICHARD & LORENA HILL
OR TO CURRENT OWNER(S)
253 VICTORIA RD S
GUELPH ON N1E 5P9

ALBERT & MURIEL BEDROSIAN
OR TO CURRENT OWNER(S)
467 YORK RD
GUELPH ON N1E 3J1

ALBERT & MURIEL BEDROSIAN
OR TO CURRENT OWNER(S)
471 YORK RD
GUELPH ON N1E 3J1

SAMMY & ANTONIO LEO
OR TO CURRENT OWNER(S)
159 ONTARIO ST
GUELPH ON N1E 3B3

NORMA NOBLE
OR TO CURRENT OWNER(S)
491 YORK RD
GUELPH ON N1E 3J1

DERRICK RUTTAN &
STARLENE ANDERSON
OR TO CURRENT OWNER(S)
93 WYNDHAM STREET NORTH
GUELPH, ON N1H 4E9

HALTON-TRIANGLE INVESTMENTS
LIMITED
OR TO CURRENT OWNER(S)
505 YORK RD
GUELPH ON N1E 3J2

172965 CANADA LIMITED
c/o Mr. Roger Bywater
DEVON ESTATES LIMITED
111 St. Clair Avenue West
Toronto, Ontario
M5W 1K3

801947 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
C/O WOLFOND CONSTRUCTION LTD
BCE PLACE
181 BAY STREET SUITE 2810
TORONTO ON M5J 2T3

GUELPH GOLF & RECREATION CLUB
LIMITED
OR TO CURRENT OWNER(S)
PO BOX 666
GUELPH ON N1H 6L3

BLUEWATER INVESTMENTS LTD
OR TO CURRENT OWNER(S)
3328 KING ST E
KITCHENER ON N2A 1B3

WOLF VON TEICHMAN
OR TO CURRENT OWNER(S)
178 SAINT GEORGE ST
TORONTO ON M5R 2M7

DAWN REYNOLDS
OR TO CURRENT OWNER(S)
979 VICTORIA RD S
GUELPH ON N1L 1B3

ARAD SAINT MARTIN HOLDINGS INC
OR TO CURRENT OWNER(S)
66 VICTORIA RD S
GUELPH ON N1E 5P6

GEORGE & KATHLEEN GURR
OR TO CURRENT OWNER(S)
1077 VICTORIA RD S
GUELPH ON N1L 1B3

EMILY CLERMONT
OR TO CURRENT OWNER(S)
CLERVIEW STABLES
1065 VICTORIA RD S
GUELPH ON N1L 1B3

LUIGI & BERNARDETTA BONALDO
OR TO CURRENT OWNER(S)
1103 VICTORIA RD S
GUELPH ON N1L 1B3

DAVID & ANGELA DE CORSO
OR TO CURRENT OWNER(S)
1115 VICTORIA RD S
GUELPH ON N1L 1B3

DIODORA INVESTMENTS LIMITED
OR TO CURRENT OWNER(S)
VICTORIA WEST GOLF COURSE
1159 VICTORIA RD S APT 1
GUELPH ON N1L 1B3

STAPLES FLORENCE E ESTATE
OR TO CURRENT OWNER(S)
284 ARKELL RD
GUELPH ON N1L 1E6

1366854 ONTARIO LIMITED
OR TO CURRENT OWNER(S)
SUITE 4104
2025 SHEPPARD AVE E
TORONTO ON M2J 1Z7

WESTMINISTER WOODS LTD
OR TO CURRENT OWNER(S)
C/O MC CARTER GRESPAN ROBSON
BEYNON,
675 RIVERBEND DR
KITCHENER ON N2K 3S3

ALESSANDRO & ANGELA BAGGIO
OR TO CURRENT OWNER(S)
37 ELGINFIELD DR
GUELPH ON N1E 4E5

LORRIANE PAGNAN
OR TO CURRENT OWNER(S)
155 ONTARIO STREET
GUELPH ON N1E 3B3

VICTORIA ROAD EAST GOLF COURSE
OR TO CURRENT OWNER(S)
1096 VICTORIA ROAD
RR2
PUSLINCH ON N0B 2J0

ROY YOUNG
OR TO CURRENT OWNER(S)
578 YORK ROAD
GUELPH, ON N1E 5P9



REGISTERED MAIL

May 26, 2003

Halton – Triangle Investments Ltd.
505 York Road
GUELPH, Ontario
N1E 3J2

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir/Madam:

On behalf of the City of Guelph, please be advised that as part of the Victoria Road Class Environmental Assessment (EA) Study, improvements to the intersection of Victoria Road and York Road are being proposed. While lane requirements have been reduced where possible, the preferred alternative identified by the Project Team does require additional property in the vicinity of the Victoria Road/York Road intersection. The attached map shows the preliminary property requirements associated with the preferred alternative (Option A).

A Public Information Centre has been arranged to provide affected property owners with the opportunity to review the preferred alternative and associated mitigating measures and to provide input.

The Public Information Centre has been scheduled for:

Date: Wednesday, June 11, 2003
Time: 6:00 pm to 7:00 pm Drop-in Centre
7:00 pm Presentation
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Please find enclosed a copy of the invitation to the Wednesday, June 11, 2003 Public Information Centre.

Following the Public Information Centre, the preferred alternative will be reviewed in light of comments received. Thereafter, the recommended alternative will be presented to the City of Guelph Public Works and Environment Committee for approval prior to filing the Environmental Study Report. If you have any questions, please do not hesitate to contact the undersigned at 905-823-8500.

Yours very truly,
McCormick Rankin Corporation



Leslie L. Scott

Attach

c.c. Rajan Philips, Jim Stokes City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.



REGISTERED MAIL

May 26, 2003

Mr. Roger Bywater
Devon Estates Limited
111 St. Clair Road
TORONTO, Ontario
M5W 1L3

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Mr. Bywater:

On behalf of the City of Guelph, please be advised that as part of the Victoria Road Class Environmental Assessment (EA) Study, improvements to the intersection of Victoria Road and York Road are being proposed. While lane requirements have been reduced where possible, the preferred alternative identified by the Project Team does require additional property in the vicinity of the Victoria Road/York Road intersection. The attached map shows the preliminary property requirements associated with the preferred alternative (Option A).

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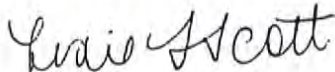
**McCORMICK
RANKIN
CORPORATION**

CONSULTANTS IN TRANSPORTATION

2655 North Sheridan Way, Mississauga, Ontario, Canada L5K 2P8
Tel: (905) 823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Web: www.mrc.ca

Following the Public Information Centre, the preferred alternative will be reviewed in light of comments received. Thereafter, the recommended alternative will be presented to the City of Guelph Public Works and Environment Committee for approval prior to filing the Environmental Study Report. If you have any questions, please do not hesitate to contact the undersigned at 905-823-8500.

Yours very truly,
McCormick Rankin Corporation



Leslie L. Scott

Attach

c.c. Rajan Philips, Jim Stokes City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.



REGISTERED MAIL

May 26, 2003

Sherwood Forest Investments (Guelph) Ltd.
20 Douglas Street
GUELPH, Ontario
N1H 2S9

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Sir/Madam:

On behalf of the City of Guelph, please be advised that as part of the Victoria Road Class Environmental Assessment (EA) Study, improvements to the intersection of Victoria Road and York Road are being proposed. While lane requirements have been reduced where possible, the preferred alternative identified by the Project Team does require additional property in the vicinity of the Victoria Road/York Road intersection. The attached map shows the preliminary property requirements associated with the preferred alternative (Option A).

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Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink that reads "Leslie L. Scott".

Leslie L. Scott

Attach

c.c. Rajan Philips, Jim Stokes City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.



REGISTERED MAIL

May 26, 2003

Mr. James McPherson
Keystone Alternator and Starter
11 Gordon MacKay Road
NORTH YORK, Ontario
M9N 2V5

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Mr. McPherson:

Thank you for meeting with representatives of the City of Guelph on May 1, 2003 to discuss the above noted project. Subsequent to the meeting, the existing easterly limit of the right-of-way for Victoria Road was reviewed in the field and it appears to follow the curb for the parallel parking area located on your property. Cars parked in that area however will still affect the sight distances at the northerly entrance and therefore this will be discussed further with you.

A Public Information Centre has been arranged to provide affected property owners with the opportunity to review the preferred alternative and associated mitigating measures and to provide input.

The Public Information Centre has been scheduled for:

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Yours very truly,
McCormick Rankin Corporation



Leslie L. Scott

Attach

c.c. Rajan Philips, Jim Stokes City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.





**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

Victoria Road is a north-south arterial road within the City of Guelph. It is a four lane urban roadway from north of York Road to immediately north of the Eramosa River. At the Eramosa River structure, the road narrows to two lanes. From the Eramosa River southerly, Victoria Road continues as a two lane rural roadway.

In order to address existing and future needs within the corridor, the City of Guelph is carrying out a study of Victoria Road (from York Road to Clair Road), in accordance with the Municipal Class Environmental Assessment (Class EA) process. The study area is shown overleaf. McCormick Rankin Corporation and Gamsby and Mannerow Ltd. were retained to assist the City in carrying out the study. The first Public Information Centre was held on June 5, 2002. Thereafter, the preferred alternative was determined taking into consideration the comments received. The preferred alternative includes:

- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
- Eramosa River Structure – replace existing bridge with 4 lane bridge
- Eramosa River Structure to south of Stone Road – widen to 4 lanes
- South of Stone Road to Arkell Road – reconstruct to 2 lane with centre turn lane
- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

A second Public Information Centre has been arranged to review and obtain public comments about the analysis of the alternatives and the preferred alternative. Following the information centre, the preferred alternative will then be reviewed in light of comments received from the public and agencies and confirmed or modified.

PUBLIC INFORMATION CENTRE #2

Date: Wednesday, June 11, 2003
Time: 6:00 – 7:00 p.m. Drop-in centre
7:00 p.m. Presentation followed by question period
Place: OAC Centennial Arboretum Centre
Arboretum Road
University of Guelph

Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by June 27, 2003 to:

Mr. Rajan Philips, P. Eng.
Environment & Transportation
Group, City Hall
Guelph, Ontario N1H 3A1
phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

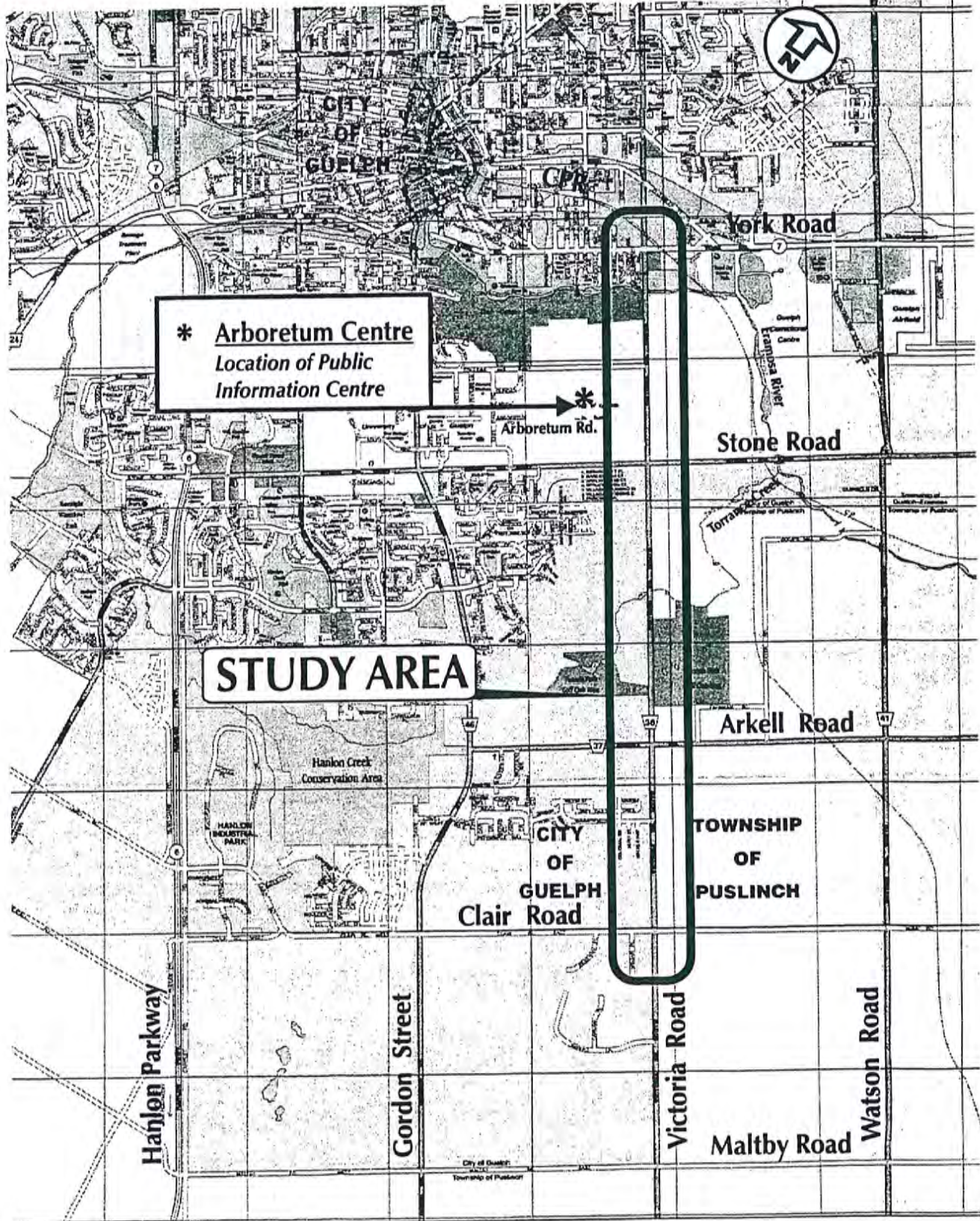
Ms. Leslie Scott, Consultant Project Manager
c/o Gamsby and Mannerow Ltd.
255 Woodlawn Road West
Suite 210
Guelph, Ontario N1H 8J1
phone: (519) 824-8150
fax: (519) 824-8089

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area





REGISTERED MAIL

May 26, 2003

Mr. Nick Gasparro
500 York Commercial Inc.
1203 Willowbank Trail
MISSISSAUGA, Ontario
L4W 4B9

**RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road
Our File: W.O. 4813-01**

Dear Mr. Gasparro:

On behalf of the City of Guelph, please be advised that as part of the Victoria Road Class Environmental Assessment (EA) Study, improvements to the intersection of Victoria Road and York Road are being proposed. While lane requirements have been reduced where possible, the preferred alternative identified by the Project Team does require additional property in the vicinity of the Victoria Road/York Road intersection. The attached map shows the preliminary property requirements associated with the preferred alternative (Option A).

