

# rue St-Jean Street – chemin Poupart Road

## Étude environnementale municipale

## Municipal Environmental Assessment



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1

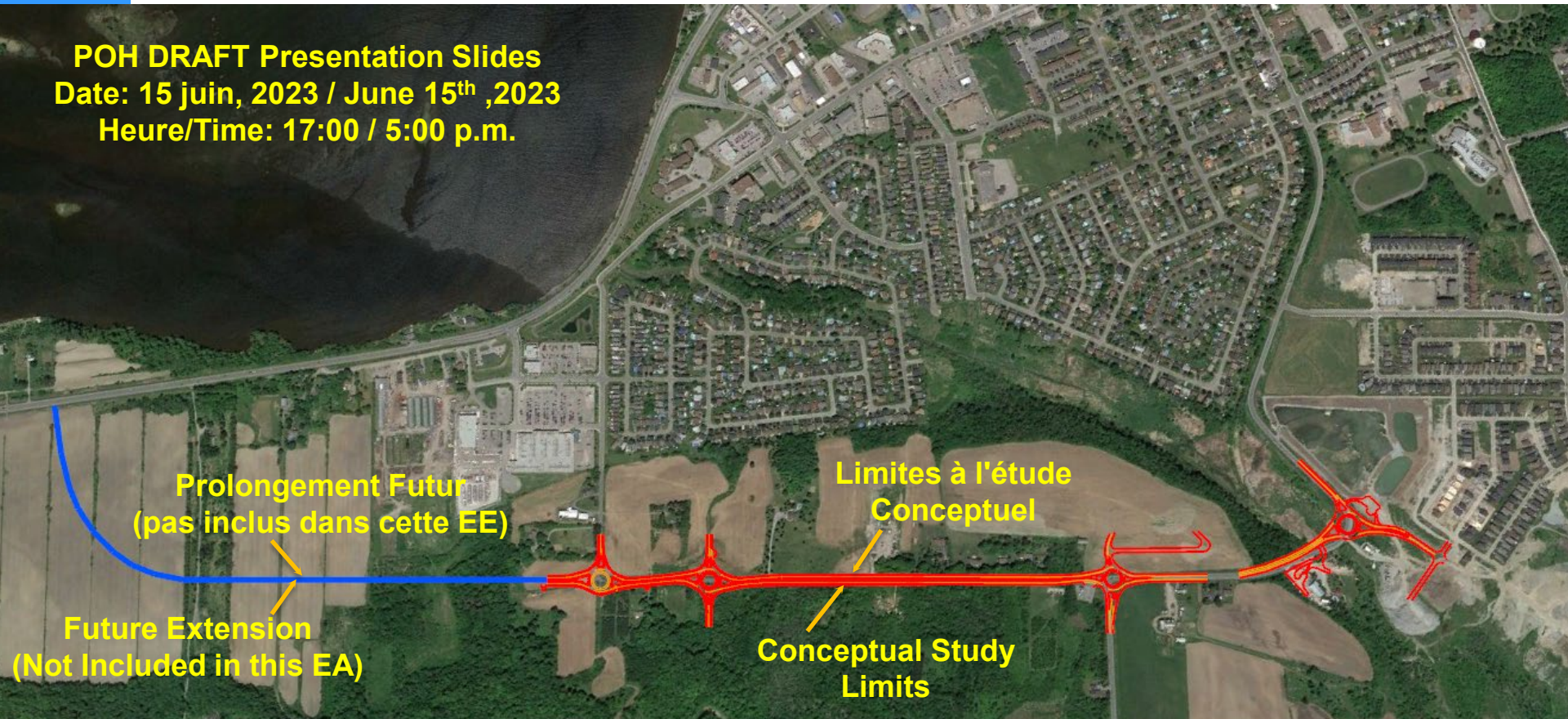
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Engineers, Project Managers & Planners



## *Bienvenue au Centre de Consultation Publique #1*

## *Welcome to the Public Consultation Centre #1*

**POH DRAFT Presentation Slides**  
**Date: 15 juin, 2023 / June 15<sup>th</sup>, 2023**  
**Heure/Time: 17:00 / 5:00 p.m.**



**Prolongement Futur  
(pas inclus dans cette EE)**

**Future Extension  
(Not Included in this EA)**

**Limites à l'étude  
Conceptuel**

**Conceptual Study  
Limits**





# You will have a chance to Review



## **Study Purpose and Overview**



## **Multi-Modal Transportation Master Plan, Vision and Guiding Principles**



## **Improvement Alternatives and the Evaluation Process**



## **Next Steps**

- Representatives from the City of Clarence-Rockland & Castleglenn Consultants are available to discuss the project with you.
- Please ask questions and share your opinions with us.
- If you have accessibility requirements in order to participate in this project, please contact a Project Team member.
- Please complete a comment sheet at today's PIC, or by
- We encourage you to sign in.
- Your input is appreciated.





# Introduction

- The purpose of this study is to address the functional planning, environmental assessment and municipal approval processes for the St-Jean Street Poupart Road corridor.
- The objectives of this study include:
  - ▶ conforming to the Provincial Municipal Class Environmental Assessment (MCEA) process identified under the Ontario Environmental Assessment Act requirements for a Class “C” project. This requires that an Environmental Study Report (ESR) be prepared and filed for review by provincial public and review agencies;
  - ▶ Identifying St. Jean Street – Poupart Road 15 Intersection improvements to meet interim and long-term transportation needs;
  - ▶ Completing an access review of commercial entrances and intersections to the corridors to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
  - ▶ Considering all road users including active transportation and recreational trail users.





# Introduction



- The City of Clarence Rockland completed its “*Multi-modal Transportation Master Plan*” (MMTMP) in 2019.
- The Province has acknowledged that the City’s MMTMP satisfies the first two phases of the five-phase EA process.
- The St-Jean Street-Poupart Road corridor was classified as a “major collector” roadway intended to service the existing and future communities planned for Clarence-Rockland. Major Collector roadways should ...

## Legend

- Arterial Roadway
- Rural Arterial Roadway
- Main Street
- Major Collector
- Minor Collector
- Local Street



- ▶ connect to Arterial and Rural Arterial Roadways.
- ▶ accommodate pedestrian sidewalks on both sides of the street where needed
- ▶ have opportunities to accommodate active transportation through the implementation of multi-use paths.
- ▶ have a typical right-of-way width of 18m-to-24m depending on the configuration.



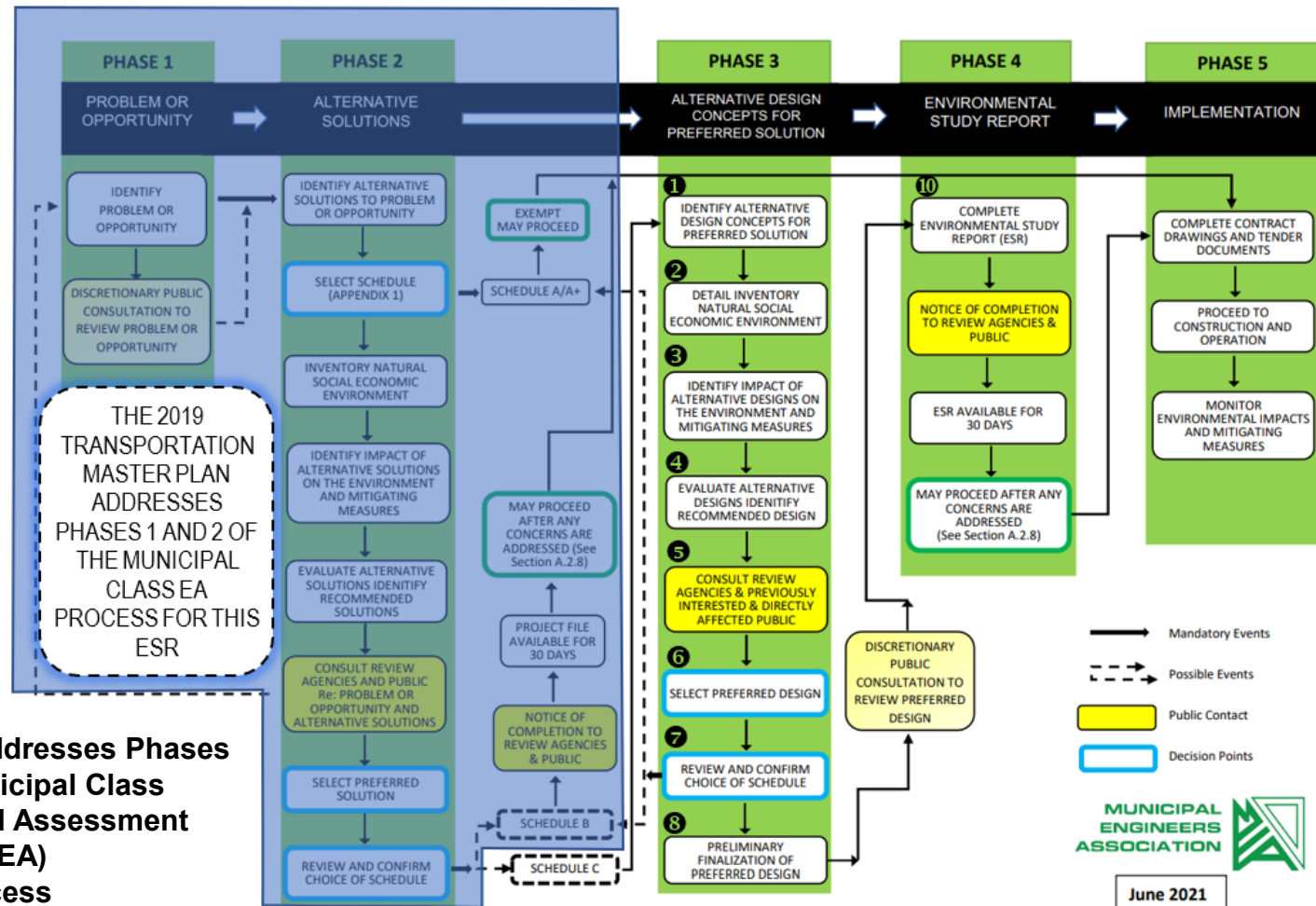


# MEA Process (Phases 3-thru-5)

## Municipal Class Environmental Assessment (MCEA) Process

### MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA







### PHASE 3

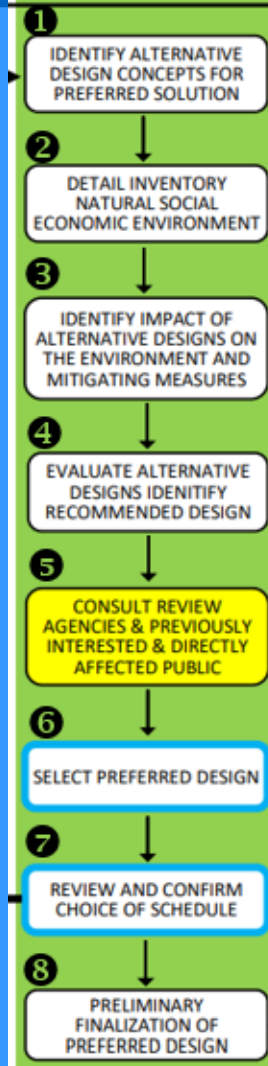
#### ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION

# EA Process Phase 3

## Next Steps:

1. Agreement needed on ID of design concepts.
2. Must create inventory of natural, social, economic and environmental impacts. (Sub-Consultant Involvement i.e. Water/well impacts, climate change etc.)
3. ID impacts on the environment and mitigation measures. (Sub-Consultant Involvement)
4. Evaluation of alternatives consultation after completing identification and evaluation of all alternative designs. (Comparative costing, property impacts, traffic operations etc.)
5. Consultation with agencies, previously interested & directly affected parties.
6. Select the preferred design(s)/concept(s).
7. Re-confirm this as project as an MEA Class "C" project.
8. Undertake refinements to finalize the preferred design.
9. Discretionary Public Consultation: The preferred design.

