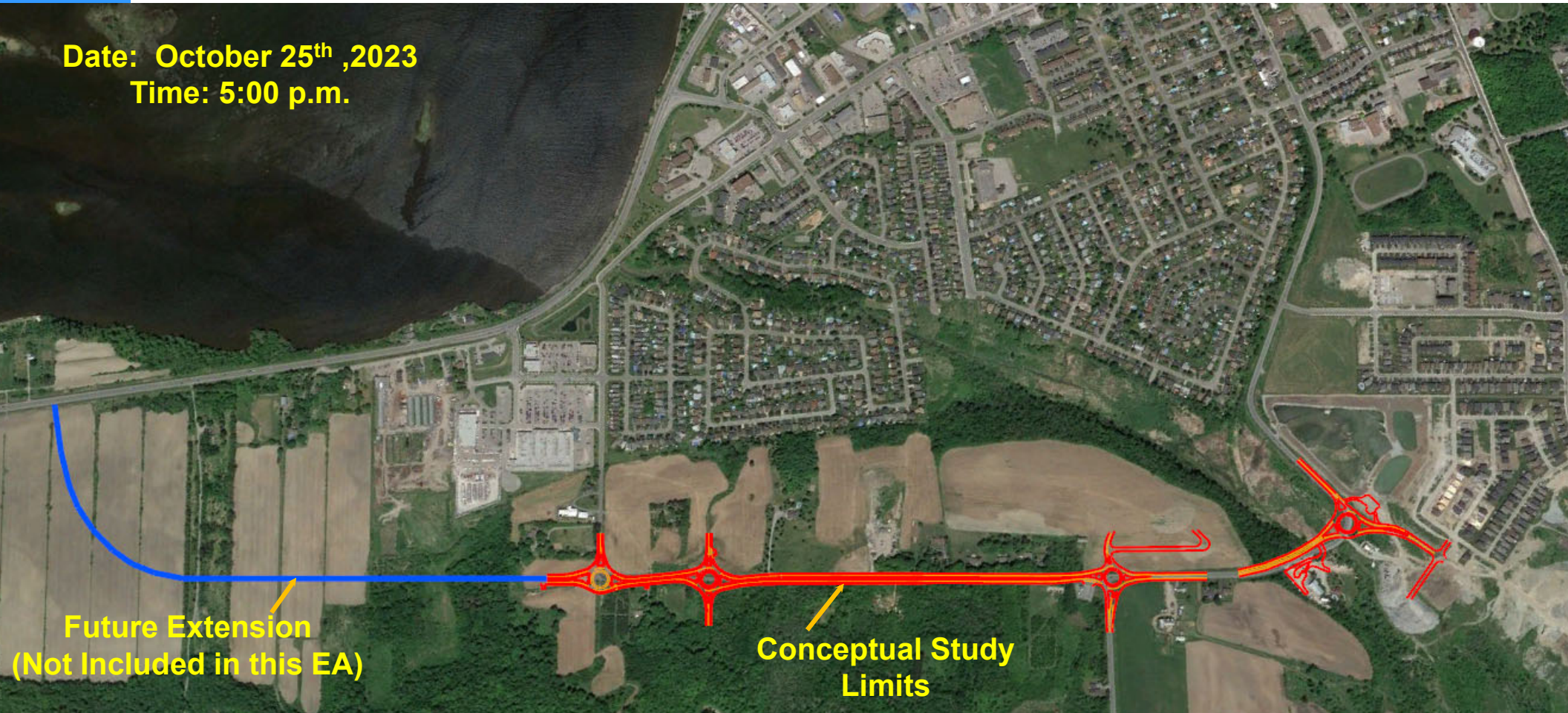




St-Jean Street - Montée Poupart Side Road Municipal Environmental Assessment

Welcome to the Public Consultation Centre #2

Date: October 25th, 2023
Time: 5:00 p.m.