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Arboretum Road
University of Guelph

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**McCORMICK
RANKIN
CORPORATION**

CONSULTANTS IN TRANSPORTATION

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Tel: (905) 823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Web: www.mrc.ca



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Yours very truly,
McCormick Rankin Corporation

A handwritten signature in black ink that reads "Leslie L. Scott". The signature is written in a cursive style.

Leslie L. Scott

Attach

c.c. Rajan Philips, Jim Stokes City of Guelph
Chris Sims, Gamsby and Mannerow
Anne MacMillan, Ecoplans Ltd.



**CITY OF GUELPH
VICTORIA ROAD CLASS ENVIRONMENTAL
ASSESSMENT STUDY
York Road to Clair Road**

NOTICE OF PUBLIC INFORMATION CENTRE #2

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- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

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Environment & Transportation
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phone: (519) 837-5604 ext 2369
fax: (519) 837-5635
e-mail: rphilips@city.guelph.on.ca

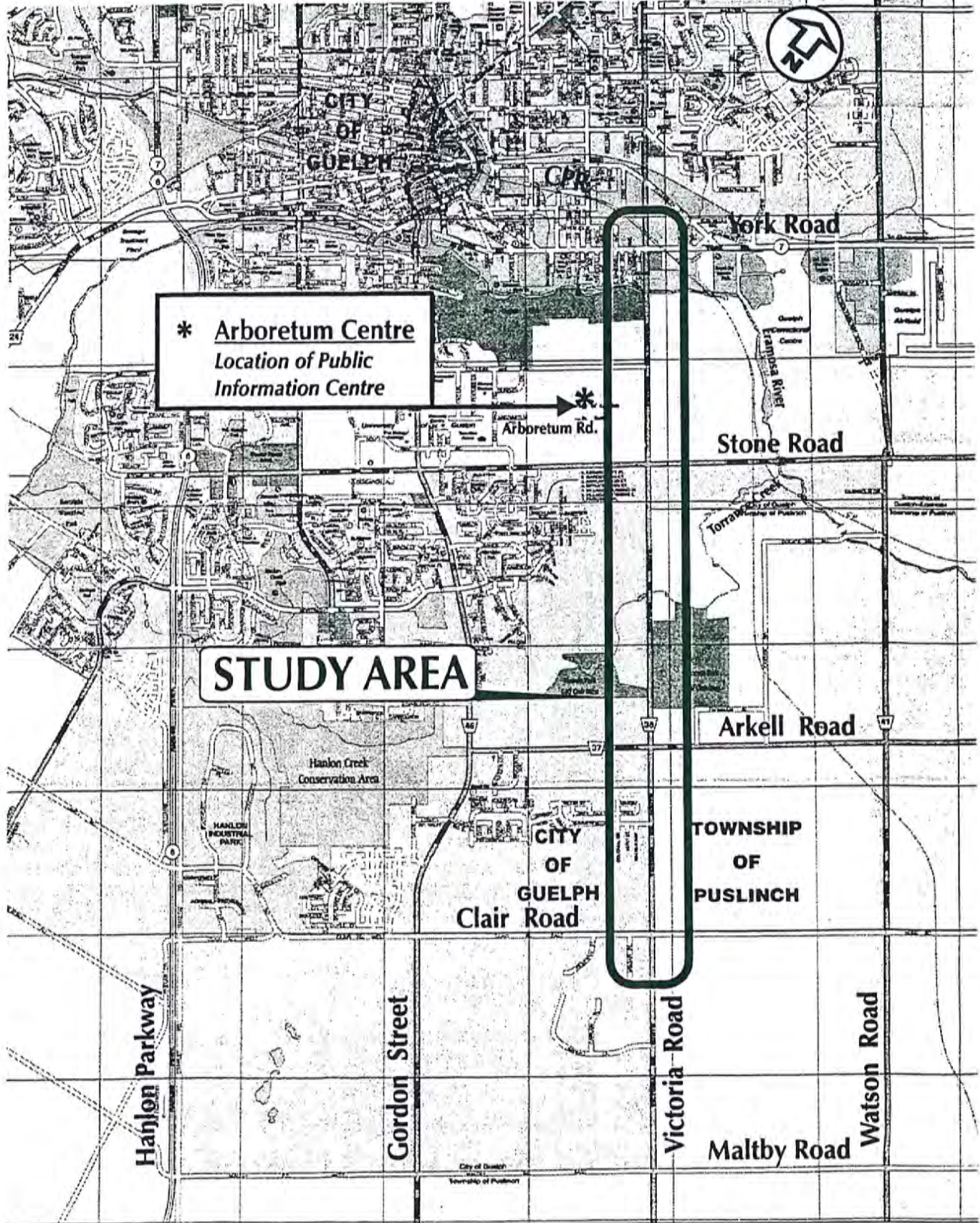
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Suite 210
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phone: (519) 824-8150
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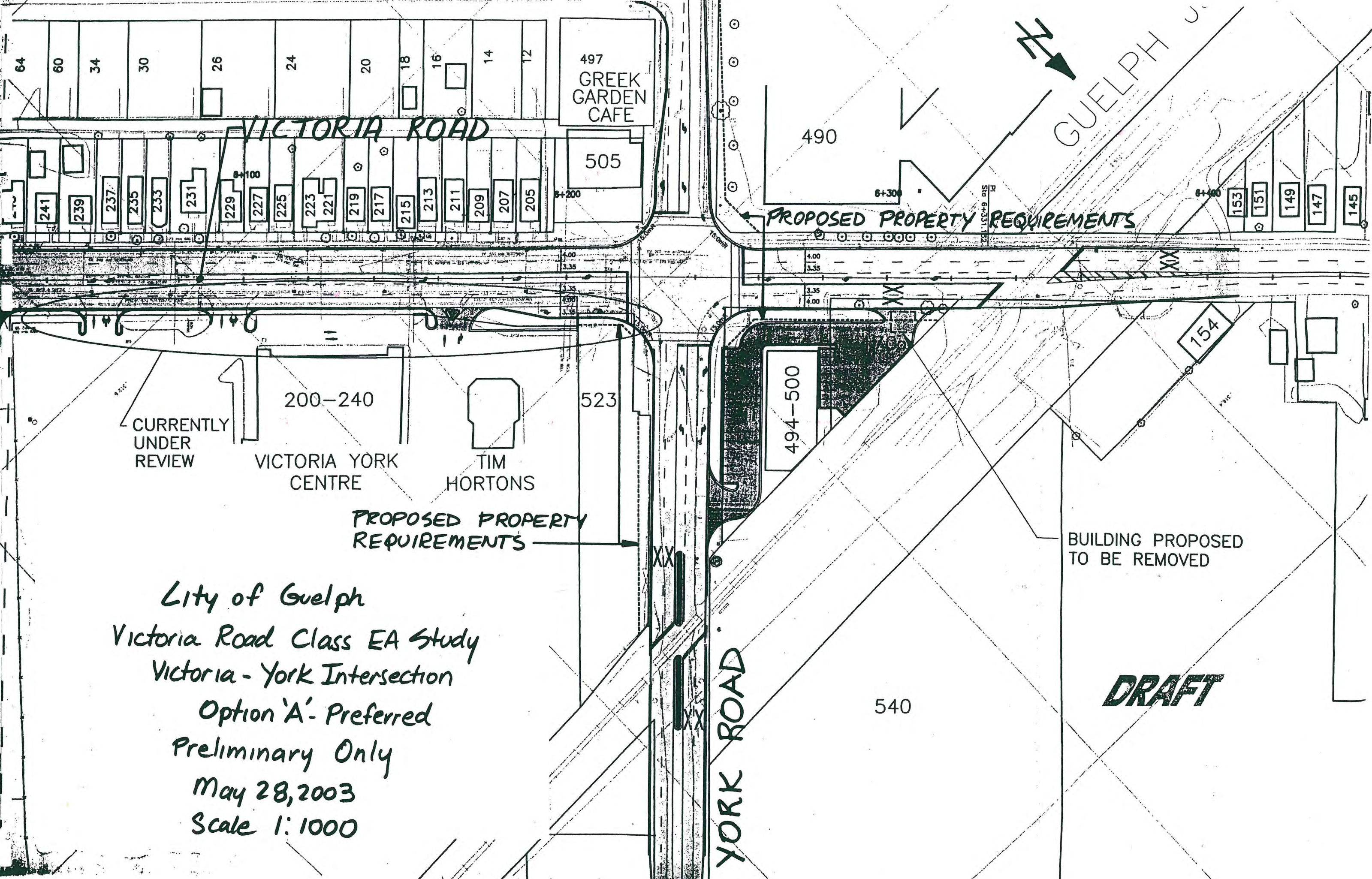
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
phone: (905) 823-8500
fax: (905) 823-8503
e-mail: lscott@mrc.ca



VICTORIA ROAD - CLASS EA STUDY Clair Road to York Road

Key Plan - Study Area





CURRENTLY UNDER REVIEW

VICTORIA YORK CENTRE

TIM HORTONS

497 GREEK GARDEN CAFE

505

494-500

154

BUILDING PROPOSED TO BE REMOVED

PROPOSED PROPERTY REQUIREMENTS

PROPOSED PROPERTY REQUIREMENTS

DRAFT

*City of Guelph
Victoria Road Class EA Study
Victoria - York Intersection
Option 'A' - Preferred
Preliminary Only
May 28, 2003
Scale 1:1000*

YORK ROAD

VICTORIA ROAD

GUELPH ST



540

APPENDIX E
NATURAL ENVIRONMENT

**City of Guelph
Victoria Road Class EA Study
Clair Road to York Road**

PLANT SPECIES LIST

Scientific Name	Common Name
<i>Acer negundo</i> **	Manitoba Maple
<i>Acer platanoides</i> **	Norway Maple
<i>Acer X freemanii</i>	Hybrid Soft Maple
<i>Acer saccharinum</i>	Silver Maple
<i>Acer saccharum</i>	Sugar Maple
<i>Achilleum millefolium</i> **	Common Yarrow
<i>Aesculus hippocastanum</i>	Horse Chestnut
<i>Alliaria petiolata</i> **	Garlic Mustard
<i>Ambrosia artemesifolia</i>	Common Ragweed
<i>Apocynum androsifolium</i>	Spreading Dogbane
<i>Arctium minus</i> **	Common Burdock
<i>Arisaema triphyllum</i>	Small Jack-in-the-pulpit
<i>Asarum canadense</i>	Wild Ginger
<i>Asclepias syriaca</i>	Common Milkweed
<i>Aster cordifolius</i>	Heart-leaved Aster
<i>Aster lanceolatus</i>	Tall White Aster
<i>Berberis vulgaris</i> **	Common Barberry
<i>Betula papyrifera</i>	White Birch
<i>Bromus inermis</i> **	Smooth Brome
<i>Carpinus caroliniana</i>	Blue Beech
<i>Carya cordiformis</i>	Bitternut Hickory
<i>Carya ovata</i>	Shagbark Hickory
<i>Caulophyllum thalictroides</i>	Blue Cohosh
<i>Cichorium intybus</i> **	Chicory
<i>Circaea lutetiana</i>	Enchanter's Nightshade
<i>Cirsium arvense</i> **	Canada Thistle
<i>Convallaria majallis</i> **	Lily-of-the-valley
<i>Cornus alternifolia</i>	Alternate-leaved Dogwood
<i>Cornus stolonifera</i>	Red-osier Dogwood
<i>Coronilla varia</i> **	Variable Crown-vetch

<i>Crataegus</i> spp.	Hawthorn
<i>Daucus carota</i> **	Wild Carrot
<i>Dipsacus fullonum</i> L. ssp. <i>Sylvestris</i> **	Wild Teasel
<i>Echinochloa crusgalli</i> **	Common Barnyard Grass
<i>Echium vulgare</i> **	Blueweed
<i>Eleagnus angustifolia</i> **	Russian-Olive
<i>Euonymus obovatus</i>	Running Strawberry-bush
<i>Euthamia graminifolia</i>	Grass-leaved Goldenrod
<i>Fagus grandifolia</i>	American Beech
<i>Fraxinus americana</i>	White Ash
<i>Fraxinus nigra</i>	Black Ash
<i>Fraxinus pensylvanica</i>	Green Ash
<i>Galium mollugo</i> **	White Bedstraw
<i>Geranium maculatum</i>	Spotted Crane's-bill
<i>Geranium robertianum</i> **	Herb Robert
<i>Geum canadense</i>	White Avens
<i>Impatiens capensis</i>	Jewelweed
<i>Juglans nigra</i>	Black Walnut
<i>Laportea canadensis</i>	Wood Nettle
<i>Larix laricina</i> ****	Tamarack
<i>Leonurus cardiaca</i> **	Motherwort
<i>Lonicera tatarica</i> **	Tartarian Honeysuckle
<i>Lotus corniculatus</i> **	Bird's-foot Trefoil
<i>Lythrum salicaria</i> **	Purple Loosestrife
<i>Maianthemum canadense</i>	Wild Lily-of-the-valley
<i>Malus</i> spp. **	Domestic Apple
<i>Matteuccia struthiopteris</i> q	Ostrich Fern
<i>Melilotus alba</i> **	White-sweet Clover
<i>Oenothera biennis</i> **	Evening Primrose
<i>Ostrya virginiana</i>	Ironwood
<i>Parthenocissus inserta</i>	Virginia Creeper
<i>Phalaris arundinaceae</i>	Reed-canary Grass
<i>Phleum pratense</i> **	Timothy
<i>Picea abies</i> **	Norway Spruce
<i>Picea glauca</i>	White Spruce
<i>Pinus resinosa</i>	Red Pine
<i>Pinus strobus</i>	Eastern White Pine
<i>Pinus sylvestris</i> **	Scots Pine