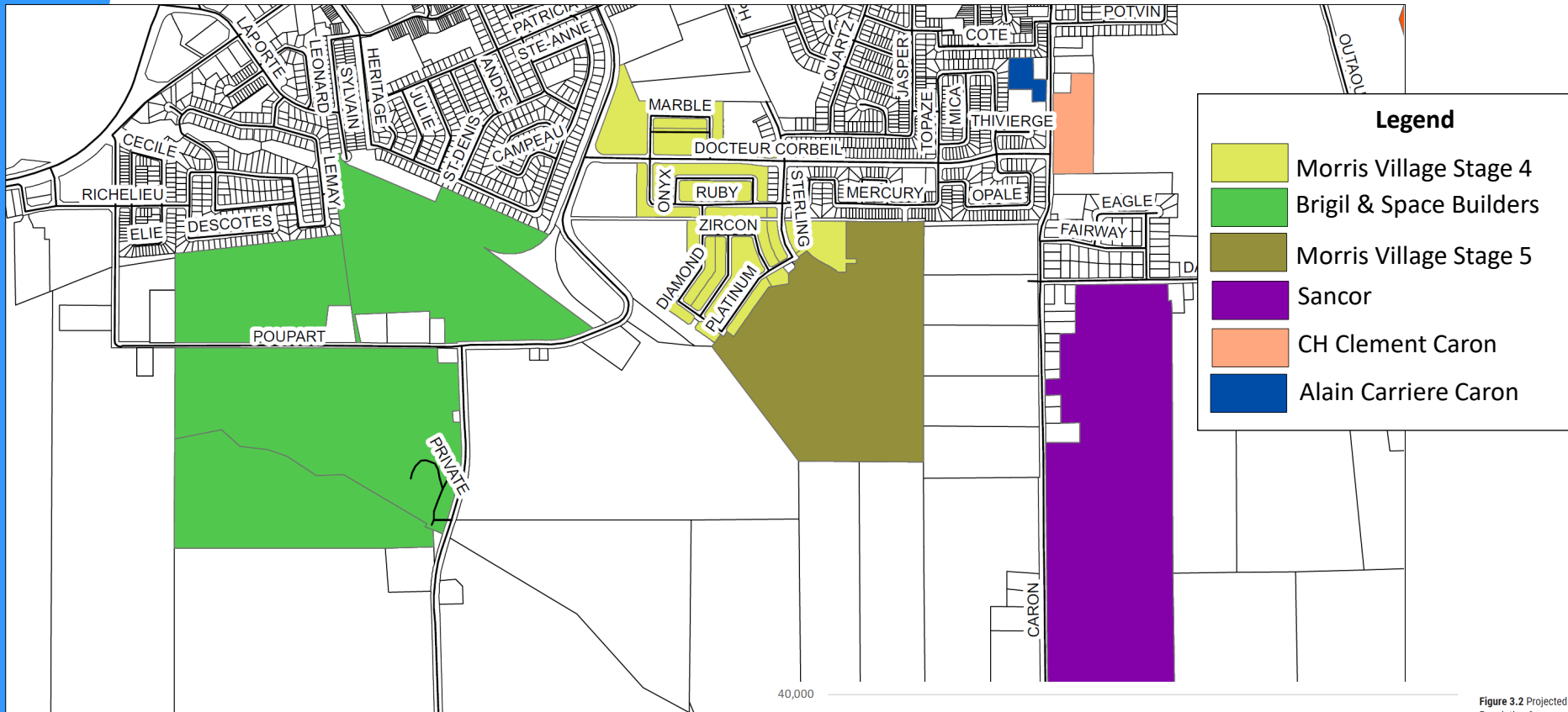
Suggest Council  
Involvement



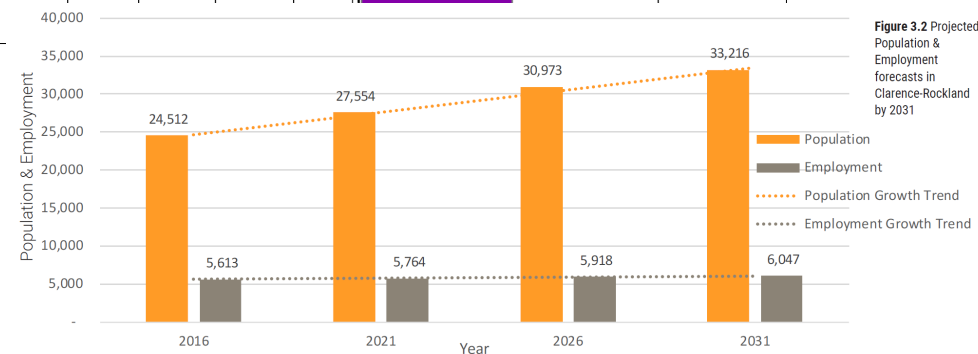


# Planned and On-going Developments

(as per 2019 MMTMP)



Future growth (2031) forecasts identify that Clarence Rockland was forecast to grow by 8,700 persons in the 15 years between 2016 and 2031. [MMTMP, Pg. 27]



Source: Clarence-Rockland - Staff Revised Growth Forecast, 2018

**Figure 3.2** Projected Population & Employment forecasts in Clarence-Rockland by 2031



# Future Transportation Conditions

## (Vehicles per Hour)

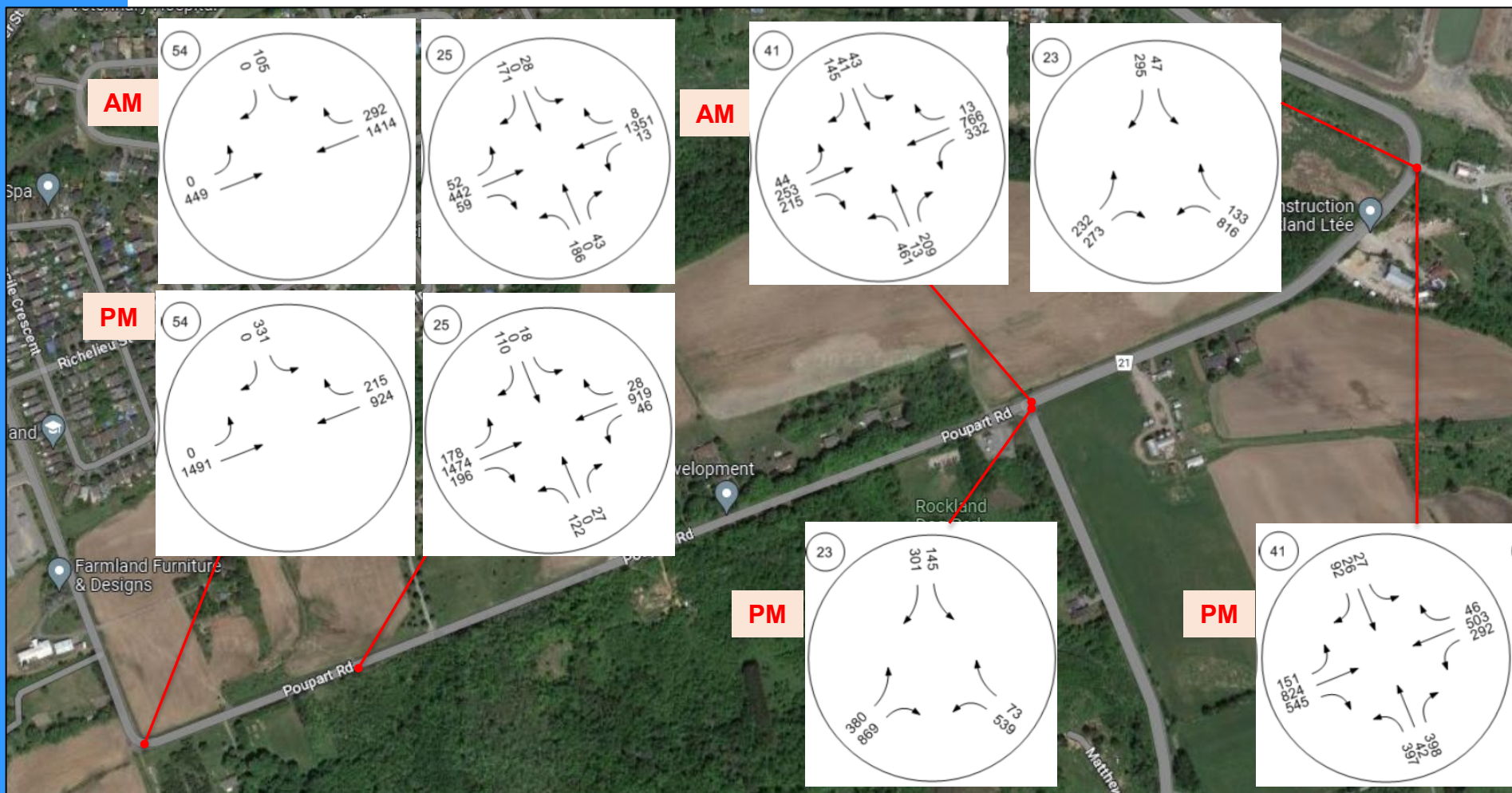


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8

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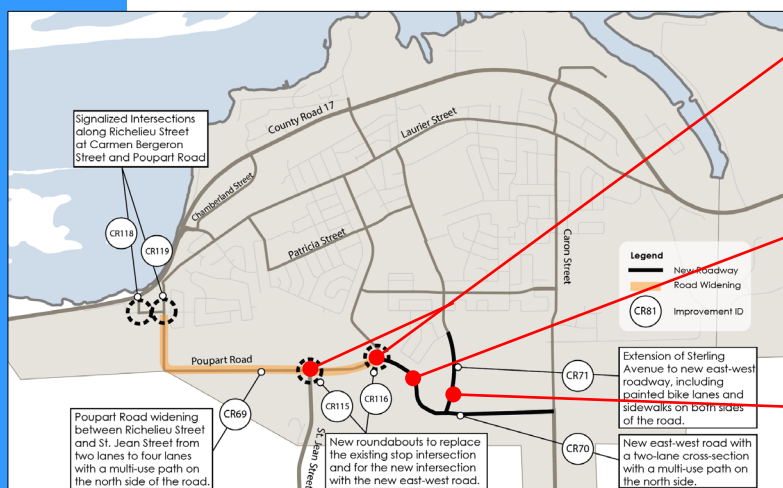
Without improvements, the future 2031 peak hour forecasts identify significant deteriorated intersection operations along Poupart Road which is a key corridors for both internal and external travel needed to sustain future residential growth. [MMTMP, Pg. 27]





# Master Transportation Plan Conclusions

- **Poupart Road Widening:** *“Road widening from two lanes to four between Richelieu Street and the New East-West Roadway. Will include a multi-use pathway on the north side of the roadway.”*



- ▶ **Roundabouts:** *“New roundabouts to replace the existing STOP controlled intersections and for the new intersection with the new east west road.”*
- ▶ **New East-West Road:** *“A new east-west road with a 2-lane cross-section with a multi-use path” connecting to St. Jean Street.*
- ▶ **Sterling Ave. Extension:** *“Extension of Sterling Avenue to new east-west roadway, including painted bike lanes and sidewalks on both sides of the road.”*





# **Intersection #1**

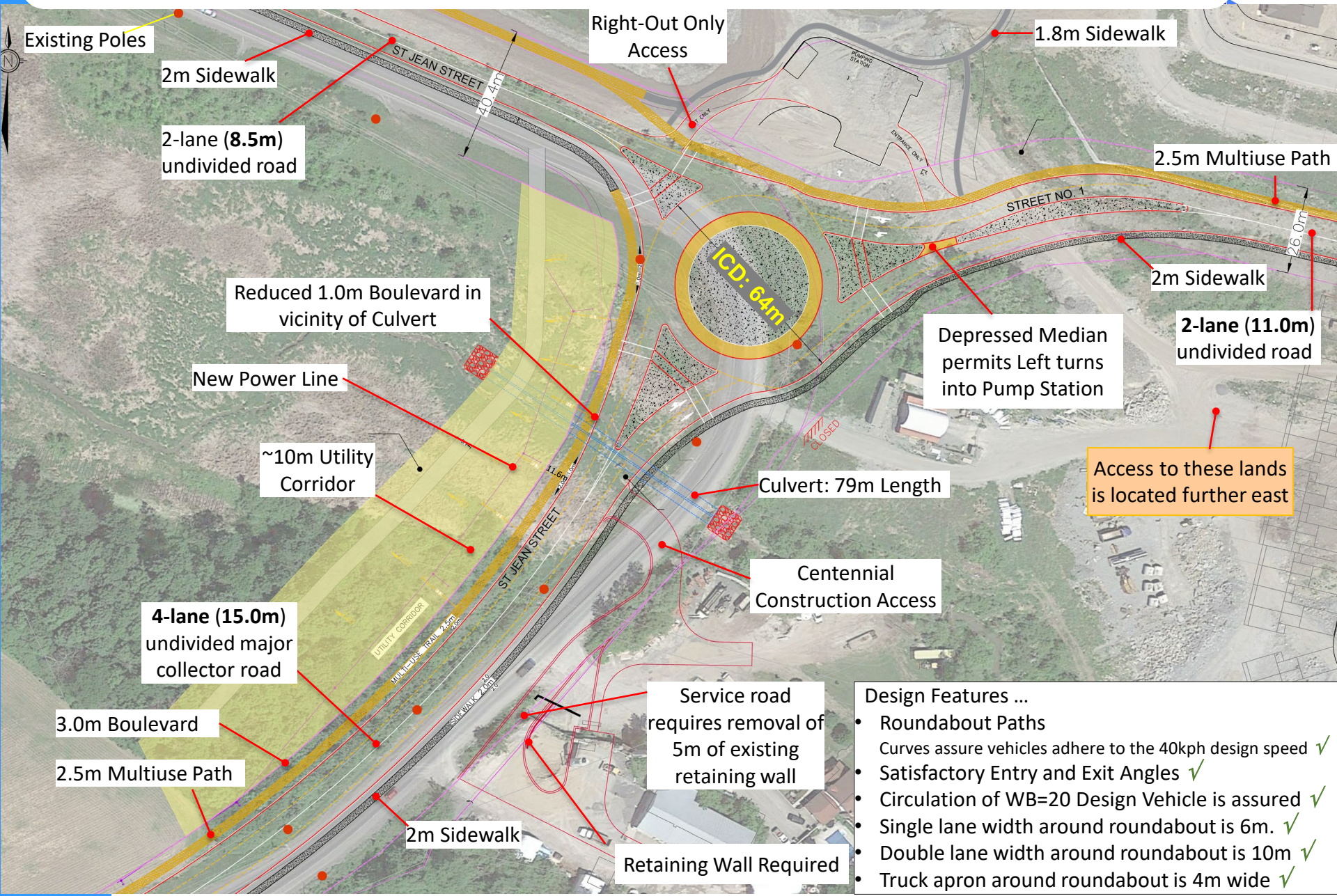
# **Improvement Alternatives**

## **(St-Jean Street - Street#1)**



# Int #1: Roundabout Option (Layout)

11



## Design Features ...

- Roundabout Paths
- Satisfactory Entry and Exit Angles ✓
- Circulation of WB=20 Design Vehicle is assured ✓
- Single lane width around roundabout is 6m. ✓
- Double lane width around roundabout is 10m ✓
- Truck apron around roundabout is 4m wide ✓



# Int #1: Roundabout Option (Property)

2,998 sqm  
0.74 ac

**2-lane (11.0m) undivided road**

26.0m

2m Sidewalk

STREET NO. 1

2.5m Multiuse Path

2m Sidewalk

5,377 sqm  
1.33 ac

2m Sidewalk

2-lane (8.5m) undivided road

New Power Line

Culvert: 79m Length

Centennial Construction Access

7,707 sqm  
1.90 ac

~10m Utility Corridor

Utility Access Road

**4-lane (15.0m) undivided major collector road**

2.5m Multiuse Path

ST JEAN STREET

2m Sidewalk

ICD: 64m

2.83  
0.70

Legend

- Req'd Hydro One ROW
- Req'd New Roadway ROW
- Existing Roadway ROW no longer Required

Turning Movements WB-20

• Right-of-Way required at Intersection: 4.79 Acres

2-lane (8.5m)  
undivided road

5,377 sqm  
1.33 ac \_\_\_\_\_

Culvert: 79m Length

## Centennial Construction Access

7,707 sqm  
1.90 ac \_\_\_\_\_

~10m Utility Corridor

Utility Access Road

**4-lane (15.0m)**  
undivided major  
collector road

2.5m  
Multiuse  
Path

## 2.5m Multiuse Path

2,998 sqm  
0.74 ac

**2-lane (11.0m)**  
undivided road

2m Sidewalk

2,83  
0.70

2m Sidewalk

## Turning Movements WB-20

- *Right-of-Way required at Intersection: 4.79 Acres*





# Intersection #1: Roundabout Option

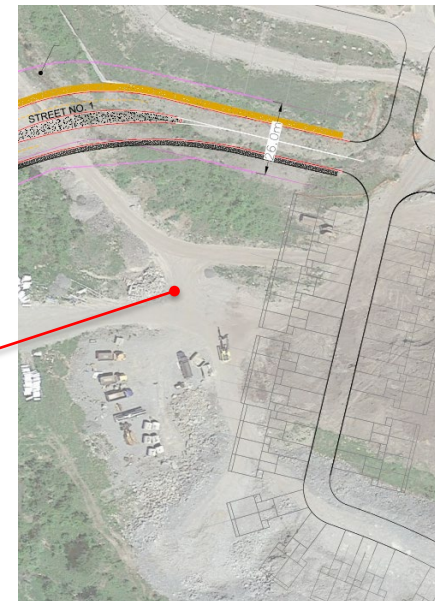
- *Utility Corridor:* 79m long culvert was determined to be a fixed constraint. A 10m wide swath beyond the north sidewalk (3m) boulevard was designated for use by HydroOne. This was not feasible in the vicinity of the planned culvert. To address this need the boulevard was reduced to ~1m leaving a shared utility/boulevard corridor approximately 11.6m in width. [Allocated as 9m for the utility corridor and 2.6m for the boulevard.]
- Other utility impacts remain to be identified.
- *Traffic Operations:* EB traffic coming down 8% grade would be required to decelerate from 60kph (posted 50kph) to 30kph approaching the roundabout.





# Intersection #1: Roundabout Option

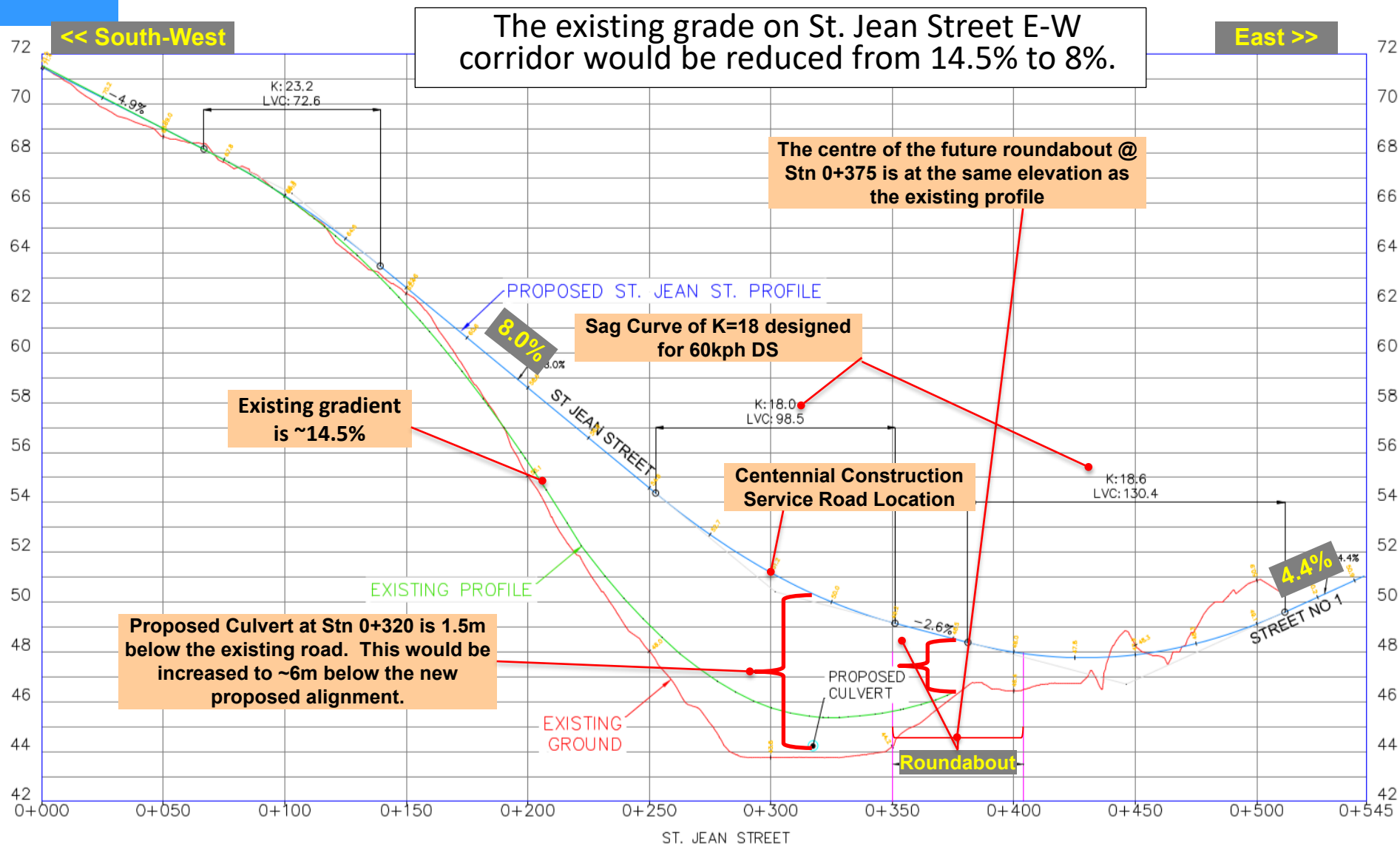
- *Centennial Construction Impacts:* The new service road arrangement requires a new retaining wall and removal of approximately 7m of a retaining wall on the north side of the loading bay (5m) and parallel to Poupart (2m).
- *Inscribed Circle Diameter:* 64m ICD required for multi-lane configuration due to entry angles & fastest path design criteria and WB-20 turning movements (Case 2). (Standards call for WB20 to be 50m-to-67m)
- *Accesses:* Entry-Exit Accesses are provided to the Storm Water Management pond in the north-east portion of the roundabout.
- *Accesses:* An access to the lands south-east of the roundabout is to be provided from the intersection further to the east of the roundabout as part of site planning.