<i>Plantago major</i> **	Common Plantain
<i>Podophyllum peltatum</i>	Mayapple
<i>Polygonatum pubescens</i>	Hairy Solomon's Seal
<i>Populus alba</i> **	Silver Poplar
<i>Populus deltoides</i>	Cottonwood
<i>Populus tremuloides</i>	Trembling Aspen
<i>Potentilla recta</i> **	Rough-fruited Cinquefoil
<i>Prunus serotina</i>	Black Cherry
<i>Prunus pensylvanica</i>	Pin Cherry
<i>Prunus virginia</i>	Chokecherry
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus rubra</i>	Red Oak
<i>Rhamnus cathartica</i> **	Common Buckthorn
<i>Rhus radicans</i>	Poison Ivy
<i>Rhus typhina</i>	Staghorn Sumac
<i>Ribes americanum</i>	Wild Black Currant
<i>Robinia pseudo-acacia</i> **	Black Locust
<i>Rubus idaeus</i>	Wild Red Raspberry
<i>Rumex crispus</i> **	Curly-leaf Dock
<i>Salix alba</i> **	White Willow
<i>Sanguinaria canadensis</i>	Bloodroot
<i>Scirpus validus</i>	Soft-stemmed Bulrush
<i>Solanum dulcamara</i> **	Bittersweet Nightshade
<i>Solidago canadensis</i>	Canada Goldenrod
<i>Solidago flexicaulis</i>	Zigzag Goldenrod
<i>Solidago nemoralis</i>	Gray Goldenrod
<i>Sorbus aucuparia</i> **	European Mountain-Ash
<i>Syringa vulgaris</i> **	Lilac
<i>Taraxacum officinale</i> **	Dandelion
<i>Thalictrum dioicum</i>	Early Meadow-rue
<i>Thuja occidentalis</i>	Eastern White Cedar
<i>Tilia americana</i>	Basswood
<i>Trifolium pratense</i> **	Red Clover
<i>Trillium grandiflorum</i>	White Trillium
<i>Triosetum aurantiacum</i>	Wild Coffee
<i>Tussilago farfara</i> **	Coltsfoot
<i>Ulmus americana</i>	White Elm
<i>Urtica dioica</i>	Stinging Nettle

<i>Typha angustifolia</i>	Narrow-leaved Cattail
<i>Typha latifolia</i>	Common Cattail
<i>Verbascum thapsus</i> **	Teasel
<i>Verbena hastata</i>	Blue Vervain
<i>Veronica officinalis</i> **	Common Speedwell
<i>Viburnum lantana</i> **	Wayfaring Tree
<i>Vitis riparia</i>	Riverbank Grape

** Non-native Species (41 of 98 species total)

**** Planted

APPENDIX F
STORMWATER MANAGEMENT

APPENDIX "F"
STORMWATER MANAGEMENT REPORT
VICTORIA ROAD CLASS EA STUDY
CITY OF GUELPH

GAMSBY AND MANNEROW LIMITED
CONSULTING PROFESSIONAL ENGINEERS
GUELPH - OWEN SOUND - LISTOWEL

January 2005
Our File: 102-011

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APPENDIX "F"
STORMWATER MANAGEMENT REPORT
VICTORIA ROAD CLASS EA STUDY
CITY OF GUELPH
January 19, 2005
Our File: 102-011

1.0 INTRODUCTION

A Class Environmental Assessment Study was initiated to identify improvements to Victoria Road from Clair Road to York Road. Through the Environmental Assessment process, various alternatives were considered regarding the road configuration and level of service provided. In conjunction with the review of alternatives, stormwater management requirements for the study area were evaluated.

Review of the alternatives demonstrated that the stormwater management approaches for existing and future residential developments within the southern portion of the study area have been designed to accommodate the stormwater management requirements of Victoria Road. Stormwater management options for the alternatives within the northern portion of the study area required the consideration of quality controls to maintain or improve the quality of drainage to the existing receiving outlets.

In addition to the public review held in conjunction with the Class EA Study, technical review agencies and stakeholders reviewed the preferred stormwater management alternative.

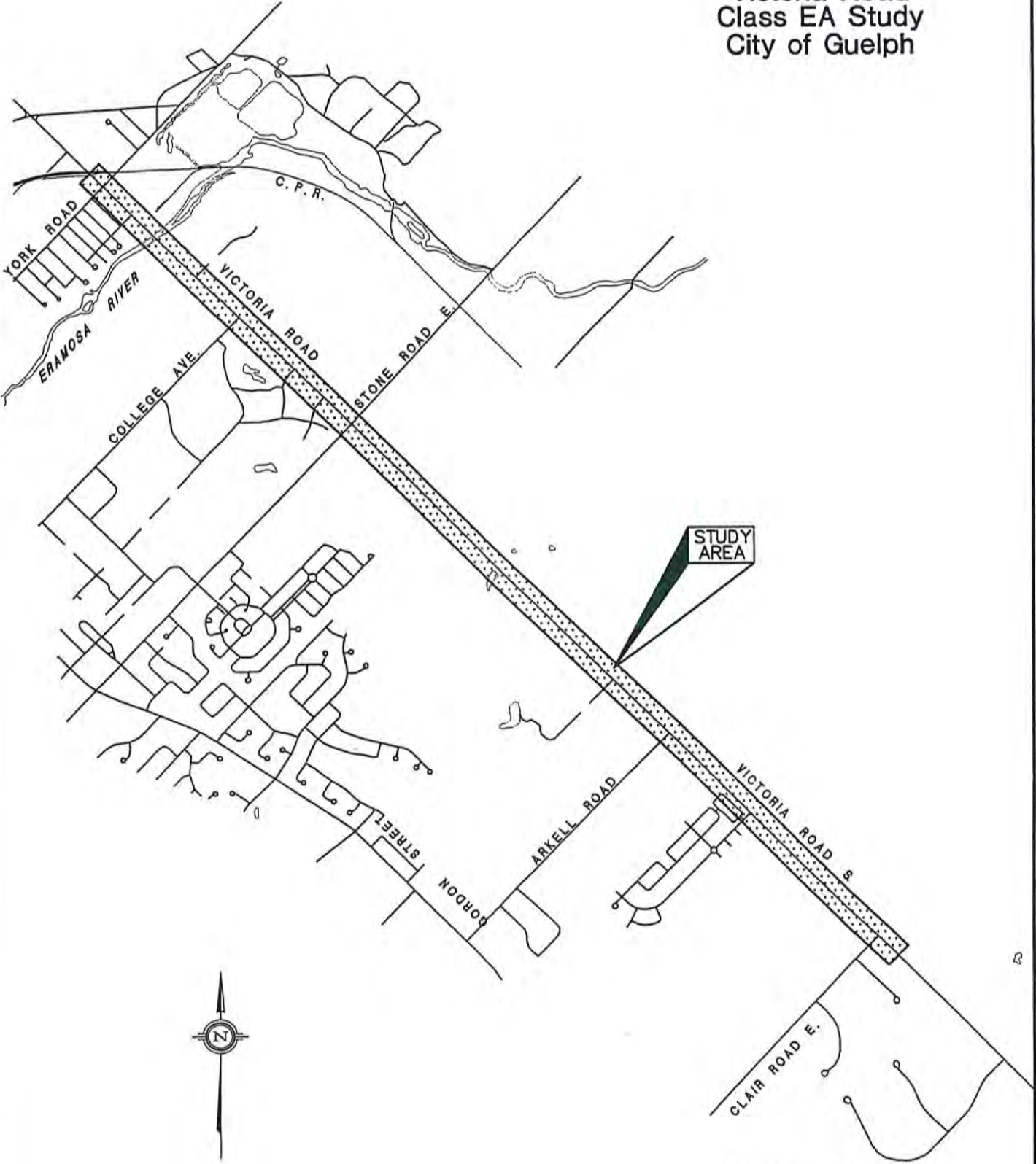
During the completion of the ESR, further discussions took place between the City of Guelph and various representatives from the University of Guelph regarding the stormwater alternative between Stone Road and the Eramosa River and specifically across the frontages of the University of Guelph Arboretum, Turfgrass Institute and the Agro-Forestry Research Station. Details of the discussions and the resulting revisions to the preferred stormwater management alternative are included in Section 5.4.3.

Victoria Road, from Clair Road to York Road, has been divided into five (5) drainage catchments. Existing drainage patterns and storm outlets provide the basis for the division of the catchments. Each catchment has been examined under existing conditions, as well as under ultimate development conditions. In several cases, interim development conditions have been discussed and stormwater management options that address these conditions have been developed.

2.0 LOCATION

The study area is shown on Figure 1 and includes Victoria Road from Clair Road as the southern limit to York Road as the northern limit.

Victoria Road
Class EA Study
City of Guelph



KEY PLAN

Figure 1

NOT TO SCALE

GAMSBY AND MANNEROW Limited

3.0 STORMWATER MANAGEMENT CRITERIA

The studies, policies and guidelines used to develop the stormwater management plan for the undertaking are as follows:

- 1) The Stormwater Management Planning and Design Manual, 2003
- 2) The Interim Stormwater Quality Control Guidelines, 1991
- 3) The Stormwater Quality Best Management Practices Manual, 1991
- 4) The MTO Drainage Management Technical Guidelines, 1989
- 5) The Ontario Urban Drainage Design Guidelines, 1987
- 6) Constraint review in consultation with the City of Guelph, the University of Guelph and the Grand River Conservation Authority

The method used to evaluate and design the stormwater management plan is as follows:

The mass rainfall data for the "first flush" design storm was generated using a four hour duration rainfall event. A three-hour duration rainfall event was used to generate the mass rainfall data required to model the 5 and 100-year design storms. The Chicago parameters and the total depth of rainfall for each storm are as follows:

	FIRST FLUSH	5-YEAR	100-YEAR
a =	743.0	1593.0	4688.0
b =	6.0	11.0	17.0
c =	0.799	0.879	0.962
r =	0.400	0.400	0.400
td =	120.000	180.000	180.000
Rainfall depth (mm)	31.176	47.240	87.263

From the Ontario Soil Surveys, Report No. 35, Wellington County, the predominant soil along Victoria Road is a Guelph Loam. The hydrologic soil classification for this soil is BC. The Horton infiltration method was used in the runoff calculations. The typical infiltration parameters for a hydrologic type B soil are 200 mm/hour and 13 mm/hour for minimum and maximum infiltration rates, respectively. The typical infiltration parameters for a hydrologic type C soil are 5 mm/hour and 125 mm/hour for minimum and maximum infiltration rates, respectively. For the stormwater management analysis of this site, an average of the type B and type C soil Horton infiltration parameters have been used. The parameters used in MIDUSS are as follows:

	IMPERVIOUS AREAS	PERVIOUS AREAS
Maximum Infiltration	0.0 mm/hr	162.5 mm/hr
Minimum Infiltration	0.0 mm/hr	9.0 mm/hr
Lag Constant	0.0 hr	0.25 hr
Depression Storage	1.5 mm	5.0 mm

4.0 STORMWATER MANAGEMENT APPROACH

In the review to arrive at the preferred alternative for the redevelopment of Victoria Road, it is apparent that the Study Area can be divided into several major reaches. The major reaches are delineated as follows:

- Clair Road to Arkell Road
- Arkell Road to Stone Road
 - Intersection of Stone Road and Victoria Road
- Stone Road to Eramosa River
- Eramosa River to York Road

The stormwater management approach is similar in each reach, however the constraints on each reach differ slightly.

4.1 CLAIR ROAD TO ARKELL ROAD

The Pine Ridge East and Victoria Gardens Subdivisions, along with the proposed Westminster Woods Subdivision, are located along the westerly right-of-way of Victoria Road between Clair and Arkell Roads. Agricultural production, including the University of Guelph Arkell Research Station, is located along the easterly right-of-way.

The stormwater management systems designed for the existing residential subdivisions have provided capacity for the minor and major storm runoff from the reach of Victoria Road across the subdivision frontages. The stormwater management system for the proposed subdivision has also provided capacity for storm runoff from Victoria Road across the subdivision frontage. As a result, the stormwater management approach for this reach of Victoria Road includes the design of a conveyance system to safely convey the minor and major storm runoff to the stormwater management systems within the subdivisions.

4.2 ARKELL ROAD TO STONE ROAD

Along Victoria Road, between Arkell and Stone Roads, there are existing residential properties and golf courses, on both sides of the right-of-way. The proposed Kortright East Subdivision is located along the westerly right-of-way.

The reach of Victoria Road north of the intersection with Arkell Road is one of the flatter reaches of the road. Along this reach there is no defined conveyance system. Stormwater runoff discharges to the adjacent lands and is recharged to the groundwater system. Further north of the intersection, a ditch system conveys runoff to several existing drainage outlets located at the Victoria East Golf Course and at two branches of the Torrance Creek.

The stormwater management approach within this reach of Victoria Road includes creating a linear stormwater management system within the right-of-way that will provide the required water quality control prior to recharge to the groundwater system or direct discharge to one of the existing drainage outlets.

Stormwater runoff from Victoria Road across the frontage of the proposed Kortright East Subdivision would be conveyed to a proposed stormwater management system within the subdivision.

4.3 STONE ROAD TO ERAMOSIA RIVER

Throughout this reach of Victoria Road, the University of Guelph Arboretum is located along the westerly right-of-way, while the Turfgrass Institute and Agro-Forestry Research Station are located along the easterly right-of-way.

The majority of this reach of Victoria Road consists of flatter grades with no defined conveyance system. Stormwater runoff discharges to the adjacent lands and is recharged to the groundwater system. North of the College Avenue intersection, the gradient of Victoria Road increases and stormwater runoff is conveyed through a ditch system for direct discharge to the Eramosa River.

The stormwater management approach for this reach of Victoria Road includes the creation of a linear stormwater management system within the right-of-way that will provide the required water quality and quantity control prior to direct discharge to the Eramosa River.

4.4 ERAMOSIA RIVER TO YORK ROAD

Between the Eramosa River and the intersection of Victoria and York Roads, an existing storm sewer system collects and conveys stormwater runoff to the Eramosa River for direct discharge to the river.

The stormwater management approach throughout this length of Victoria Road includes the maintenance of a storm sewer system to convey minor storm runoff towards the river for direct discharge. Major storm runoff would be conveyed overland through the right-of-way towards the Eramosa River.

Quality control measures, including oil/grit separators, will be required at the outlet of the storm sewer system prior to direct discharge to the Eramosa River.

5.0 STORMWATER MANAGEMENT PLAN

5.1 CLAIR ROAD TO ARKELL ROAD (STA. 0+200 TO STA. 1+850)

5.1.1 Existing Conditions

Victoria Road from Clair Road to Arkell Road currently has two paved lanes with a rural cross-section. Drainage is conveyed by an existing roadside ditch system. The ditch system conveys runoff towards the intersection of Victoria and Arkell Roads. As there is no positive outlet at the intersection, runoff ponds within the existing ditch system and recharges to groundwater.

The Pine Ridge East and Victoria Gardens Subdivisions are located along the westerly right-of-way. Additional residential development is planned (Westminster Woods East) to the south of the Pine Ridge Subdivision. The University of Guelph Arkell Research Station, which is primarily agricultural land, is located along the easterly right-of-way.

5.1.2 Preferred Alternative

The preferred alternative for this reach of Victoria Road includes the reconstruction of the road with two paved lanes along with a continuous centre turn lane. The proposed cross-section includes a paved bicycle lane in each direction. Sidewalk will be located along the west side of the road along the frontages of the existing and proposed residential developments. The proposed cross-section for this reach of Victoria Road will be an urban cross-section.

5.1.3 Stormwater Management Approach

The stormwater management approach for this reach of Victoria Road includes the routing of all stormwater runoff to the stormwater management facilities in the adjacent residential developments. The approved and constructed stormwater management system within the Pine Ridge East Subdivision has provided capacity for the subdivision frontage along Victoria Road. The approved Victoria Gardens Subdivision stormwater management system has also provided capacity for the stormwater runoff from the Victoria Road frontage along with the Victoria and Arkell Road intersection. The subdivision plan for Westminster Woods is under review. Discussions with the developer's engineer have indicated that the stormwater management system has been designed to accommodate the runoff from Victoria Road along the subdivision frontage.

5.2 ARKELL ROAD TO STONE ROAD (STA. 1+850 TO STA. 4+300)

5.2.1 Existing Conditions

Currently, Victoria Road, from Arkell Road to south of Stone Road has two paved lanes and a rural cross-section. Existing residential and agricultural land, along with two golf courses, the Carter well property and a portion of the University of Guelph Arboretum are located along this reach of Victoria Road.

Under existing conditions, the first section of Victoria Road north of Arkell Road has flatter grades and no established conveyance system. The absence of a ditch or conveyance system indicates that runoff from this first length of Victoria Road drains overland towards the adjacent lands and is recharged to the groundwater system.

The remaining length of Victoria Road within this reach is conveyed via a ditch system to one of several existing outlets. An existing CSP culvert conveys flows beneath Victoria Road to discharge to a pond located on the Victoria East Golf Course site. Victoria Road crosses two branches of the Torrance Creek, both of which are existing drainage outlets. CSP culverts are located at each road crossing.

5.2.2 Preferred Alternative

As with the previous reach of Victoria Road, the preferred alternative for this reach includes the reconstruction of the road with two paved lanes along with a continuous centre turn lane. The proposed cross-section would include a paved bicycle lane in each direction, along with sidewalk on the west side of the road. North of the access to the proposed Kortright East Subdivision, the preferred alternative for Victoria Road includes widening to four paved lanes, two in each direction, along with a northbound left-turn lane at the Stone Road intersection.

For the majority of this reach of Victoria Road, including across the frontages of the existing residential properties, the preferred alternative includes a rural cross-section with a proposed ditch conveyance system. However, for the remaining length of road across the frontage of the proposed Kortright East Subdivision, the preferred alternative includes an urban cross-section with curb and gutter and a storm sewer conveyance system.

5.2.3 Stormwater Management Approach

a) Arkell Road to Kortright East Subdivision Boundary (Sta. 1+850 to 2+800)

As runoff from this length of Victoria Road recharges to groundwater under existing conditions, this practice will be maintained following the reconstruction of the road. Linear infiltration/contact trenches can be located within the proposed ditch conveyance system along this length to allow for recharge of runoff. If the recharge potential of the soils within the ditch system are exceeded, excess runoff will be conveyed through the proposed ditch towards the existing outlet at the Victoria East Golf Course pond.

b) Kortright East Subdivision Frontage (Sta. 2+800 to 3+700)

As described above, the length of Victoria Road across the Kortright East Subdivision will be constructed with curb and gutter and a storm sewer system. The proposed storm sewer system will convey runoff to stormwater management ponds located within the subdivision. The Kortright East Subdivision Plan of Subdivision is currently under review. Discussions with the developer's engineers indicate the stormwater management system has been designed to provide capacity for the Victoria Road runoff.

c) Kortright East Subdivision Boundary to Stone Road (Sta. 3+700 to 4+300)

Runoff from the remaining length of road will continue to be conveyed by a proposed ditch system. The proposed ditch system will convey runoff to discharge at existing outlets at the Victoria East Golf Course and at the northern branch of the Torrance Creek.

5.3 VICTORIA AND STONE ROAD INTERSECTION (STA. 4+300 TO STA. 4+500)

5.3.1 Existing Conditions

Under existing conditions, the intersection of Stone and Victoria Roads is two paved lanes with gravel shoulders and a rural cross-section. Roadside ditches convey stormwater runoff towards the intersection. Stormwater discharge is overland to the north across the Wellington Detention Centre lands towards the intersection of College Avenue and Victoria Road.

The intersection was previously studied under the Class EA Study completed for Stone Road in 2002.

5.3.2 Preferred Alternative

Subsequent to the completion of the Stone Road Class EA Study, the preferred alternative for the intersection was included in the design for the reconstruction of Stone Road. The construction work on Stone Road has recently been undertaken and the reconstruction of the intersection is included in the proposed works.

The preferred alternative selected through the Stone Road Class EA Study consists of four paved lanes, left turn lanes in both the north and south directions, paved bicycle lanes, medians and curb and gutter. The proposed conveyance system includes storm sewer and proposed ditches.

5.3.3 Stormwater Management Approach

Under the works being completed during the reconstruction of Stone Road, a stormwater management facility will be constructed on the northeast corner of the intersection.

The stormwater management facility will provide the required quality and quantity control for the intersection drainage area. A storm sewer system will collect and convey stormwater runoff from the intersection to the stormwater management facility. A small portion of Victoria Road, immediately south of the intersection drains via ditch to the south to discharge at Torrance Creek.

The stormwater management facility has been designed as an infiltration basin in order to provide the required enhanced (Level 1) water quality control. The facility has been designed to provide sufficient quantity control storage to limit the overland stormwater discharge from the facility to the existing flow rates and volumes for all rainfall events up to and including the 100-year design storm. Additional stormwater runoff from the reconstructed intersection will be retained within the facility and infiltrated through the bottom of the facility. Overland discharge from the stormwater management facility will follow the existing drainage pattern through the Wellington Detention Centre lands towards the Victoria Road and College Avenue intersection.

Design details for the stormwater management facility are included in the Stone Road and Watson Parkway Reconstruction Stormwater Management Report, November 2003.

5.4 STONE ROAD TO ERAMOSIA RIVER (STA. 4+500 TO STA. 5+850)

5.4.1 Existing Conditions

Under existing conditions, Victoria Road, from Stone Road to the Eramosa River, consists of two paved lanes with gravel shoulders and a rural cross-section. At the intersection of Victoria Road and College Avenue, there is a paved left turn lane in the northbound direction, along with a right turn lane in the southbound direction. Along the westerly right-of-way of this reach of Victoria Road is the University of Guelph Arboretum. The Turfgrass Institute is located along the easterly right-of-way.

Flatter grades through the majority of this length of Victoria Road and the lack of a defined conveyance system indicate that runoff drains overland toward adjacent lands and is recharged to the groundwater system. From approximately 400 metres south of the Eramosa River to the river, the gradient of Victoria Road increases and all runoff discharges down the hill towards the river.

5.4.2 Preferred Alternative

The preferred alternative for Victoria Road, from Stone Road to the Eramosa River, includes widening the road to four paved lanes. The proposed widening would include turning lanes at the Stone Road and College Avenue intersection. The preferred alternative includes a bike lane in each direction and a rural cross-section. In order to limit impact on the Arboretum lands to the west of the road, the preferred alternative consists of the entire proposed widening occurring on the east side of the road. As a result, the existing two paved lanes will be retained as two southbound lanes, and an additional two northbound lanes will be created within the proposed widening.

5.4.3 Stormwater Management Approach

Throughout this length of Victoria Road, there is no defined conveyance system and stormwater runoff flows overland to adjacent land and is recharged to the groundwater system. The stormwater management approach for this reach of Victoria Road will maintain this practice following the reconstruction of the road.

The preferred alternative originally included a stormwater management pond on the east side of Victoria Road at the Victoria Road and College Avenue intersection. The pond was to collect stormwater runoff from the reach of Victoria Road from Stone Road to just south of the Eramosa River. The stormwater management pond was to be designed to provide enhanced water quality control and would outlet to the University of Guelph Arboretum.

Following discussions with the University of Guelph Arboretum, the Agro-Forestry Research Station and the Turfgrass Institute, the proposed design of the stormwater management approach was revised.

The Turfgrass Institute and the Agro-Forestry Research Station expressed concern that the large block of land required for the stormwater management pond would impact the existing research plots located adjacent to the east side of Victoria Road. Therefore, the stormwater management system was revised to consist of a series of linear facilities located within the proposed ditch system

along the east side of Victoria Road. The ponds will be designed to control post-development flows to the existing flow rates, for all storms up to and including the 100-year design storm. Filtering stormwater runoff through the pond bottom to a subsurface stone gallery will provide quality control for minor storm flows. A perforated pipe within the stone gallery will collect and convey storm flows downstream. Flows exceeding the capacity of the perforated pipe overflow a berm into the adjacent downstream linear facility.

The original stormwater management approach would have resulted in additional runoff being directed towards the University of Guelph Arboretum through the outlet of the stormwater management pond. The revised stormwater management facilities will discharge to a storm sewer system at the College Avenue intersection. The storm sewer system would route flows through an oil/grit separator for water quality conveyance control prior to direct discharge to the Eramosa River. The University of Guelph Arboretum has advised that they do not object to the diversion of the Victoria Road runoff away from the Arboretum lands.

The major storm flows from the reach of Victoria Road north of College Avenue to the river will be conveyed overland to a swale/pipe system for conveyance to the oil/grit separator for discharge to the Eramosa River.

During the completion of the ESR, representatives of the University of Guelph expressed concerns about the preferred alternative and its potential impacts on the existing tile drainage and irrigation system at the Turfgrass Institute, the amount of property required and the fact that the edge of pavement will move closer to existing research plots. As indicated within the ESR (Section 5.5.1), it is noted that the preferred alternative does not impact the existing tile drainage and irrigation system and that the proposed plan between College Avenue and the Eramosa River is subject to further review during the detailed design stage as it relates to property requirements.

In conjunction with a response to the University of Guelph, a conceptual stormwater management design that moved the linear SWM facilities from the frontage of the Turfgrass Institute to a location perpendicular to the College Avenue intersection was explored. At the conceptual stage, the relocation of the SWM facilities appears feasible, however as with the review of the property requirements, the final location and configuration of the stormwater management facilities will be determined at the final design stage.

5.5 ERAMOSA RIVER TO YORK ROAD (STA. 5+850 TO STA. 6+230)

5.5.1 Existing Conditions

Currently, the bridge crossing the Eramosa River is a two-lane bridge. Victoria Road widens to four paved lanes north of the bridge and remains four lanes until York Road, which is the limit of the study area. An urban cross-section across Victoria Road begins north of the Eramosa River, with curb and gutter and sidewalk on the west side of the road. There are residential properties along the west side of the road and an industrial plant and a commercial plaza along the east side of the road.

The existing conveyance system is a storm sewer system that outlets to the Eramosa River.

5.5.2 Preferred Alternative

The preferred alternative for this reach of Victoria Road includes maintaining the four paved lanes from the previous length of road up to and through the intersection at York Road. The preferred alternative would include 4 lanes across the Eramosa River, which would occur through the replacement of the existing two-lane bridge with a new four-lane bridge. A centre turning lane is included in the preferred cross-section north of the industrial plant. Northbound left and right turn lanes at the York Road intersection are also included in the preferred alternative.