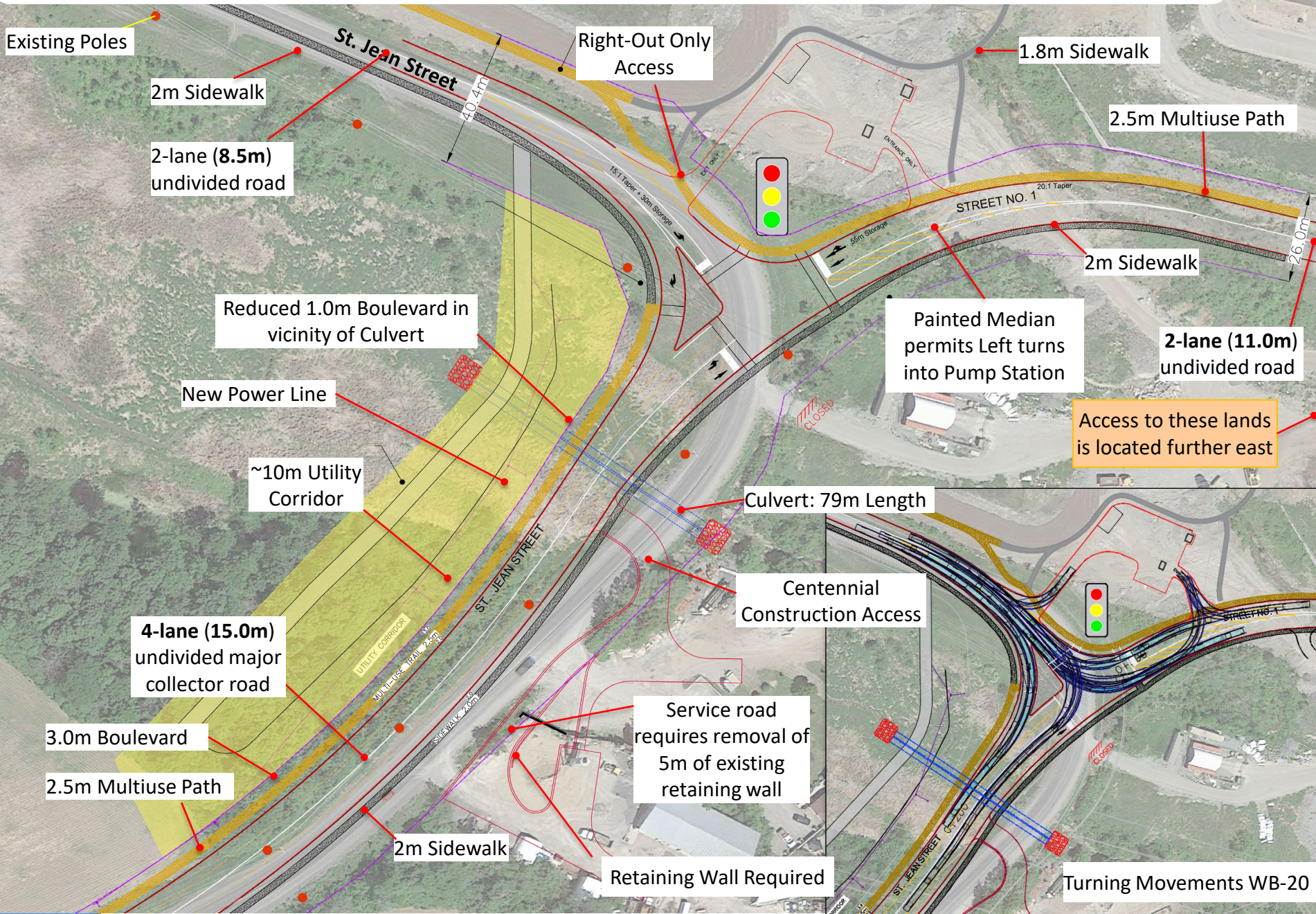


# Intersection #1: Roundabout Profile





## 16











## Intersection #1: Traffic Signal Option

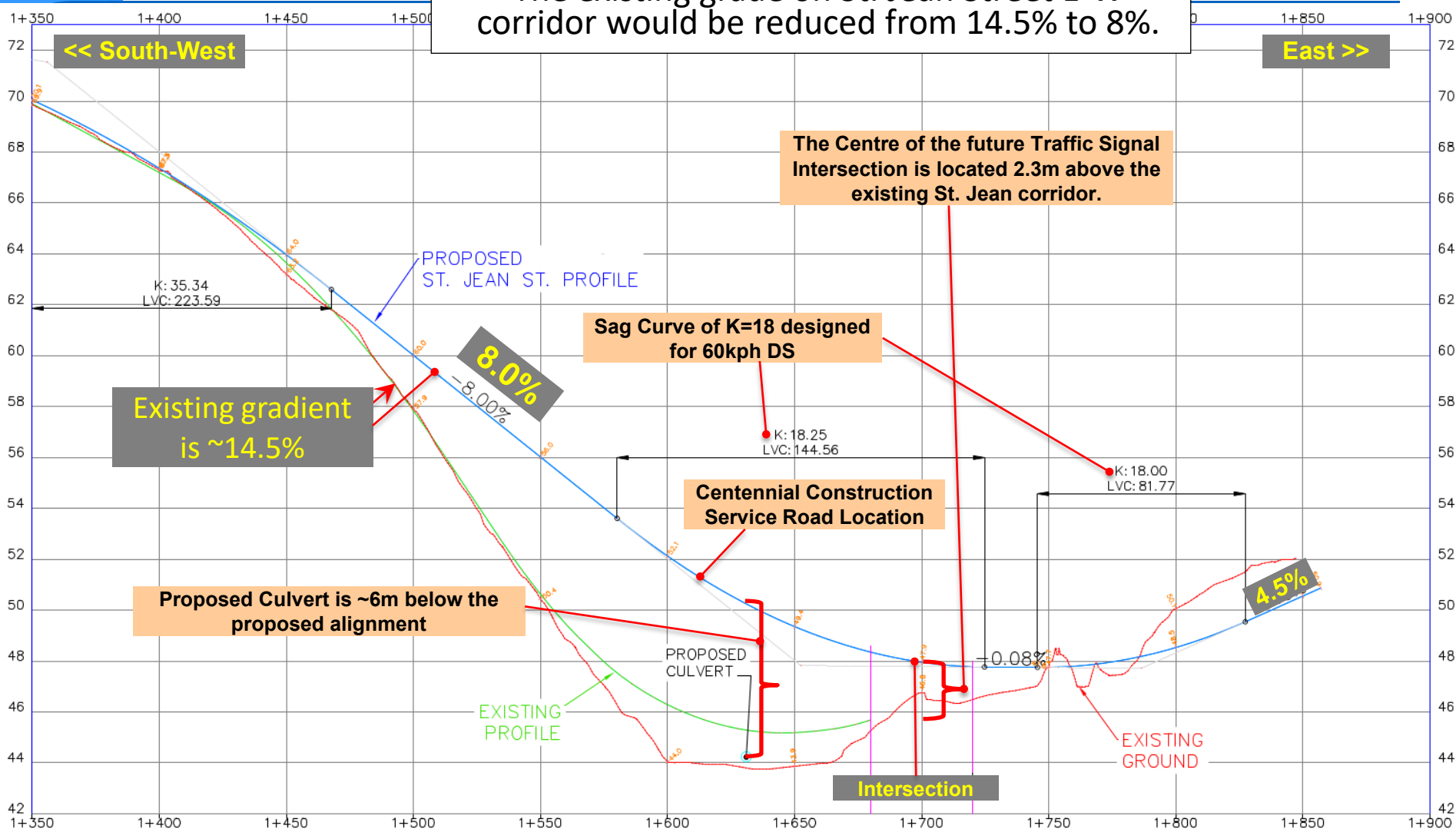
- *Design:* Maintains Access to Centennial Construction by way of new service roadway network.
- *Land Use: Property protection of the* utility corridor represents a significant component of the right-of-way acquisition (~1.8 acres). The roundabout requires more land/property than the traffic signal concept.
- *Effect on Culvert:* The culvert remains essentially the same length at 79m.
- *Accesses:* The driveways to the storm water management site are extended with the traffic signal concept.
- *Cost:* The signalized intersection is likely cheaper than the roundabout.
- *Maintenance:* Annual costs are likely higher for the maintenance of the traffic signal
- *Operations:* Eastbound motorists travelling down the 8% grade may race to catch the green light at the intersection.





# Intersection #1: Traffic Signal Profile

The existing grade on St. Jean Street E-W corridor would be reduced from 14.5% to 8%.







# **Intersection #2**

## **Improvement Alternatives**

### **(Poupart Road / St-Jean Street)**



# Int #2: Roundabout Option (Layout)



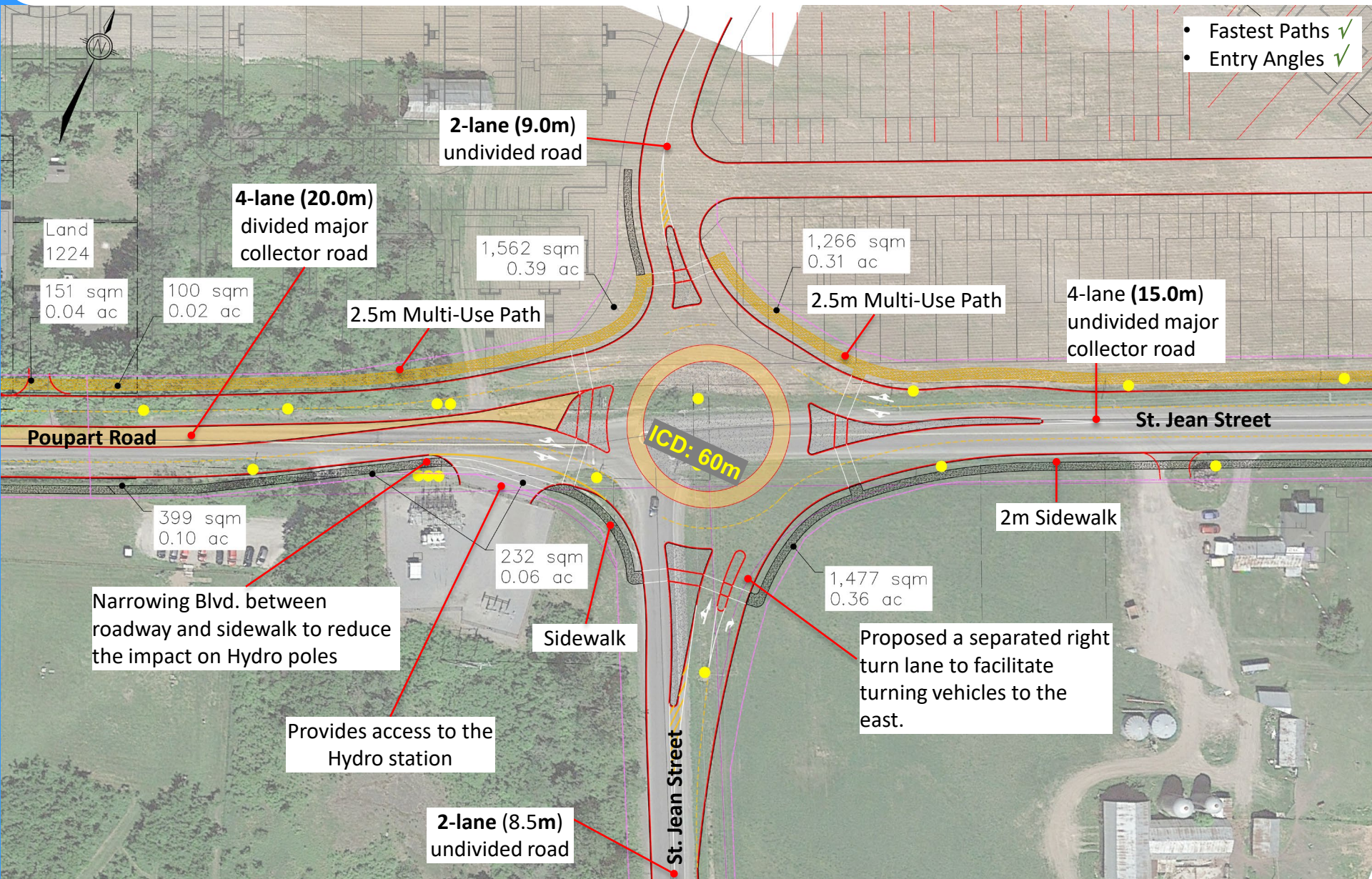
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21

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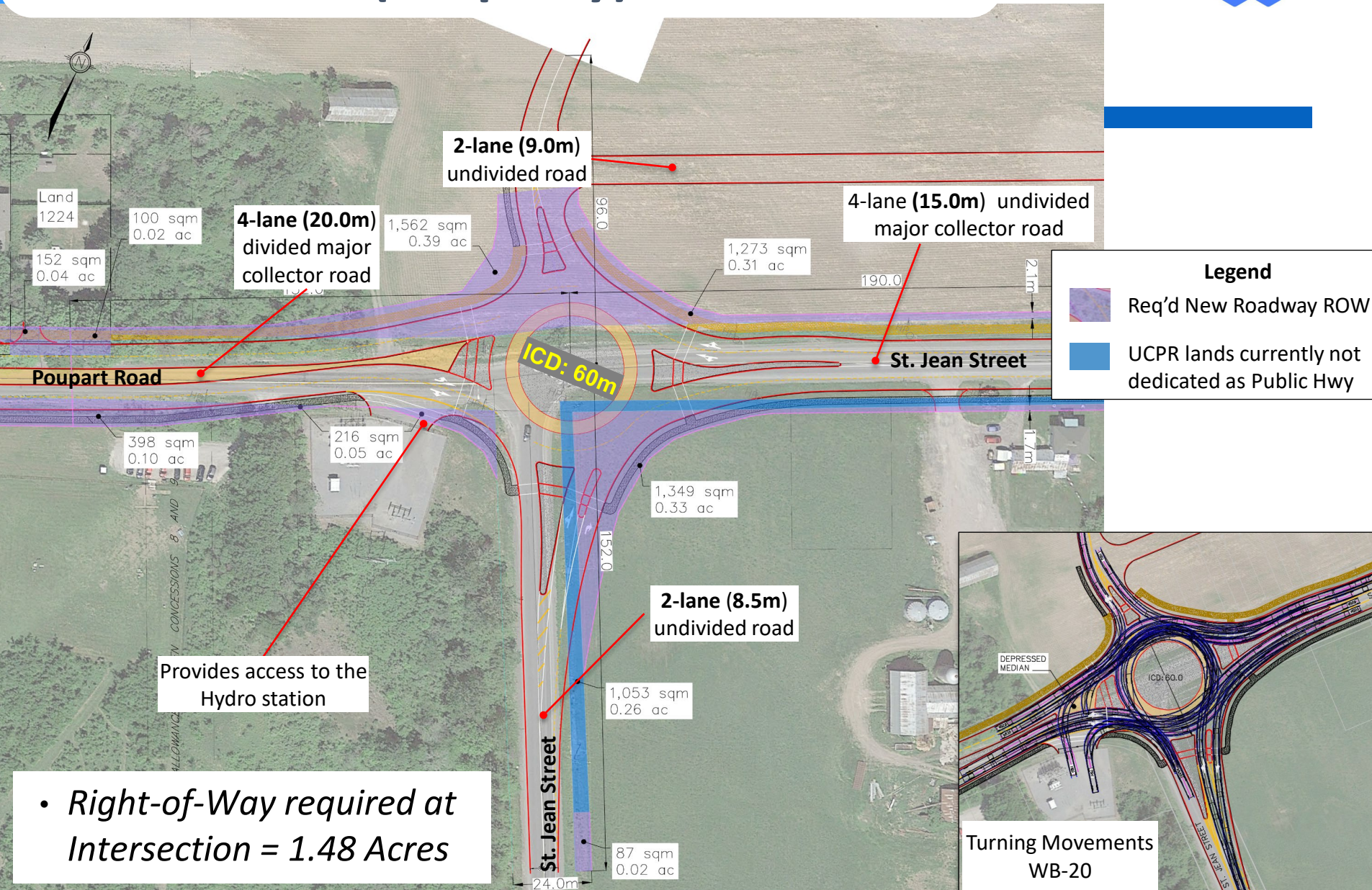


- Fastest Paths ✓
- Entry Angles ✓





# Int #2: Roundabout Option (Property)





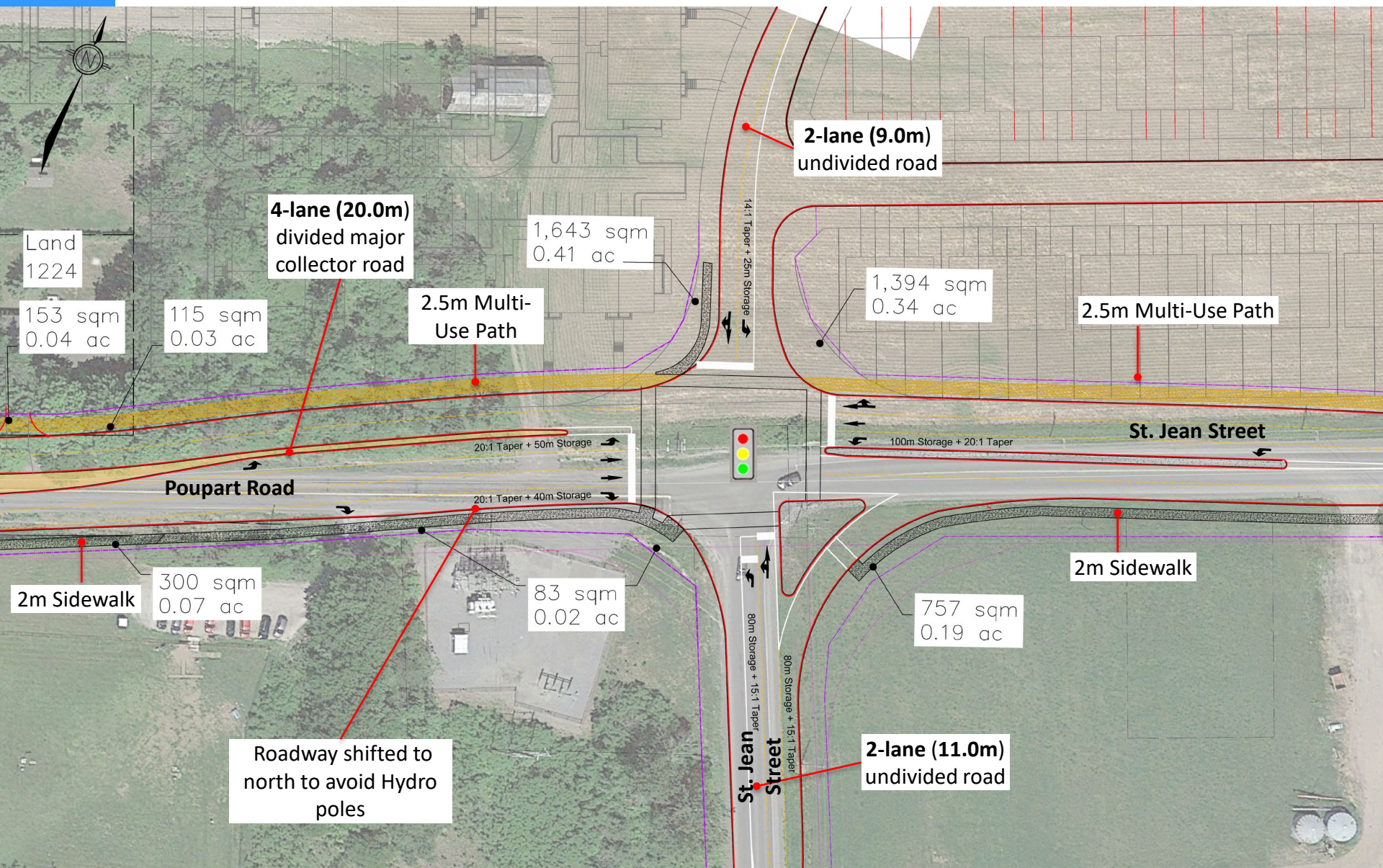
# Int #2: Traffic Signal Option (Layout)



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23

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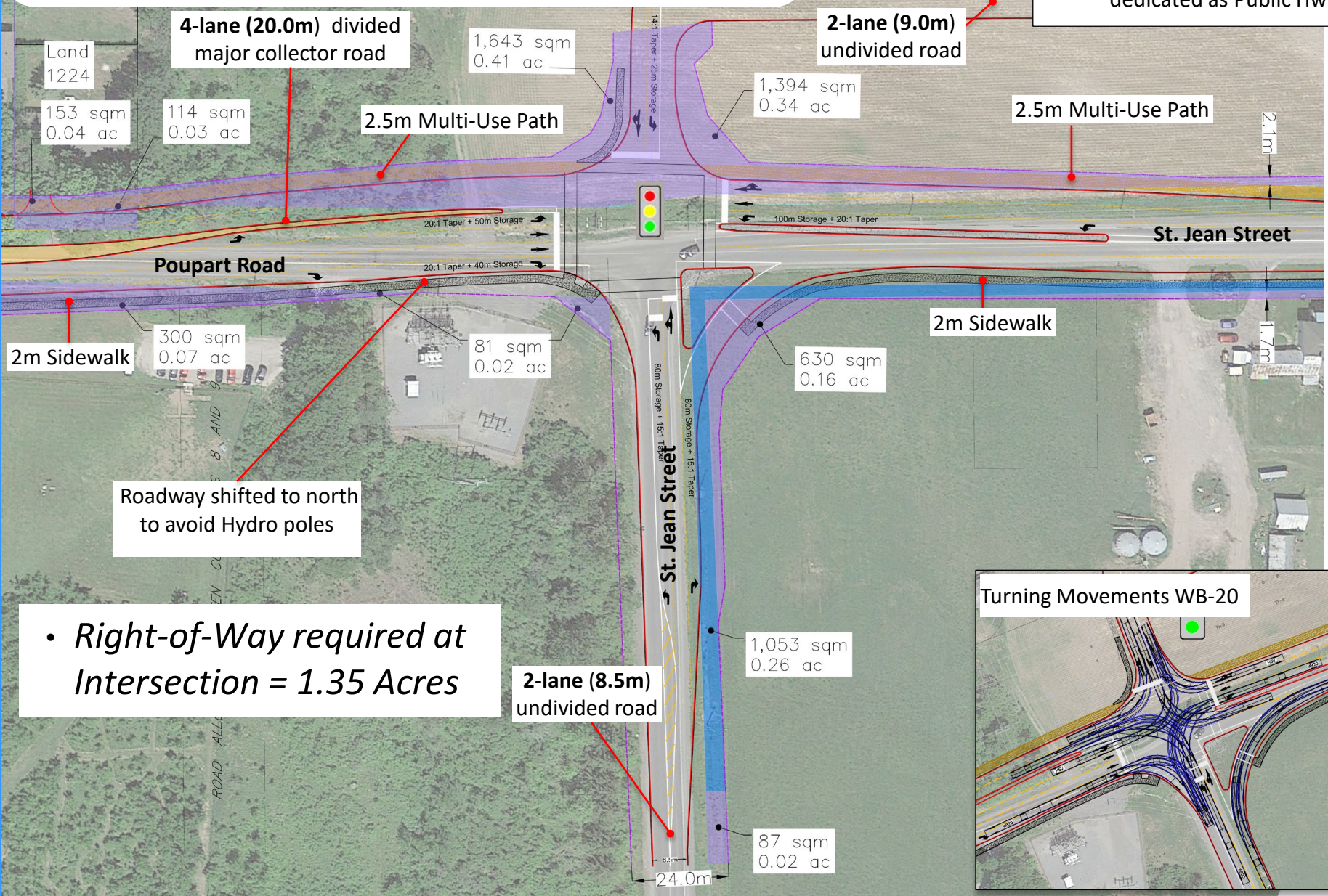




# Int #2: Traffic Signal Option (Property)

**Legend**

- Req'd New Roadway ROW
- UCPR lands currently not dedicated as Public Hwy







# **Intersections #3 and #4 Improvement Alternatives**

**Int. #3: Poupart Rd (E-W) / Stewart Village, 1st Int.**

**Int. #4: Poupart Rd (N-S) / Poupart Rd (E-W)**







# Int #3 & #4: Roundabout Option (Property)





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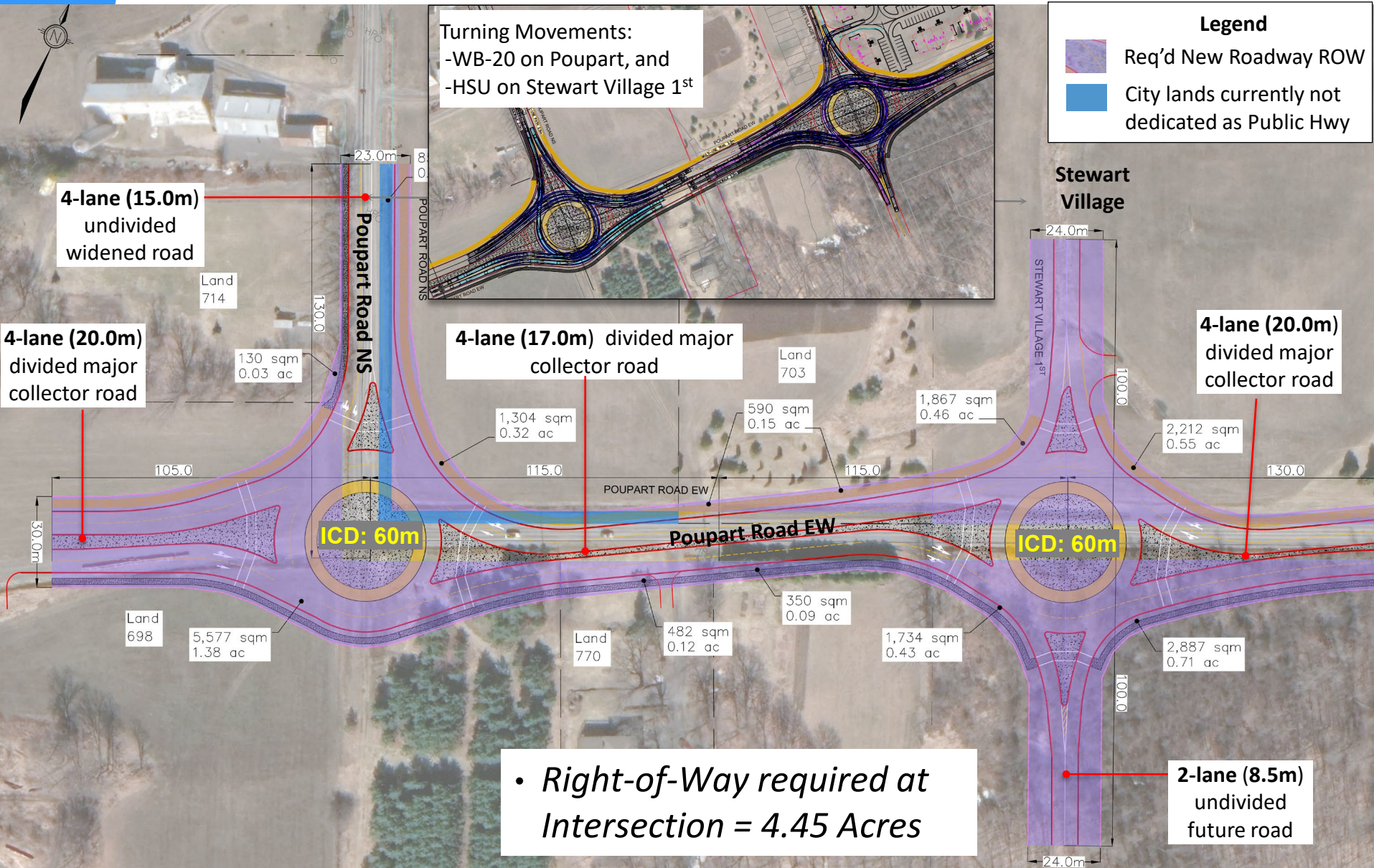
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## Legend