As with the previous reach of Victoria Road, there are property restrictions throughout this length of road. Due to these restrictions, a maximum right-of-way of 26 metres is possible between the river and York Road, which will not allow for bicycle lanes along this reach of road, but will allow for sidewalk on each side of the road.

In order to widen the road to the full urban cross-section with four lanes at the industrial plant, a section of the existing building will need to be removed. In conjunction with the removal of the building, Ministry of the Environment approvals will be required. Should those not be in place at the time of final design, an interim design of three paved lanes, (two lanes southbound and one northbound), would be recommended.

5.5.3 Stormwater Management Approach

The reconstructed road will include a storm sewer system designed to collect and convey stormwater runoff from all storms up to and including a 5-year design storm. The storm sewer system will convey and route stormwater runoff through an oil/grit separator prior to direct discharge to the Eramosa River. The oil/grit separator would be sized to provide enhanced (Level 1) water quality treatment prior to discharging to the river.

Due to the proximity of the Eramosa River, quantity controls are not required for this reach of Victoria Road. The reconstructed road will be designed to convey major storm flows overland towards the river.

6.0 CONCLUSIONS AND RECOMMENDATIONS

A stormwater management plan for Victoria Road, from Clair Road to York Road, has been developed to address the stormwater management requirements for the preferred alternative.

Drainage catchments along the length of Victoria Road have been delineated based upon existing drainage patterns and storm outlets.

From the analysis, the following is concluded and recommended:

1. The stormwater management facilities for the Westminster Woods, Pine Ridge East, Victoria Gardens and Kortright East Subdivisions have been designed to provide capacity for the minor and major storm runoff from the length of Victoria Road across the frontage of the subdivision properties.
2. Stormwater runoff from several flatter reaches of Victoria Road is currently recharged to groundwater. A stormwater management system will be required to ensure the existing levels of recharge are maintained.
3. The stormwater management systems meet the current Provincial and Municipal guidelines.
4. The principles of "Stormwater Management Practices" have been used in the selection of the stormwater management systems.
5. After the conclusion of the current Class EA process, the City of Guelph will design stormwater management facilities for Victoria Road in accordance with design standards and guidelines in effect at the time of application. The stormwater management design will be submitted to the Ministry of the Environment and the Grand River Conservation Authority for approval.
6. The stormwater management system will address stormwater quality control to improve surface water quality and protect groundwater resources.
7. Prior to the approval of any phase of the Victoria Road reconstruction, the City of Guelph will prepare an Erosion and Sediment Control Plan to be implemented prior to construction.
8. The City of Guelph will hire an environmental inspector to ensure that the environmental protection recommendations in the Environmental Study Report and any subsequent agency approval conditions are complied with during the road reconstruction period.
9. The City of Guelph will review with the University of Guelph the property requirements and location of the stormwater management facilities between Stone Road and the Eramosa River Bridge during detailed design to minimize the grading impacts to the adjacent lands.

All of which is respectfully submitted.

GAMSBY AND MANNEROW LIMITED

Per:



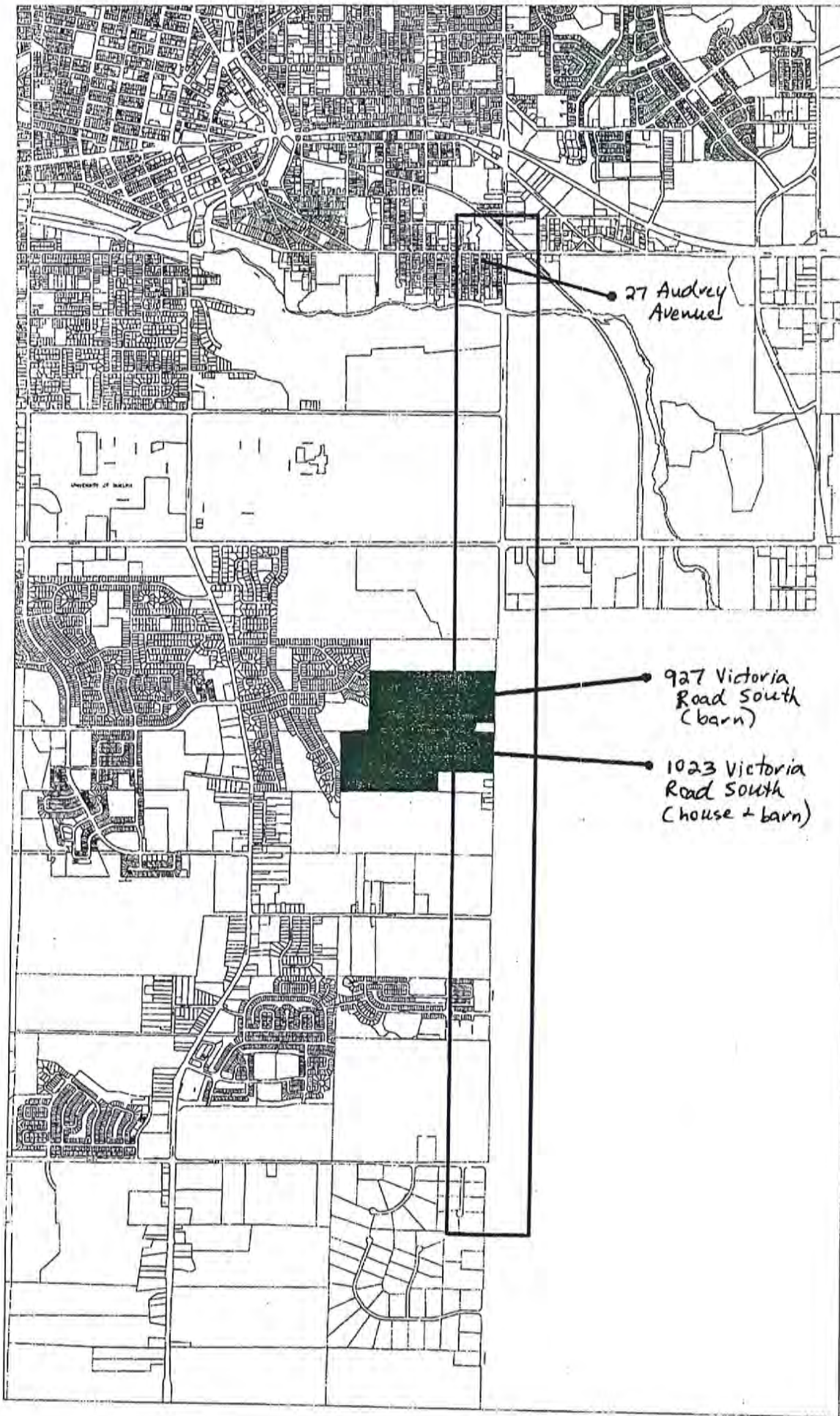
Christopher R. Sims, P.Eng.



CRS/

Encl.

APPENDIX G
BUILT HERITAGE FEATURES



27 Audrey Avenue

927 Victoria Road South (barn)

1023 Victoria Road South (house + barn)

UNIVERSITY OF MARYLAND

****RECORD 502 IN HERITAGE

CITY OF GUELPH INVENTORY OF HERITAGE STRUCTURES

ROLL NO. 2308010009021040000DEFINED AREA MAP # 26

ADDRESS: 27 Audrey Avenue (former 465 York Rd)

PHOTO DATE: May 6, 1996

STRUCTURE NAME:

INVENTORY DATE: May 6, 1996

ORIGINAL OWNER: Rev. Dr. R.L. Torrance

CONST. DATE: c1855

DESIGNER:

BUILDER:

(Architect (A) Engineer (E)
Landscape Architect (L))

ORIGINAL USE: Dwelling

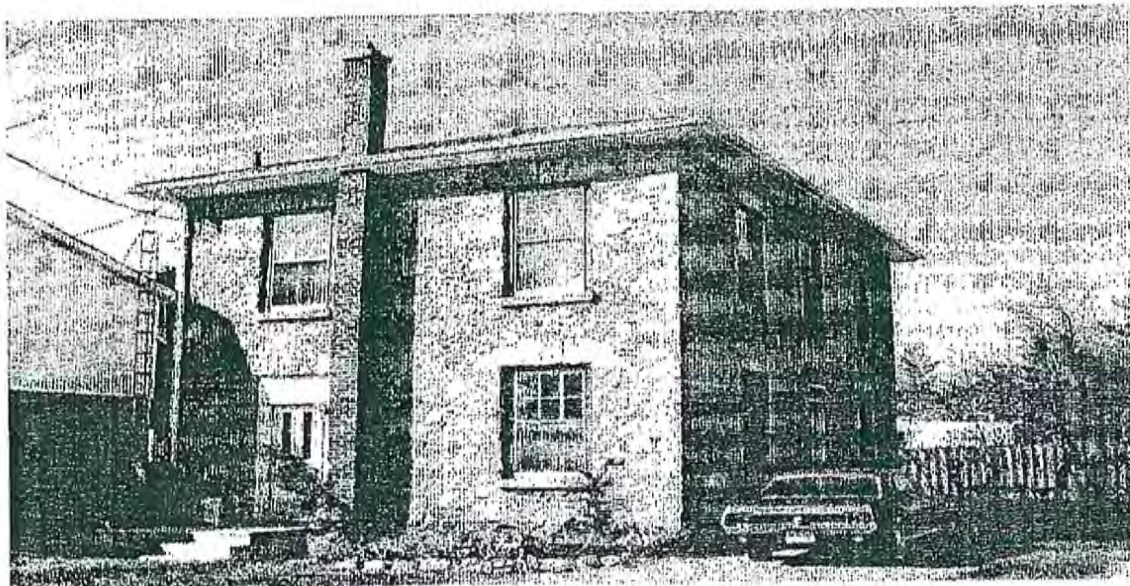
PRESENT USE: Single Family
Residential

CURRENT OWNER & ADDRESS: Kathryn Walker, 27 Audrey Avenue

HERITAGE DESIGNATION:

CONSTRUCTION MATERIALS: Limestone, squared coursed front, bastard tuck-pointed, random-coursed other.

SIGNIFICANT FEATURES: Greck Revival, 2 storey, 3 bay, hip roof, tooled stone pediment lintels, tooled stone sills, Scotch arches to other walls, 6/6 sash, recessed panelled Revival doorcase complete with transom (door modern).



****RECORD 111 IN HERITAGE

CITY OF GUELPH INVENTORY OF HERITAGE STRUCTURES

ROLL NO. 2308010011305000000DEFINED AREA MAP # 48

ADDRESS: 927 Victoria Road South

PHOTO DATE: February 11, 1993

STRUCTURE NAME:

INVENTORY DATE: Feb. 11, 1993

ORIGINAL OWNER:

CONST. DATE: c1870

DESIGNER:

BUILDER:

(Architect (A) Engineer (E)
Landscape Architect (L))

ORIGINAL USE: Barn

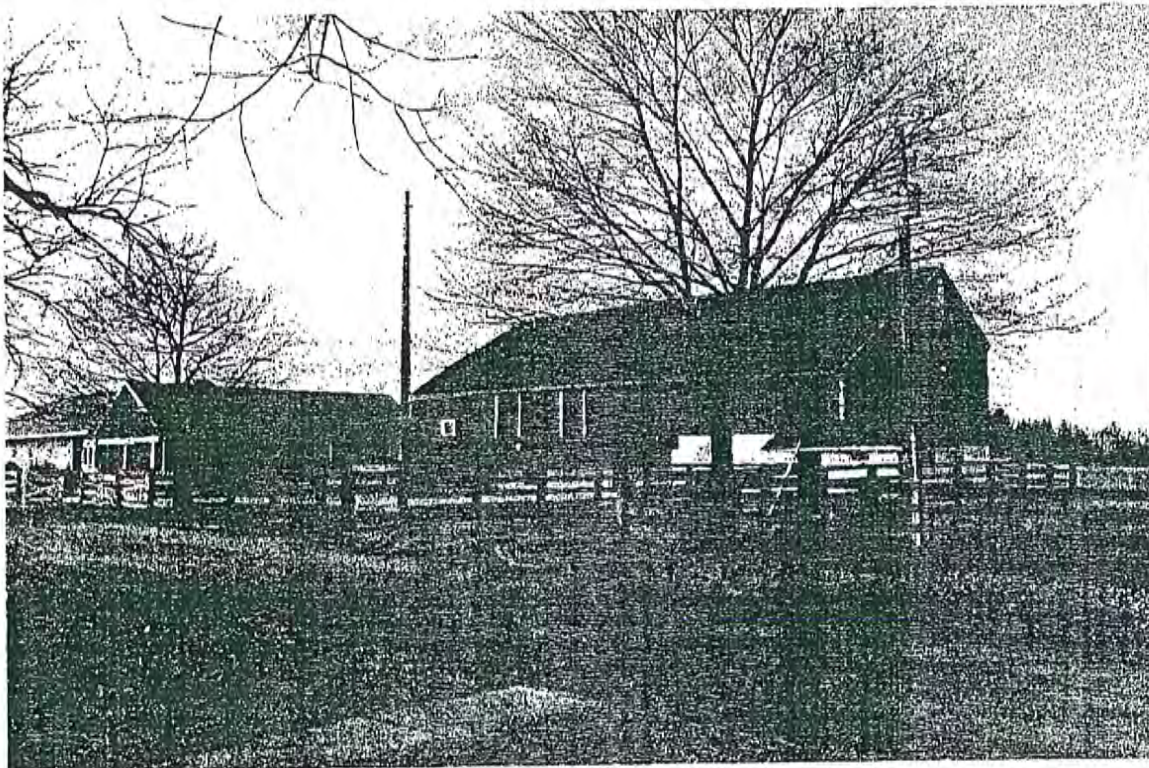
PRESENT USE: Barn / Stable

CURRENT OWNER & ADDRESS: Wolf von Teichman, 178 St. George Street, Toronto

HERITAGE DESIGNATION:

CONSTRUCTION MATERIALS: Stone foundation, timber, plywood sheathing.

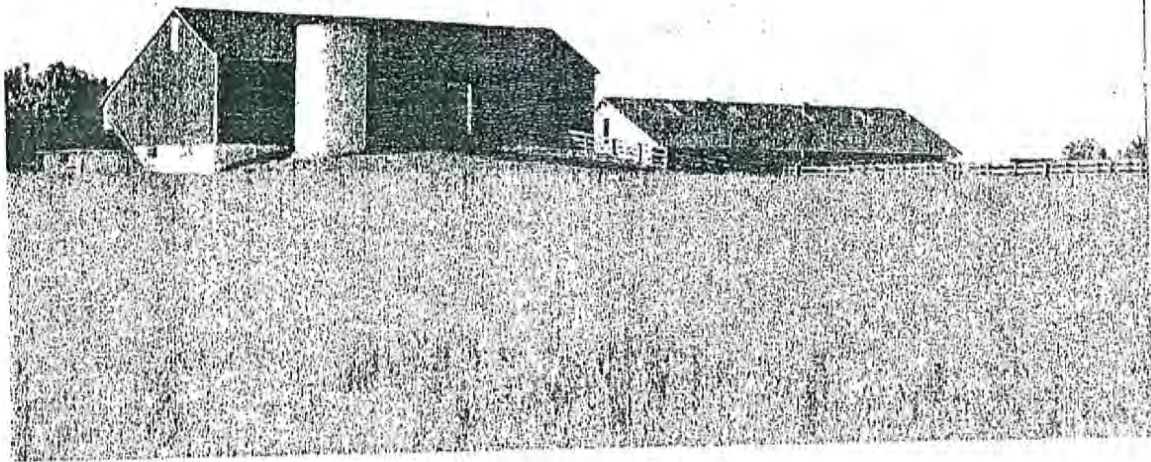
SIGNIFICANT FEATURES: Bank type, saltbox gable.



CITY OF GUELPH INVENTORY OF HERITAGE STRUCTURES

ROLL NO. _____

SECTOR: _____



****RECORD 113 IN HERITAGE

CITY OF GUELPH INVENTORY OF HERITAGE STRUCTURES

ROLL NO. 230801001131500000DEFINED AREA MAP # 48

ADDRESS: 1023 Victoria Road South

PHOTO DATE: December 11, 1993

STRUCTURE NAME:

INVENTORY DATE: April 11, 1993

ORIGINAL OWNER:

CONST. DATE: c1900

DESIGNER:

BUILDER:

(Architect (A) Engineer (E)
Landscape Architect (L))

ORIGINAL USE: Farmhouse

PRESENT USE: Single Family
Residential

CURRENT OWNER & ADDRESS: Arad Saint Martin Holdings Inc., 1023 Victoria Road South

HERITAGE DESIGNATION:

CONSTRUCTION MATERIALS: Fieldstone foundation, red pressed brick.

SIGNIFICANT FEATURES: Queen Anne Revival (Farmer's Advocate), 2 storey, gable detail,
patterned shingling and brackets, 2 storey bay.

****RECORD 114 IN HERITAGE

CITY OF GUELPH INVENTORY OF HERITAGE STRUCTURES

ROLL NO. 230801001131500000DEFINED AREA MAP # 48

ADDRESS: 1023 Victoria Road South

PHOTO DATE: April 11, 1993

STRUCTURE NAME:

INVENTORY DATE: April 11, 1993

ORIGINAL OWNER:

CONST. DATE: c1870

DESIGNER:

BUILDER:

(Architect (A) Engineer (E)
Landscape Architect (L))

ORIGINAL USE: Barn

PRESENT USE: Barn / Stable

CURRENT OWNER & ADDRESS: Arad Saint Martin Holdings Inc., 1023 Victoria Road South

HERITAGE DESIGNATION:

CONSTRUCTION MATERIALS: Fieldstone foundation, timber, vertical board.

SIGNIFICANT FEATURES: Sidehill type with West overhang, gable roof with end doors, high centre nave, aisles.



APPENDIX H
ARCHAEOLOGICAL ASSESSMENT

**Stage 1 Archaeological Assessment
Victoria Road Improvements,
City of Guelph
(Former Guelph Township)
and
Puslinch Township
Wellington County, Ontario**

Submitted to

McCormick Rankin Consulting Engineers
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Tel.: (905) 823-8500
Fax.: (905) 823-8503

Prepared by

ARCHAEOLOGICAL SERVICES INC.
528 Bathurst Street
Toronto, Ontario M5S 2P9
Tel.: 416-966-1069
Fax: 416-966-9723
Email: archaeology@sympatico.ca
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ASI File 03GU-04
Archaeological Licence P050
MCL CIF #P050-012

August 2003

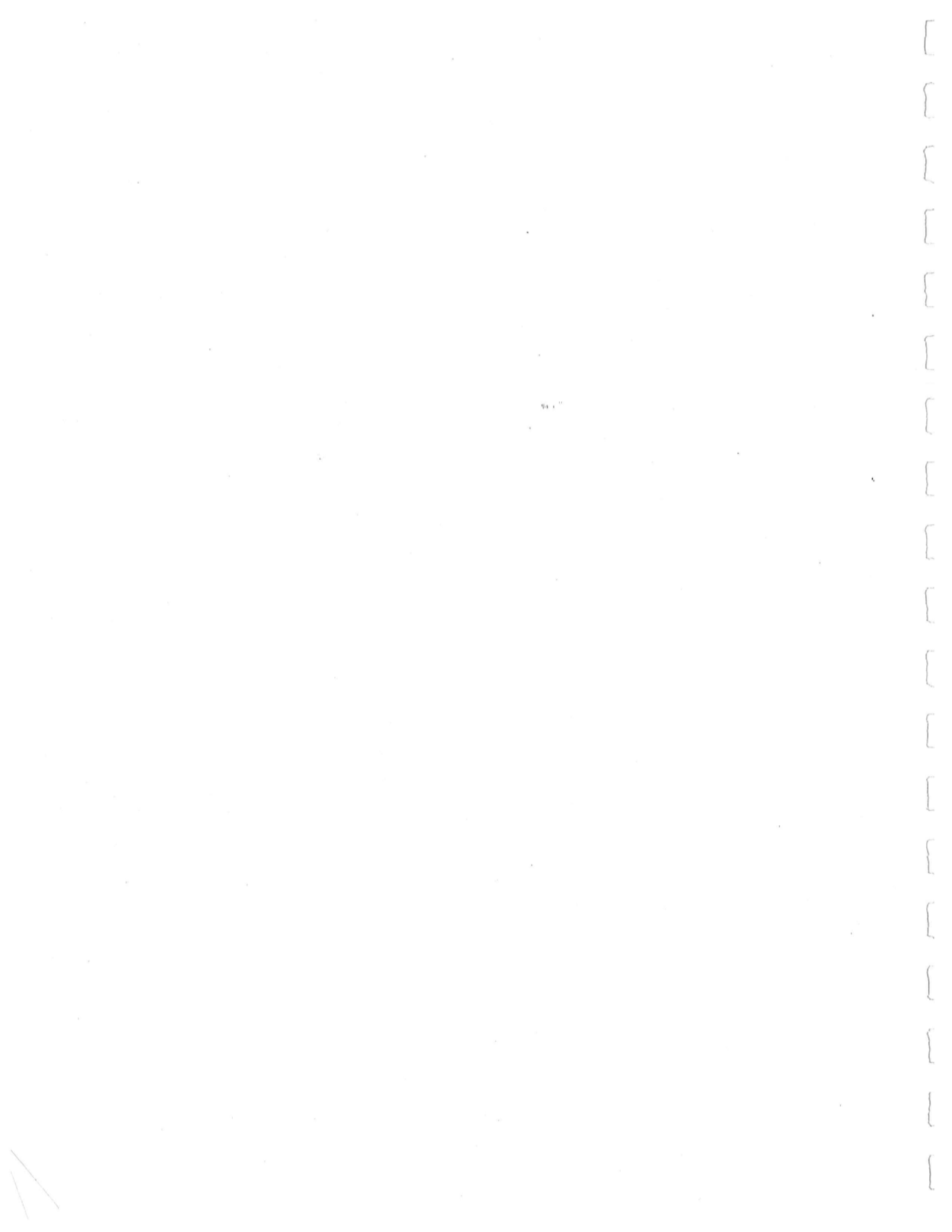
PROJECT PERSONNEL

Project Director:

Mr. Martin Cooper

Report Preparation:

Mr. David Robertson



**Stage 1 Archaeological Assessment
Victoria Road Improvements,
City of Guelph
(Former Guelph Township)
and
Puslinch Township
Wellington County, Ontario**

1.0 INTRODUCTION

Archaeological Services Inc. was contracted by McCormick Rankin Consulting Engineers of Mississauga, Ontario to conduct a Stage 1 archaeological assessment of proposed improvements to Victoria Road in the City of Guelph and Township of Puslinch, Wellington County, Ontario (Figure 1). The study area extends from 200 metres south of Clair Road approximately 4.5 km northwest to the Guelph Junction Railway line.

The assessment was conducted under the project direction of Mr. Martin Cooper, of Archaeological Services Inc, under a professional archaeological licence (P050-012) issued to Mr. David Robertson in accordance with the Ontario Heritage Act (R.S.O. 1990).

2.0 BACKGROUND RESEARCH

2.1 Physiography

The study area is located on the southeastern edge of the Guelph Drumlin Field bordering on the Horseshoe Moraines physiographic region. The Guelph Drumlin Field consists of some 300 broad, oval hills or drumlins covering an area of approximately 828.8 square kilometres (320 square miles) (Chapman and Putnam 1984). The soils on the drumlins consist of calcareous sandy or clay loams, while alluvial materials are found in the intervening valleys. The Horseshoe Moraines Region is a vast horseshoe-shaped area of moraines and meltwater stream deposits flanking the high till plains found in the centre of the Ontario peninsula west of the Niagara escarpment. The southeastern arm of this region, in which the current assessment area is located, is characterized by hilly relief and small "kettles" that contain water in the spring and early summer.

The Eramosa River, which is the main branch of the Speed River, flows through the northern portion of the study area, following the main spillway from the Paris Moraine. Torrance Creek, a tributary of the Eramosa, also crosses the study area, draining an interior wetland. Several other marshes or small ponds are also found in the immediate vicinity of the study area.

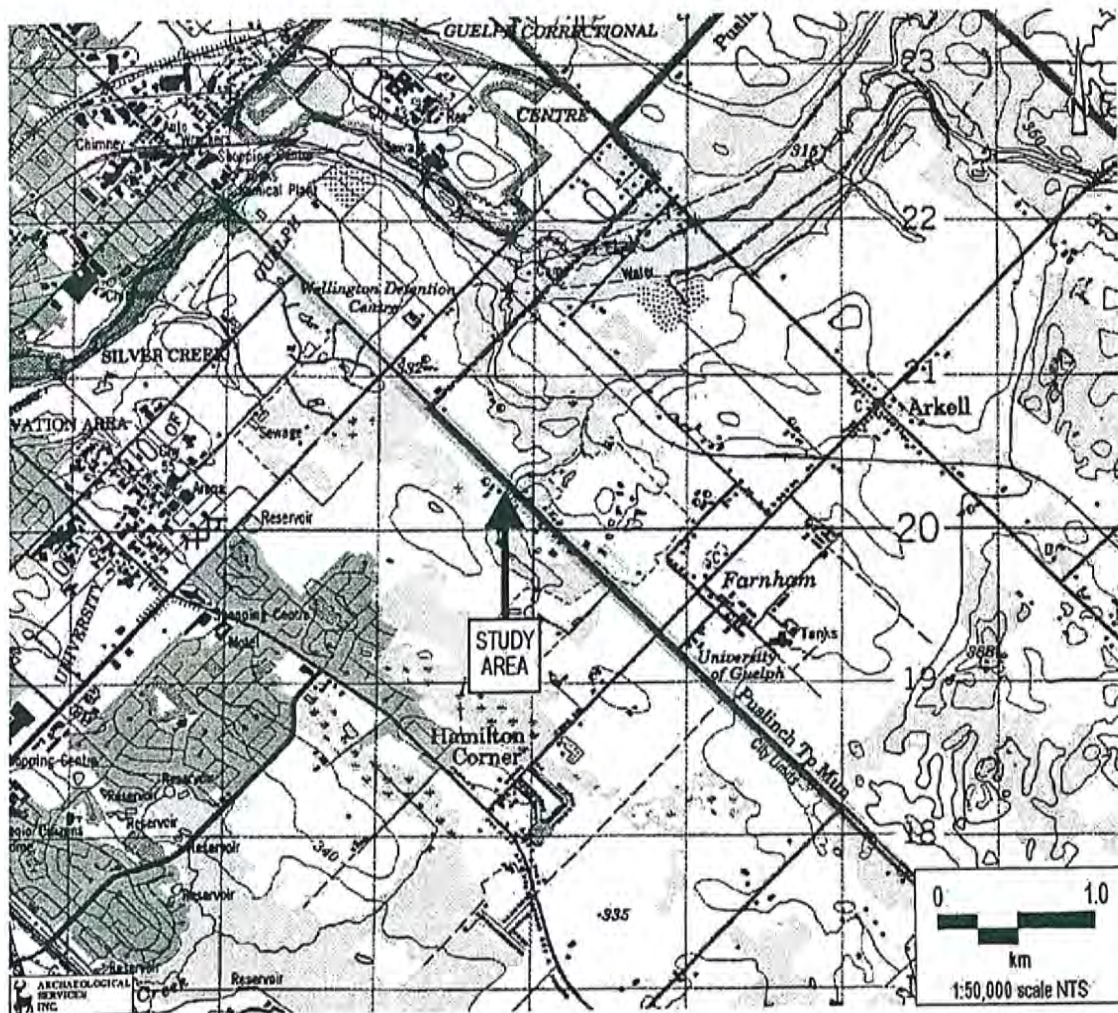


Figure 1: The location of the Victoria Road study area

(NTS Sheet 40 P/9 [Guelph], ed. 9, 1994)

2.2 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study area, three sources of information were consulted: the site record forms for registered sites housed at the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of Archaeological Services Inc.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.), a database maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a

four-letter designator, and sites within a block are numbered sequentially as they are found. The study area under review is located in Borden Block AjHb.