-  Req'd New Roadway ROW
-  City lands currently not dedicated as Public Hwy



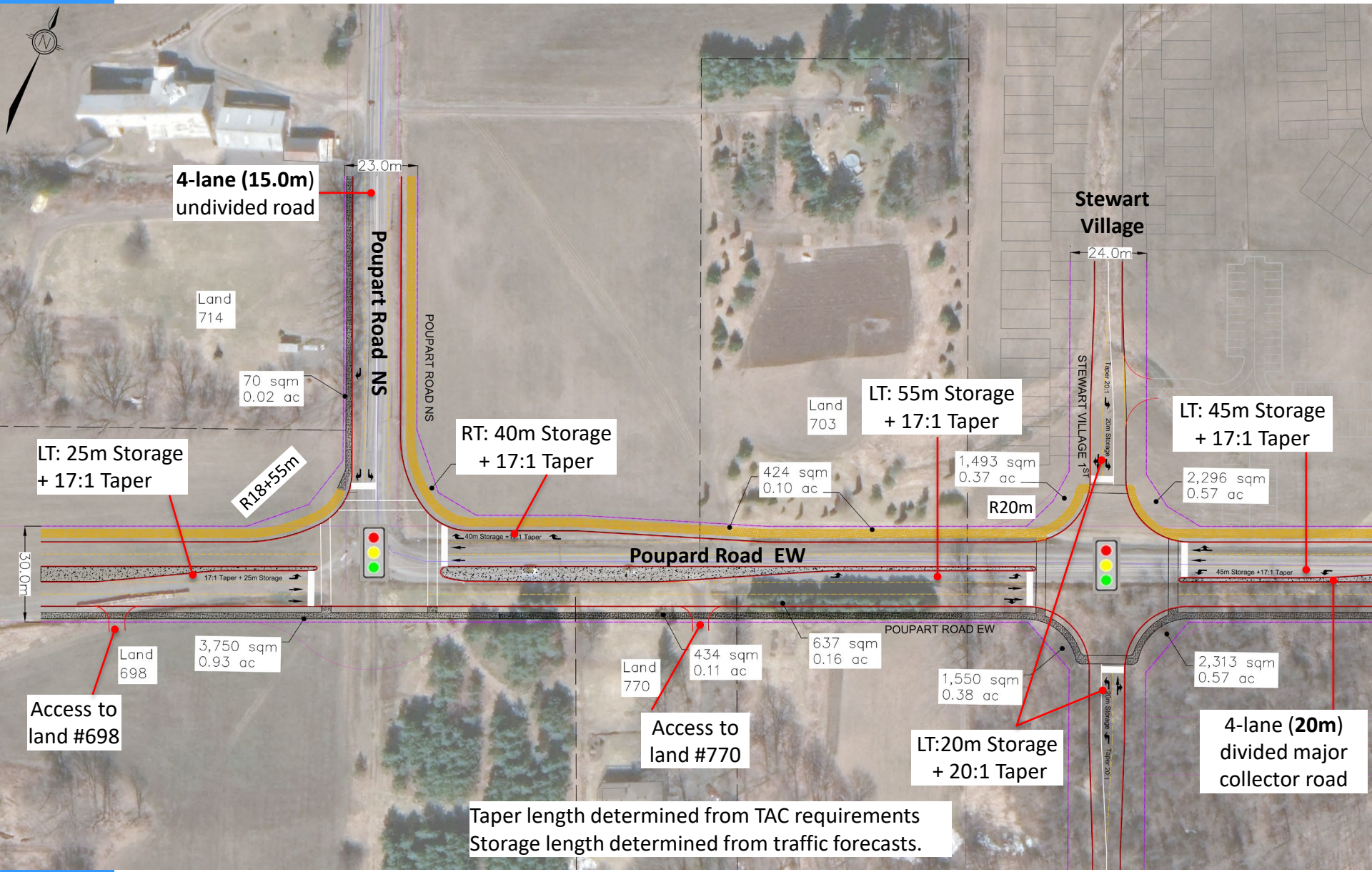


# Int #3 & #4: Traffic Signal (Layout)



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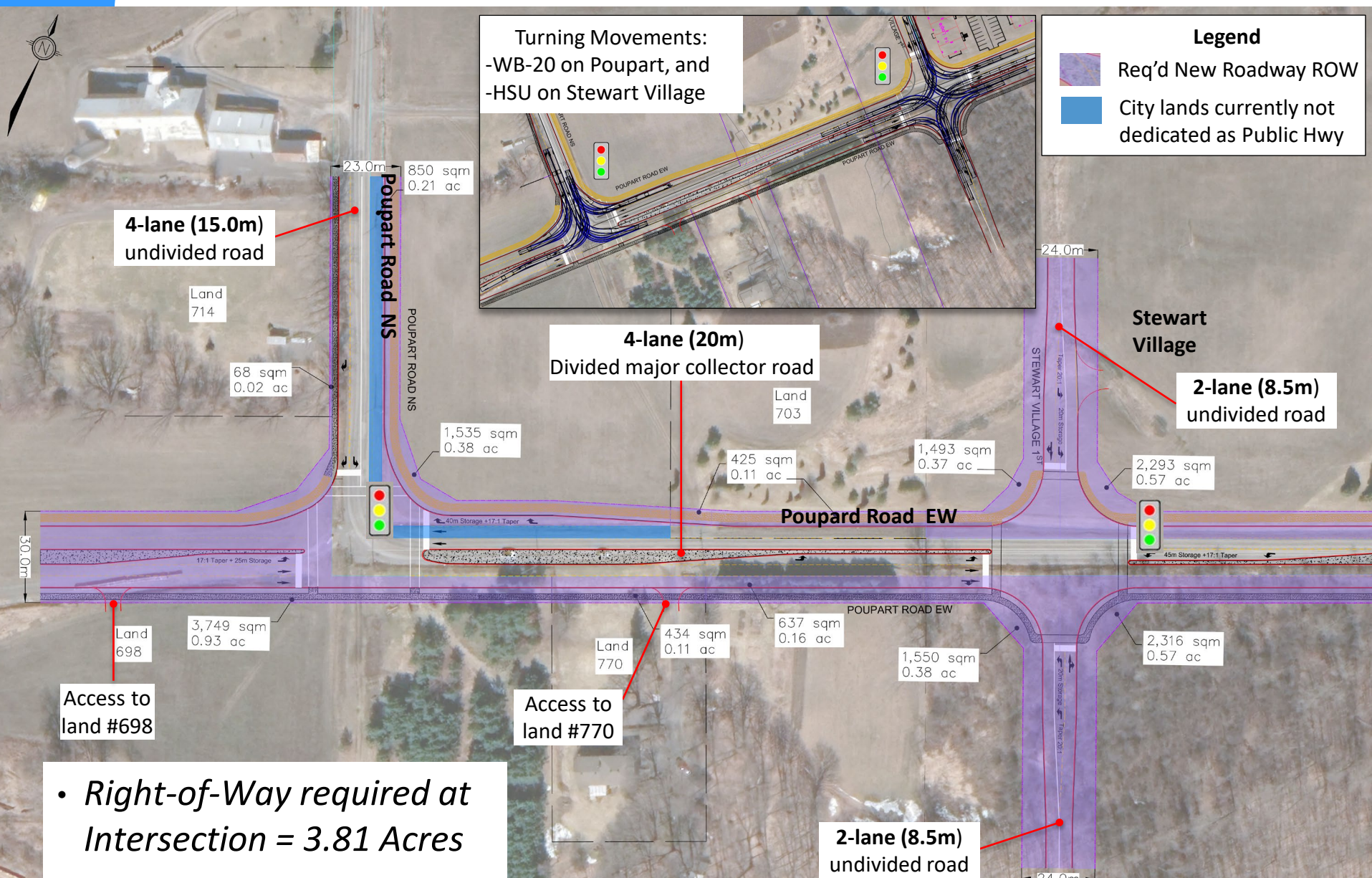
# Int #3 & #4: Signal Option (Property)



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29

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# Roadway Corridors between the Intersections



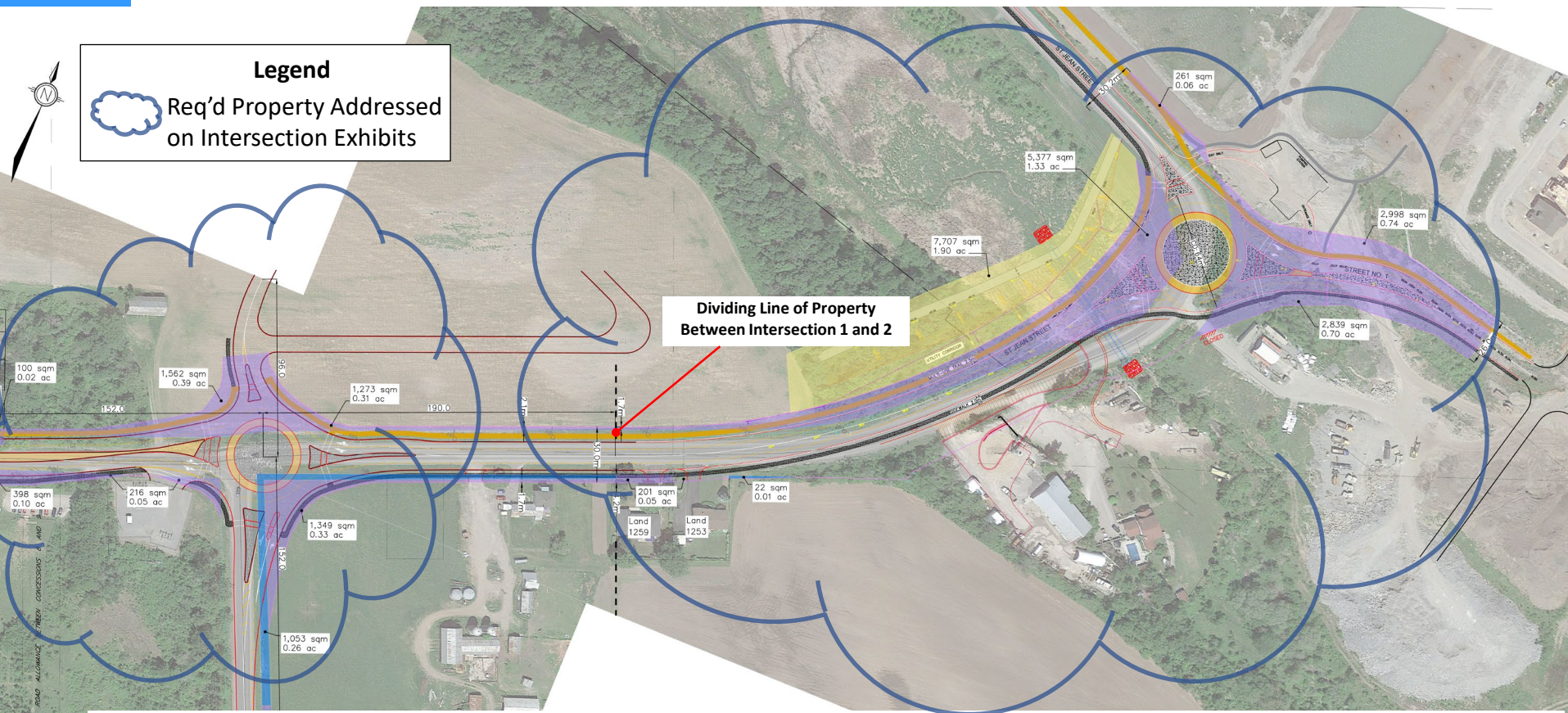
# Between Int #1 & #2: Roundabout



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- ~ 2m of additional property (Magenta Coloured Line) required on each side of corridor.
- Total Property required for Intersection 1 = 4.79 acres
- Total Property required for Intersection 2 = 1.48 acres
- Total Property of both Intersections 1 & 2 = 6.27 acres



# Between Int #1 & #2: Traffic Signals



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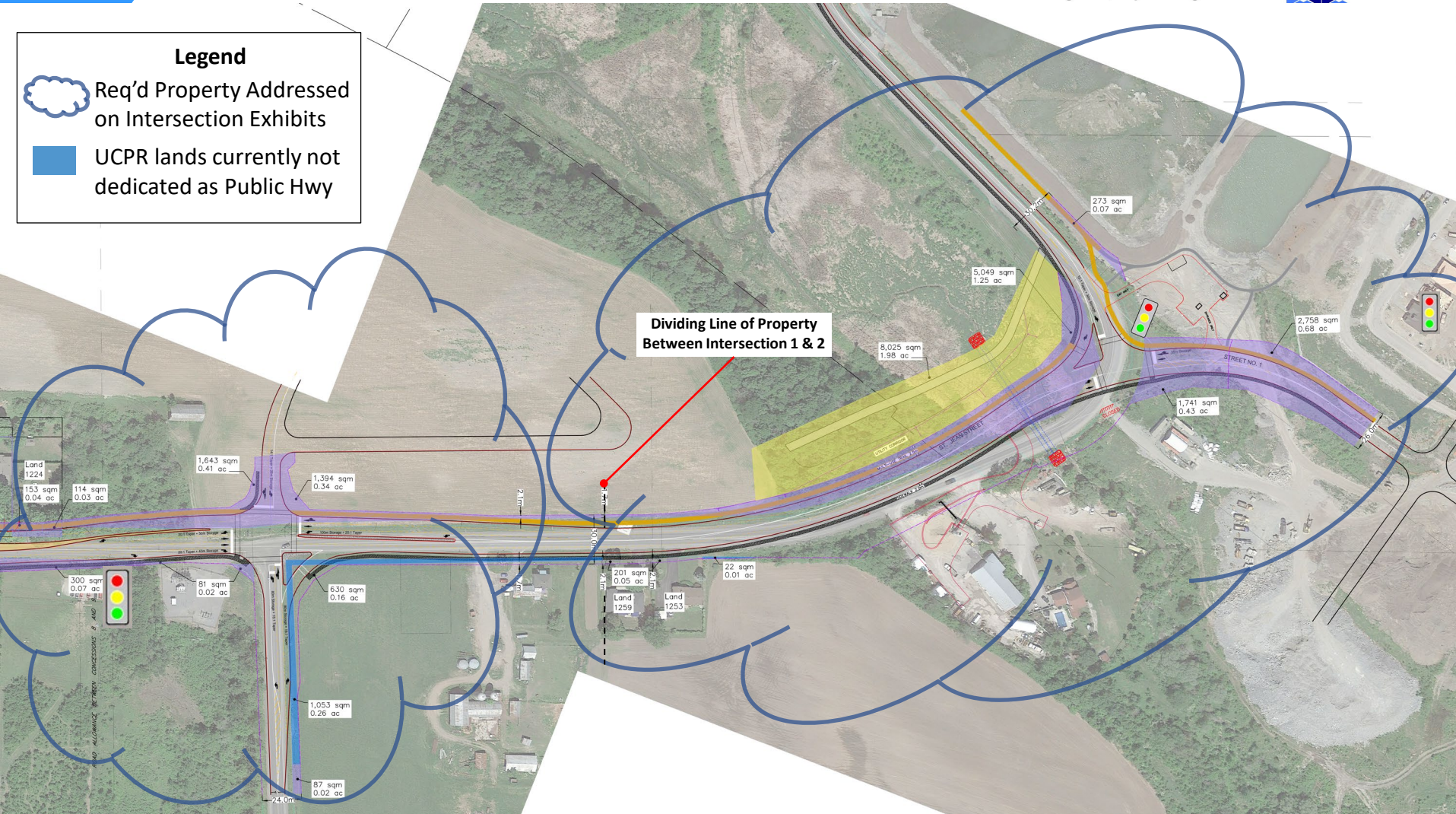
## Legend



Req'd Property Addressed  
on Intersection Exhibits



UCPR lands currently not  
dedicated as Public Hwy



- ~ 2m of additional property (Magenta Coloured Line) required on each side of corridor.
- Total Property required for Intersection 1 = 4.47 acres / Intersection 2 = 1.35 acres
- Total Property of both Intersections 1 & 2 = 5.82 acres









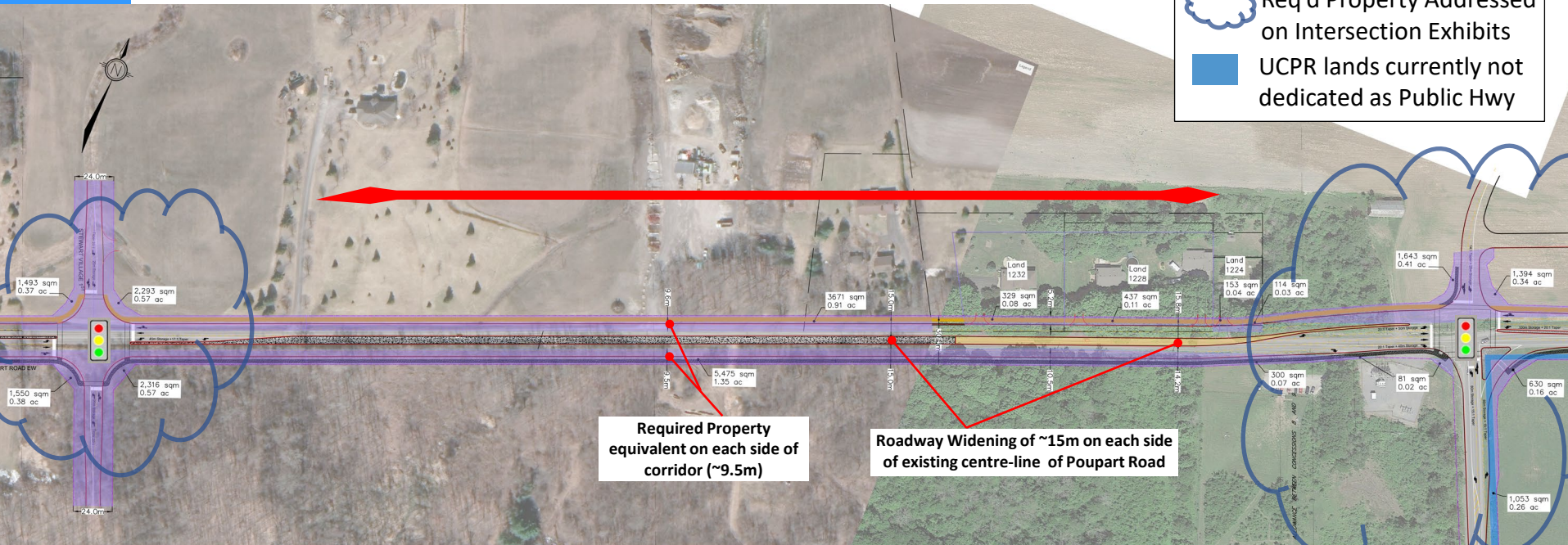
# Between Int #2 & #3: Traffic Signals




**Legend**

 Req'd Property Addressed on Intersection Exhibits

 UCPR lands currently not dedicated as Public Hwy



- *Roughly 9.5m required on each side of corridor (Approx. 5.2m required from existing dwellings on north side).*
- *Areas in  have been included in intersection exhibits.*
- *Right-of-Way required north of Corridor excluding intersections = 1.14 Acres*
- *Right-of-Way required south of Corridor excluding intersections = 1.35 Acres*



# Between Int #1 & #2: Roadway Cross-Sections



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35

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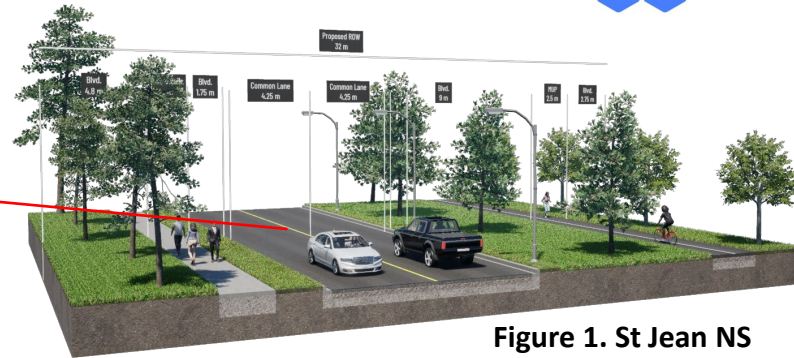
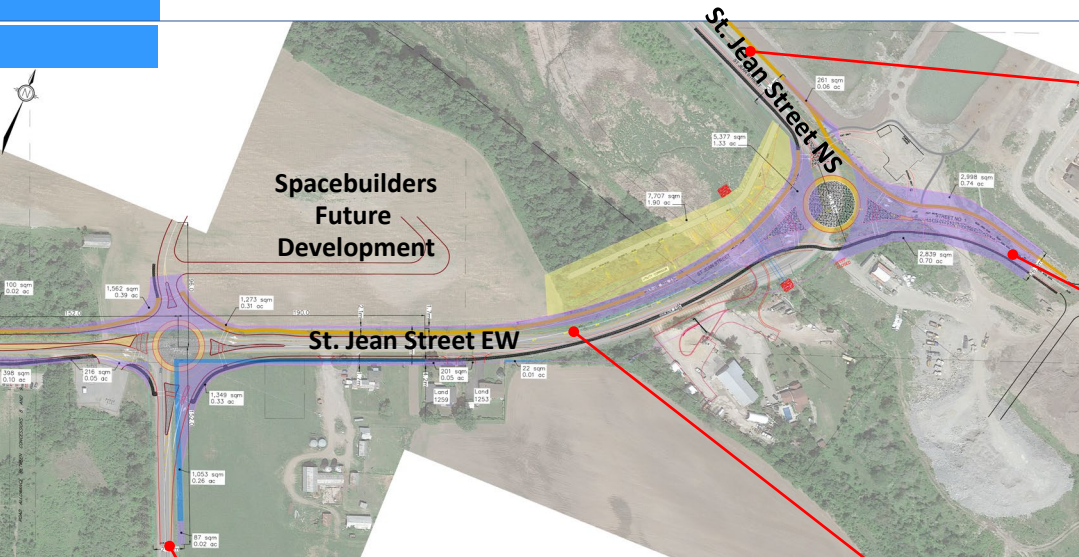


Figure 1. St Jean NS

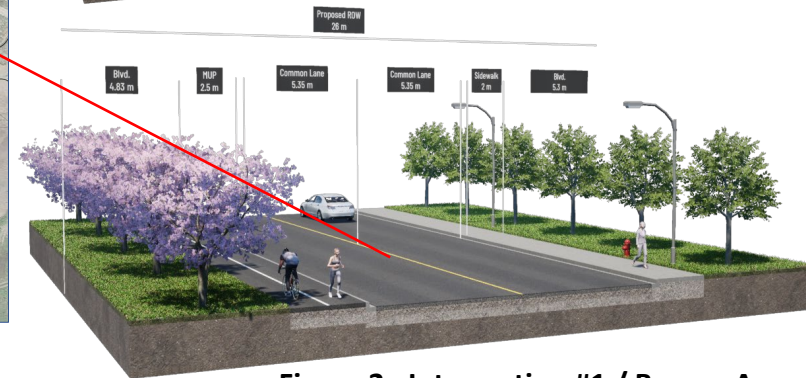


Figure 2. Intersection #1 / Bronze Avenue

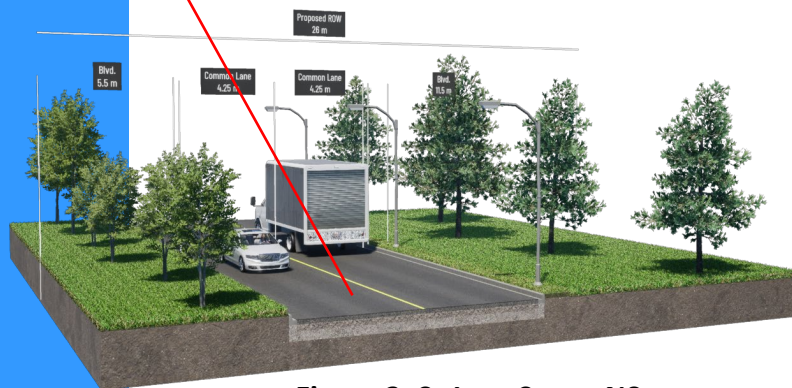


Figure 3. St Jean Street NS  
(South of Intersection No. 2)