While no archaeological sites have been registered within the limits of the study area, three sites have been documented within approximately 500 metres.

The Turf Grass Institute (AjHb-27) site is a multi-component Early, Middle and Late Archaic camp situated on a terrace overlooking the Eramosa River. The site was documented by J.D.A. MacDonald in 1992.

The **Mooney** (AjHb-57) and **Victoria** (AjHb-58) sites are both isolated finds documented during the Stage 1-2 assessment of the Westminster Woods East Subdivision (ASI 2002). The Mooney site represents the recovery of a single triangular projectile point with a reworked broken base. The item lacks any attributes diagnostic of any particular time period. The Victoria site represents the recovery of a single Middle Archaic Brewerton Corner Notched projectile point.

2.3 Summary of Historic Land Use

Within the former Guelph Township portion of the study area, the Victoria Road runs along the boundary line between Divisions G and C of the township survey. In Puslinch Township, the road forms the boundary between Concessions 8 and 9.

Prior to 1849, Wellington County was part of the much larger Wellington District, which comprised all of contemporary Wellington, Waterloo and Grey Counties, as well as a portion of Dufferin County. Between 1849 and 1854 it was a part of Waterloo County, at which time it was separated out. Guelph Township was surveyed in 1830 by John McDonald. The land had been bought by the Canada Company for colonization purposes, though many of the township's first settlers had already arrived before the survey was completed. In the southern area of the township, the land was settled by James Thompson, James MacQuillan, Andrew McCrae, William Patterson and F.W. Stone. Stone, an importer of thoroughbred stock, built a house which was to become the first building of Guelph's Agricultural College. Puslinch Township, south of Guelph was surveyed between 1828 and 1831 by David Gibson and was named for Puslinch in Devonshire, England. The first patent was issued in 1832 though, as in Guelph Township, settlement had begun a few years previous. John and William Gordon settled on the Guelph line around 1827 and cousins John and Thomas Arkell took up land (along with F.W. Stone) in the spring of 1831.

Nineteenth century maps were consulted to determine potential historic period land use within the study area. No features are depicted within the study area on the 1861 Charles Wheelock *Map of the County of Wellington, Canada West*. The 1877 *Illustrated Historical Atlas of Waterloo and Wellington Counties* (Figure 2) provides more detail concerning the distribution of some settlement features. In Guelph Township, structures are depicted along the Victoria Road frontage on Lots 3 and 4, Concession 1,

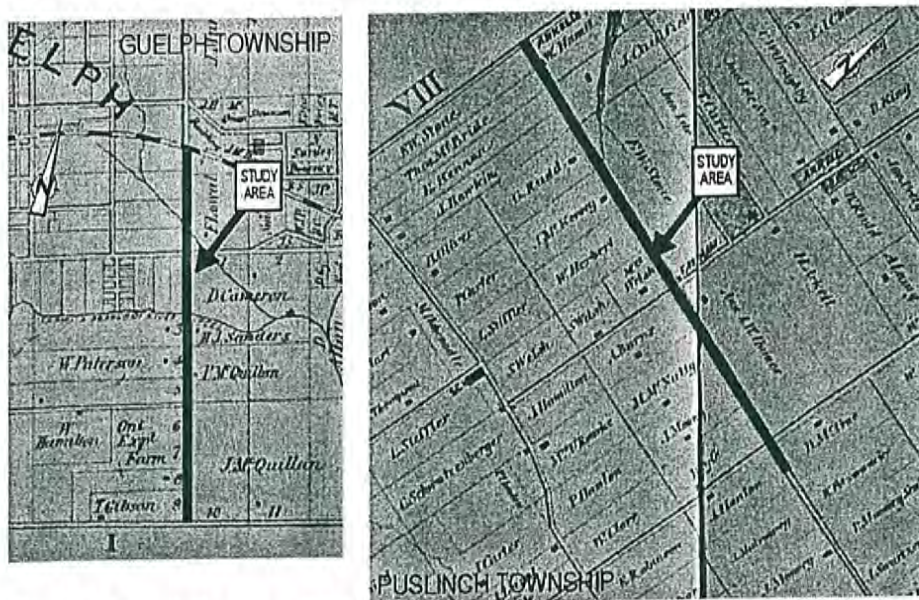


Figure 2: The study area overlaid on the maps of Guelph and Puslinch Townships in the 1877 *Illustrated Historical Atlas of Waterloo and Wellington Counties*.

Division G, which were owned by E. MacDonald and W. Patterson respectively, and on Lot 8 Concession 1, Division G, which formed part of the Ontario Experimental Farm. Two residences are also indicated close to the road on the south half of Lot 1, Concession 2 Division C. One of these is on property held by H.J. Sanders, while the other is on property owned by P. McQuillan. In Puslinch, dwellings that appear to immediately front the road are indicated on Lots 3 and 4, Concession 8, which were owned by G. Rudd and J. McKersey respectively, and on Lot 1, Concession 9, which was owned by W. Hamilton, and in Farnham at the northwest corner of the intersection of Victoria Road and Clair Road East, on property owned by F.W. Stone.

2.4 Existing Conditions

In general, the study area can be divided into two areas: the typically disturbed right-of-way, and right-of-way lands beyond the typically disturbed right-of-way. The typically disturbed right-of-way extends outwards to either side of the centreline of the travelled lanes. The typically disturbed right-of-way includes the travelled lanes and shoulders, and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centreline.

Right-of-way construction disturbance is found to extend beyond the typically disturbed right-of-way area throughout portions of the study area. Such right-of-way disturbances generally include additional grading, cutting, and filling, additional drainage ditching, watercourse alteration or channelization, access road construction, disturbances related to illumination, electrical supply and traffic management systems, servicing, removals, intensive landscaping, and heavy construction traffic. The extent of such disturbances is often dependent upon the character of the adjacent properties.

The study area is characterized by its mix of urban, developing suburban, and agricultural land uses. The lands flanking Victoria Road in the northernmost portion of the study area, from the Guelph Junction Railway to the Eramosa River is completely occupied by residential/commercial development. Subsurface disturbance within these areas may be considered extreme and pervasive.

From the Eramosa River to Stone Road, the flanking lands are occupied by a golf course and the University of Guelph's Arboretum and Turf Grass Institute. While some areas of extensive subsurface disturbance unrelated to the existing Victoria Road right-of-way may be expected within this portion of the study area, these may be expected to be relatively limited in character and extent.

From Stone Road to Arkell Road, the flanking lands consist of a diverse mix of uses, including wooded green spaces and agricultural lands on the one hand and, commercial/industrial, "rural" residential and golf course developments on the other. The former uses have resulted in minimal disturbances, while the degree of disturbance on the latter is variable.

From Arkell Road to the southern limit of the study area south of Clair Road, the surrounding lands are primarily agricultural, although several subdivision developments have recently been built or are currently underway. The former are minimally disturbed, whereas the latter have been subject to archaeological assessment prior to their disturbance.

3.0 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

3.1 Precontact Archaeological Potential

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modelling of site location.

The Ontario Ministry of Culture Primer on Archaeology, Land Use Planning and Development in Ontario (1997:12-13) stipulates that undisturbed land within 300 metres of a primary water source (lakeshore, river, large creek, etc.), and undisturbed land within 200 metres of a secondary water source (stream, spring, marsh, swamp, etc.), as well as undisturbed land within 300 metres of an ancient water source (as indicated by remnant beaches, shorecliffs, terraces, abandoned river channel features, etc.) and undisturbed lands within 250 metres of a previously registered archaeological site, are considered to have potential for the presence of precontact archaeological sites.

3.2 Historic Archaeological Potential

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on

nineteenth-century maps) are likely to be captured by the basic proximity to water model outlined above, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

As discussed in Section 2.3, several structures are depicted in close proximity to the study area on the 1877 atlas maps. Moreover, it should be noted that not every feature of interest today would have been considered within the scope of the cartographic sources that were consulted for this study.

3.3 Summary of Archaeological Potential

For the purposes of this assessment, any areas beyond the existing disturbed right-of-ways of Victoria Road that will be impacted by proposed construction that have not previously been disturbed by the current road, associated works, utilities rights-of-way development, or roadside commercial/industrial/residential development, are deemed to exhibit archaeological potential.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The research carried out as part of the Stage 1 archaeological resource assessment of proposed improvements to Victoria Road in the City of Guelph and Township of Puslinch, Wellington County, has determined that no archaeological sites have been registered previously within the study area.

Based on the presence of the Eramosa River and Torrance Creek within the study area limits, the intensity of historic land use in the vicinity of the study area, and the proximity of three registered archaeological sites, the subject lands have potential for the identification of precontact and historic archaeological sites in those locales which have not been disturbed by more recent land uses.

In light of these results, the following recommendations are made:

1. Prior to any land-disturbing activities within the study area, a Stage 2 archaeological assessment should be conducted in accordance with Ministry of Culture Stage 1-3 Archaeological Assessment Technical Guidelines, in order to identify any archaeological remains that may be present within the study area limits.
2. Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of MCL should be notified immediately.
3. In the event that human remains are encountered during construction, the proponent should immediately contact both MCL, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services, (416) 326-8392.

The documentation related to the archaeological assessment of this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Culture, and any other legitimate interest groups.

5.0 REFERENCES CITED

Archaeological Services Inc. (ASI)

2002 Stage 1&2 Archaeological Assessment of Westminster Woods East Subdivision, City of Guelph, Wellington County, Ontario. ASI File 02RD-02. Report on file, Ontario Ministry of Culture, Toronto.

Chapman, L.J. and F. Putnam

1984 *The Physiography of Southern Ontario*. Ontario Geological Survey, Special Volume 2.

Ministry of Culture

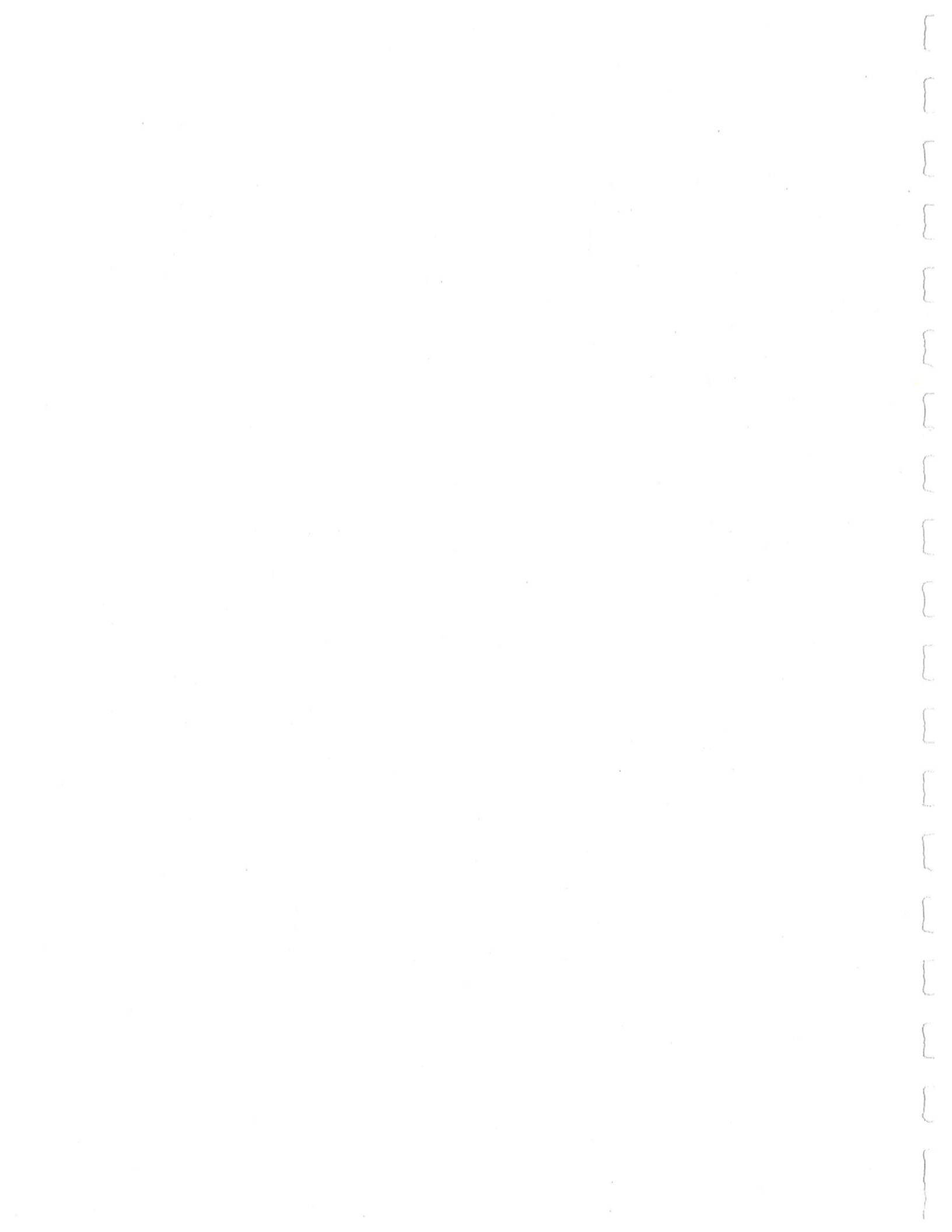
1997 *Conserving a Future for Our Past: Archaeology, Land Use Planning & Development in Ontario*. Cultural Programmes Branch, Archaeology & Heritage Planning Unit, Toronto.