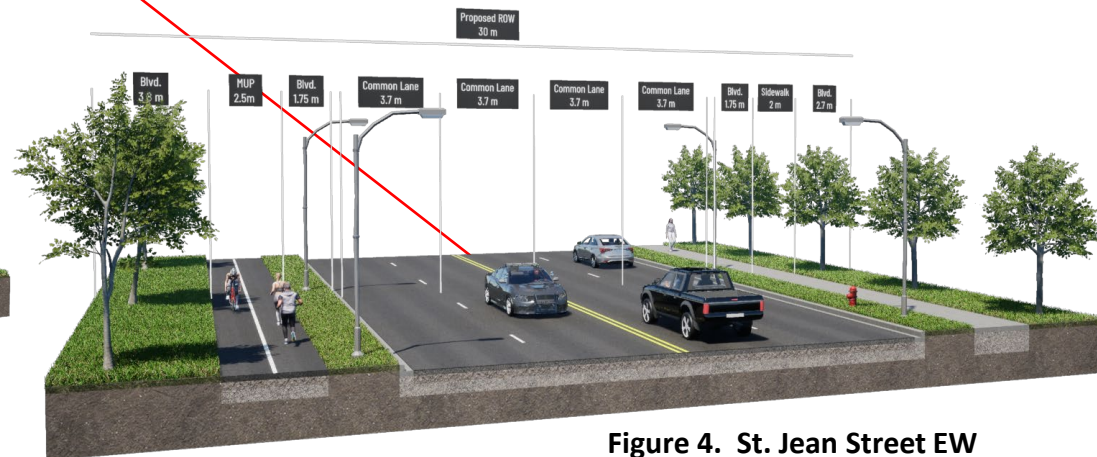


Figure 4. St. Jean Street EW



# Between Int #2 & #3 Roadway Cross-Sections

Figure 6. Poupart Road EW with Mountable Median  
(Between Int #2 & Int #3)

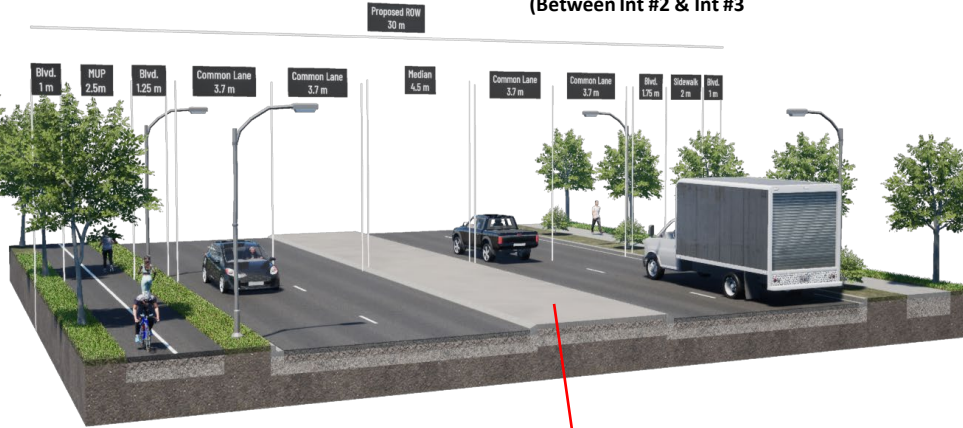


Figure 5. Poupart Road NS

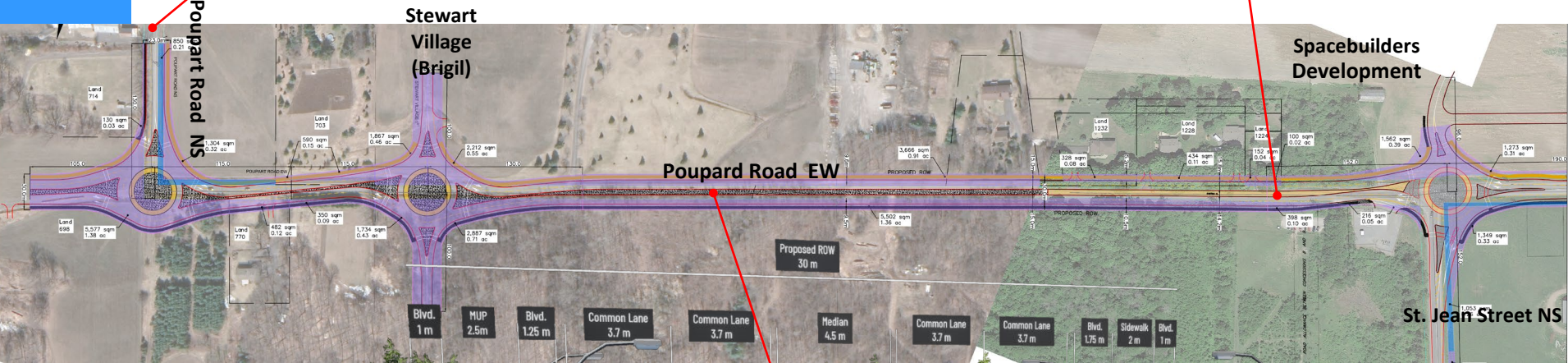
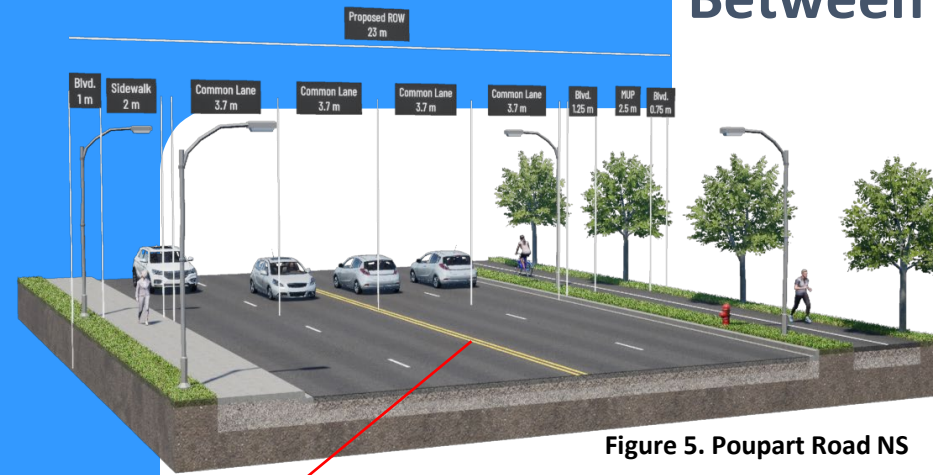
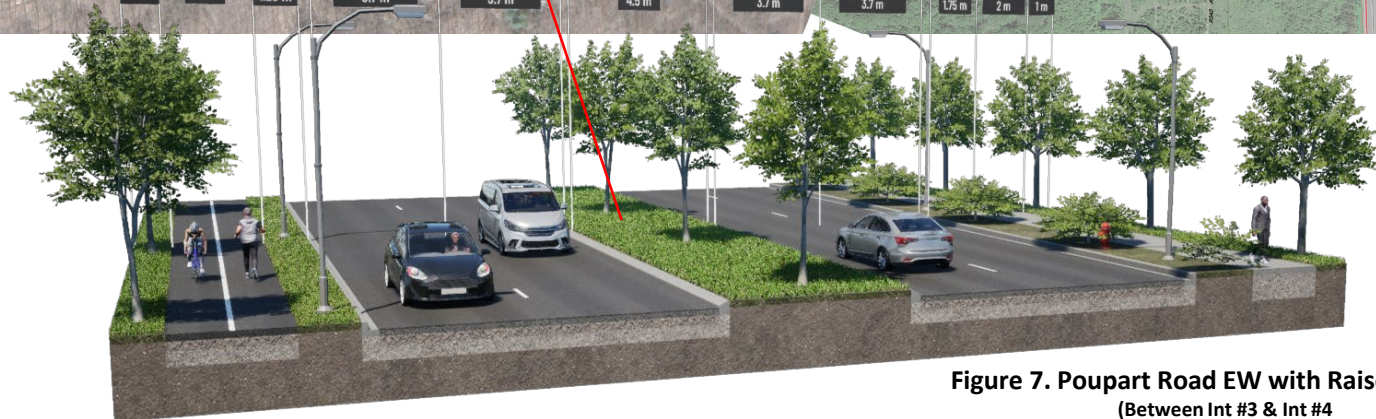


Figure 7. Poupart Road EW with Raised Median  
(Between Int #3 & Int #4)







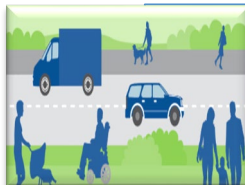
# Next Steps



**Respond to Public Comments**



**Further Technical Evaluation**



**Refine and recommend a plan with mitigations**



**Fall Meeting: Recommended Plan**

Following this Public Consultation Centre, we will:

- ▶ Review and respond to comments received;
- ▶ Evaluate the concepts from the perspective of impacts to the environment, air quality, noise, utilities, geo-technical, drainage, storm-water, property impacts, cultural and built heritage;
- ▶ refine the improvement alternatives;
- ▶ Identify a recommended plan and propose mitigation measures; and
- ▶ Present the recommended plan at a second meeting in the Fall, 2023.



# Before and After Renderings

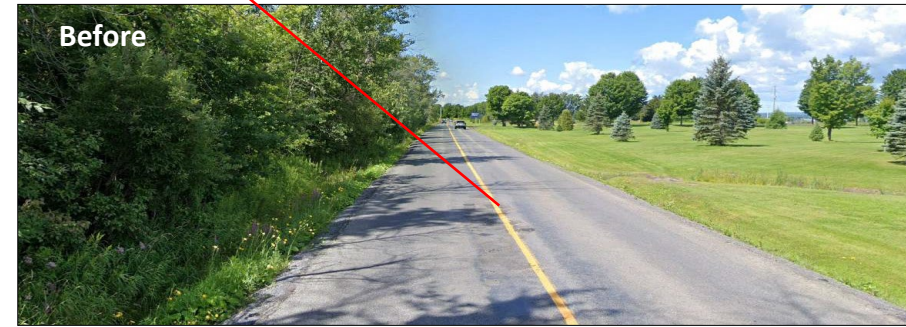
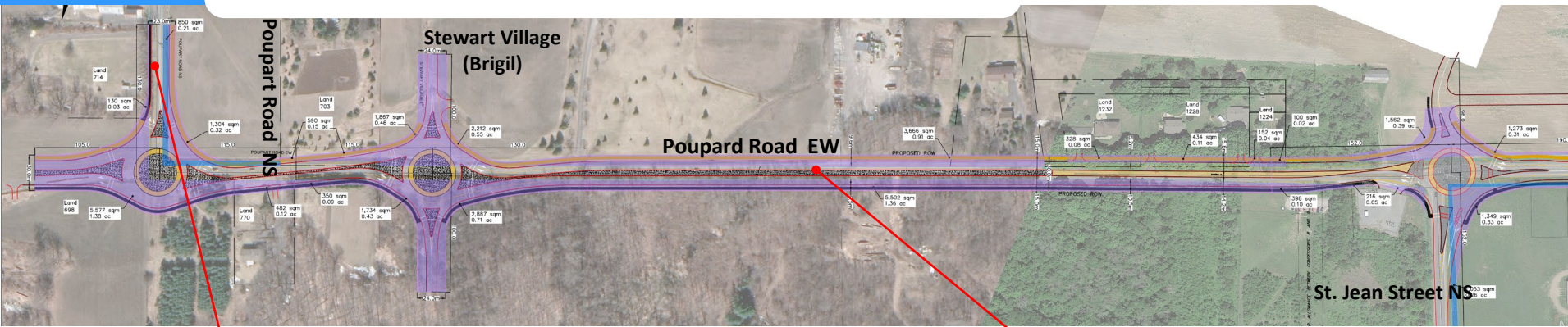


Figure 1. Poupart Road NS Concept  
(North of Intersection 4)

Figure 2. Before and After Concepts of Poupart Road EW  
(West of Intersection 2)





# Next Steps

**Thank you for participating in the Public Consultation Centre. We welcome your comments.**

- ▶ Information is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**To contact a member of the Project Team, please email:**

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- ▶ For more information, please visit:

**City Web Site where this presentation will be posted.**

- ▶ If you would like more information regarding this Class EA study, please contact a Project Team member. Contact information is provided on the comment sheet.