Illustrated Historical Atlas of Waterloo and Wellington Counties

1877 Walker and Miles, Toronto.

Wheelock, Charles

1861 *Map of the County of Wellington, Canada West*. W.C. Chewitt and Company, Toronto.



APPENDIX I
NOISE ANALYSIS



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO TO FILE

RE: City of Guelph
Victoria Road Class EA Study
York Road to Clair Road

DATE: May 28, 2003; *Revised October 25, 2004*

PREPARED BY: Melissa Green

COPIES: Leslie Scott

OUR FILE: 4813

SUBJECT: Noise Analysis Summary

1. INTRODUCTION

As part of the Class Environmental Assessment (Class EA) for Victoria Road between York Road and Clair Road in the City of Guelph, a noise assessment was conducted for the proposed improvements to Victoria Road, which included the following:

- York Road to Eramosa River Structure – 4 lane reconstruction with turning lanes at York Road intersection
- Eramosa River Structure – replace existing bridge with 4 lane bridge
- Eramosa River Structure to south of Stone Road – widen to 4 lanes
- South of Stone Road to Arkell Road – reconstruct to 2 lanes with centre turn lane
- Arkell Road to Clair Road – reconstruct to 2 lanes with centre turn lane

This memorandum summarizes the noise assessment of the proposed improvements to Victoria Road. In particular, this assessment addresses the potential noise impacts at the residential houses along Victoria Road south of York Road and north of Arkell Road.

2. METHODOLOGY

Noise levels are predicted in decibels in the A-weighted dBA scale, which best approximates the human perception of sound over a specific time period. An increase of 2 -3 decibels in noise levels is considered to be just perceivable to an average person. It should be noted that a 3 dBA increase in noise equates to a doubling of traffic volumes.

2.1 Ministry of Environment Guidelines

Since roadway noise levels vary over time, the noise descriptor used in Ontario to assess noise levels is the equivalent sound level, Leq. Leq is identified as the continuous sound level, which has the same energy as a time varying noise level over a specified time period. For the purpose of assessing municipal roadway noise, Leq is calculated on the basis of the 16 hour daytime period from 7:00 am to 11:00 pm. For new residential subdivisions, the provincial objective is 55 dBA in the outdoor living area for the daytime period.

Based on the MTO/MOE Noise Protocol, where an existing roadway is proposed to be modified / widened adjacent to a noise sensitive area, MOE requires that the future noise levels without the proposed improvements be compared to the future noise levels with the proposed improvements. The assessment is done at the outdoor recreation area (typically backyards) of identified Noise Sensitive Areas (NSAs). For calculation purposes, this is defined as 3 metres from the back of the house at representative locations. The provision of noise mitigation is to be investigated should the future noise level with the proposed improvements result in a greater than 5 dBA increase over the future noise level without the proposed improvements. If noise mitigation is provided, the objective is a minimum 5 dBA reduction. Mitigation will attempt to achieve levels as close to, or lower than, the objective level as is technically, economically and administratively feasible.

The Ontario Road Noise Analysis Method (ORNAMENT), which was developed by the Ministry of Environment, is used to assess potential noise impacts on existing residential areas. ORNAMENT has been modified for use on a personal computer using the STAMSON 5.0 computer program. The program is used to predict noise levels generated from road sources at the outdoor living areas (typically backyards) of Noise Sensitive Areas (NSAs).

3. ANALYSIS

The following outlines the data used in the analysis to determine future projected noise level increases.

3.1 Noise Sensitive Areas

Noise Sensitive Areas (NSA) within the study area were identified in accordance with the criteria outlined in the MTO/MOE Noise Protocol. The following provides a description of the study area from south to north identifying the NSAs and the representative receiver locations.

Clair Road to Arkell Road

No existing NSAs were identified between Clair Road and Arkell Road. However, the lands located west of Victoria Road are within the South Gordon Community, which has been approved for future development. There is a new subdivision under construction (Pine Ridge East) at Summerfield Drive, an approved plan for Victoria Gardens to the north and a draft plan for Westminster Woods to the south. Noise studies are required to be carried out for each subdivision as part of the land use development plan in accordance with Ministry of Environment (MOE) requirements. Therefore, these residential areas were not considered in the analysis since noise analyses are being carried out by others as part of the development approvals process. In addition, the houses within the Pine Ridge east subdivision are located approximately 20 m from the westerly edge of pavement and are separated from Victoria Road by an intervening landscaped berm.

Arkell Road to south of Stone Road

There are approximately 14 residential houses located on both sides of Victoria Road from approximately 0.7 km north of Arkell Road to just north of the Torrance Creek. All of the residential houses have driveway access onto Victoria Road and consequently, the outdoor living areas (i.e. backyards) are separated from Victoria Road. Receivers 1 and 2 represent these residential houses and are shown on Exhibit 1. From Torrance Creek to Stone Road, no NSAs were identified based on MOE Criteria. West of Victoria Road is the University of Guelph Arboretum and to the east are two businesses (Elliot Coach Lines and Robert Dawn Truck Services).

South of Stone Road to the Eramosa River

From Stone Road to the Eramosa River, no NSAs have been identified. West of Victoria Road is the University of Guelph Arboretum and east of Victoria Road is the Guelph Turfgrass Institute. According to MOE criteria, a recreation area/park area with no associated residential unit is not identified as a NSA. Accordingly, the Arboretum area is not considered to be a NSA as based on MOE criteria, therefore a noise analysis has not been carried out for this area.

Eramosa River to York Road

On the west side of Victoria Road, from south of York Road to north of the Eramosa River is a mature older residential area. There are approximately 25 residential houses immediately adjacent to Victoria Road. All of the residential houses front onto Victoria Road and consequently, the outdoor living area (i.e. backyards) are separated from Victoria Road (see Exhibit 2). These houses are located in close proximity to the existing westerly edge of pavement (approximately 6 to 9 m from edge of pavement to front of house). The preferred alternative for Victoria Road from York Road to the Eramosa River maintains the existing westerly edge of pavement. These houses are also located tight together and therefore provide some shielding to the outdoor living area. Receivers 3 and 4 represent these residential houses. East of Victoria Road from York Road to north of the Eramosa River are located the Huntsman Corporation and the Victoria - York Centre which are industrial and commercial areas. Therefore, they have not been identified as a NSA, based on MOE criteria.

3.2 Traffic Data

MOE requires that the future noise levels without the proposed improvements be compared to the future noise levels with the proposed improvements. Future traffic volumes for 2011 were used in the comparison of noise levels. For future noise levels with the widening of Victoria Road, the development of the ORC lands was included in the traffic volumes as a "worst-case" scenario. Development of the ORC lands would include approximately 68 ha of industrial uses and approximately 34 ha of business park development between Stone Road and York Road. It must be noted that the redevelopment of the ORC lands is subject to a separate review and approval. Future volumes without the widening of Victoria Road did not include the development of the ORC lands. Existing traffic volumes were used to determine existing noise levels for comparison purposes only.

In addition to the 2011 horizon year, 2021 was also considered as a sensitivity test. The purpose of the sensitivity test was to determine the incremental projected future noise levels. Similar to 2011, ORC development was only considered in the traffic volumes for the future widening of Victoria Road.

Traffic volumes are summarized in Table 1 for both 2011 and 2021 as determined from the traffic analysis completed by MRC for the Victoria Road Class EA.

Table 1 – Traffic Volumes

Existing Traffic	
Victoria Road ▪ York Road to Eramosa River – 20,000 AADT ▪ Stone Road to Arkell Road – 7,400 AADT	
Future Traffic (Year 2011)	
Without Victoria Road widening (assumes no development of ORC lands)	Victoria Road ▪ York Road to Eramosa River – 23,100 AADT ▪ Mid block development access to Arkell Road – 8,600 AADT
With Victoria Road widening (assumes development of ORC lands)	Victoria Road ▪ York Road to Eramosa River – 32,500 AADT ▪ Mid block development access to Arkell Road – 13,900 AADT
Future Traffic (Year 2021)	
Without Victoria Road widening (assumes no development of ORC lands)	Victoria Road ▪ York Road to Eramosa River – 26,200 AADT ▪ Mid block development access to Arkell Road – 9,700 AADT
With Victoria Road widening (assumes development of ORC lands)	Victoria Road ▪ York Road to Eramosa River – 37,550 AADT ▪ Mid block development access to Arkell Road – 17,900 AADT

3.2.1 Truck Percentages

As part of the analysis, truck volumes are considered for medium and heavy trucks. Based on the traffic analysis completed by MRC for the Victoria Road Class EA, existing truck percentages were determined to be 5% between York Road and the Eramosa River and 7% between Arkell Road and Stone Road with an equal proportion of medium to heavy trucks.

As part of the City of Guelph Goods Movement Study, Victoria Road from Arkell Road to Elizabeth Street has been identified as part of the permissive truck route network in the City as shown on Exhibit 3 (Schedule A to By-Law Number (2002) – 16959). Therefore,

In addition to the 2011 horizon year, 2021 was also considered as a sensitivity test. The purpose of the sensitivity test was to determine the incremental projected future noise levels. Similar to 2011, ORC development was only considered in the traffic volumes for the future widening of Victoria Road.

Traffic volumes are summarized in Table 1 for both 2011 and 2021 as determined from the traffic analysis completed by MRC for the Victoria Road Class EA.

Table 1 – Traffic Volumes

Existing Traffic	
Victoria Road <ul style="list-style-type: none"> ▪ York Road to Eramosa River – 20,000 AADT <ul style="list-style-type: none"> - Posted Speed – 50 km/h - Truck Percentage – 5% ▪ Stone Road to Arkell Road – 7,400 AADT <ul style="list-style-type: none"> - Posted Speed – 70 km/h - Truck Percentage – 7% 	
Future Traffic (Year 2011)	
Without Victoria Road widening (assumes no development of ORC lands)	Victoria Road <ul style="list-style-type: none"> ▪ York Road to Eramosa River – 23,100 AADT ▪ Mid block development access to Arkell Road – 8,600 AADT ▪ Truck Percentage – 10%
With Victoria Road widening (assumes development of ORC lands)	Victoria Road <ul style="list-style-type: none"> ▪ York Road to Eramosa River – 32,500 AADT ▪ Mid block development access to Arkell Road – 13,900 AADT ▪ Truck Percentage – 10%
Future Traffic (Year 2021)	
Without Victoria Road widening (assumes no development of ORC lands)	Victoria Road <ul style="list-style-type: none"> ▪ York Road to Eramosa River – 26,200 AADT ▪ Mid block development access to Arkell Road – 9,700 AADT ▪ Truck Percentage – 10%
With Victoria Road widening (assumes development of ORC lands)	Victoria Road <ul style="list-style-type: none"> ▪ York Road to Eramosa River – 37,550 AADT ▪ Mid block development access to Arkell Road – 17,900 AADT ▪ Truck Percentage – 10%

3.2.1 Truck Percentages

As part of the analysis, truck volumes are considered for medium and heavy trucks. Based on the traffic analysis completed by MRC for the Victoria Road Class EA, existing truck percentages were determined to be 5% between York Road and the Eramosa River and 7%

- the projected noise level increases for 2021 are calculated to range from +3.3 to +3.7 dBA (assuming the truck volumes increase to 10%). Associated absolute noise levels are calculated to range from 53.2 to 57.8 dBA.

Conclusions

The conclusions of the noise assessment for Victoria Road between York Road and Clair Road are as follows:

- Future noise levels on Victoria Road are projected to be below 5 dBA.
- The consideration of noise mitigation is not required based on MOE criteria.

Table 2 – Calculated Noise Levels

Receiver Location	Existing Noise Levels dBA- Leq(16)	Future Noise Levels (2011) dBA Leq(16)			Future Noise Levels (2021) dBA Leq(16)		
		Without Improvements	With Improvements 10% Trucks	Projected Difference in Future Noise Levels	Without Improvements	With Improvements 10% Trucks	Projected Difference in Future Noise Levels
Receiver 1 ⁽¹⁾	48.3	49.0	52.1	+ 3.1	49.5	53.2	+ 3.7
Receiver 2 ⁽²⁾	50.3	51.0	54.1	+ 3.1	-	-	-
Receiver 3 ⁽³⁾	53.3	53.9	57.1	+ 3.2	54.5	57.8	+ 3.3
Receiver 4 ⁽⁴⁾	54.2	54.8	58.0	+ 3.2	-	-	-

<p>⁽¹⁾Receiver 1</p> <ul style="list-style-type: none"> West side of Victoria Road Approximately 0.8 km north of Arkell Road 3 m from back of house (outdoor living area) 	<p>⁽²⁾Receiver 2</p> <ul style="list-style-type: none"> east side of Victoria Road approximately 1.5 km north of Artell Road 3 m from back of house
<p>⁽³⁾Receiver 3</p> <ul style="list-style-type: none"> west side of Victoria Road approximately 180 m south of York Road 3 m from back of house 	<p>⁽⁴⁾Receiver 4</p> <ul style="list-style-type: none"> west side of Victoria Road approximately 95 m south of York Road 3 m from back of house

STAMSON output sheets for existing and future noise levels for Receivers 1 to 4 with and without the proposed widening of Victoria Road are on file with MRC and the City of Guelph.