You will have a chance to Review



Study Purpose and Overview



Multi-Modal Transportation Master Plan, Vision and Guiding Principles



The Preferred Alternative



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 that are needed to participate in this project, please contact a Project Team member.
- Please complete a comment sheet at today's Public Consultation Centre event.
- 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-Montée Poupart Side 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-Montée Poupart Side Road 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-Montée Poupart Side 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



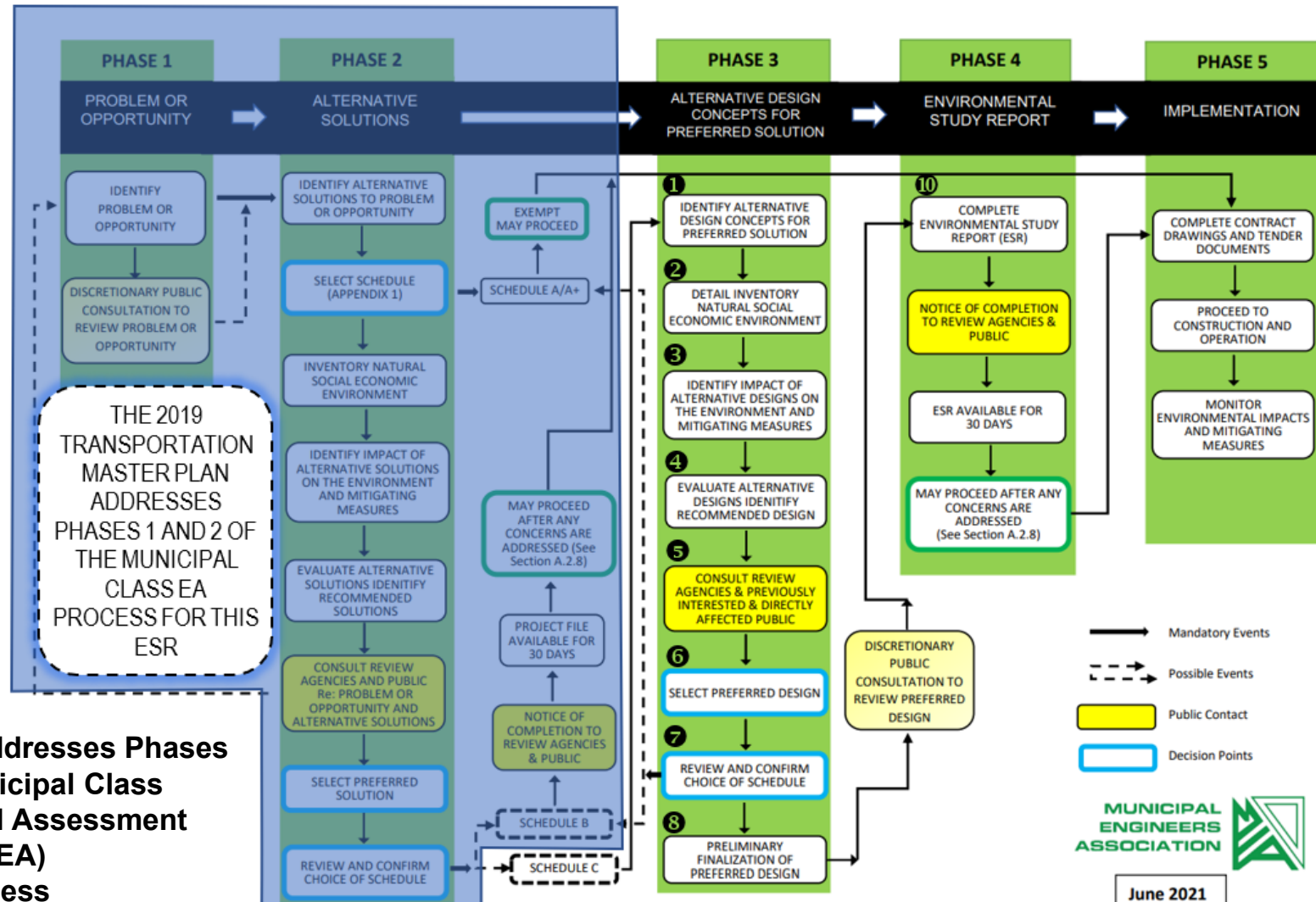
- ▶ connect to Arterial and Rural Arterial Roadways.
- ▶ accommodate pedestrian sidewalks on both sides of the street where needed
- ▶ have opportunities to accommodate active transportation through the implementation of multi-use paths.
- ▶ have a typical right-of-way width of 18m-to-24m depending on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



MEA Process (Phases 3-5)

Municipal Class Environmental Assessment (MCEA) Process

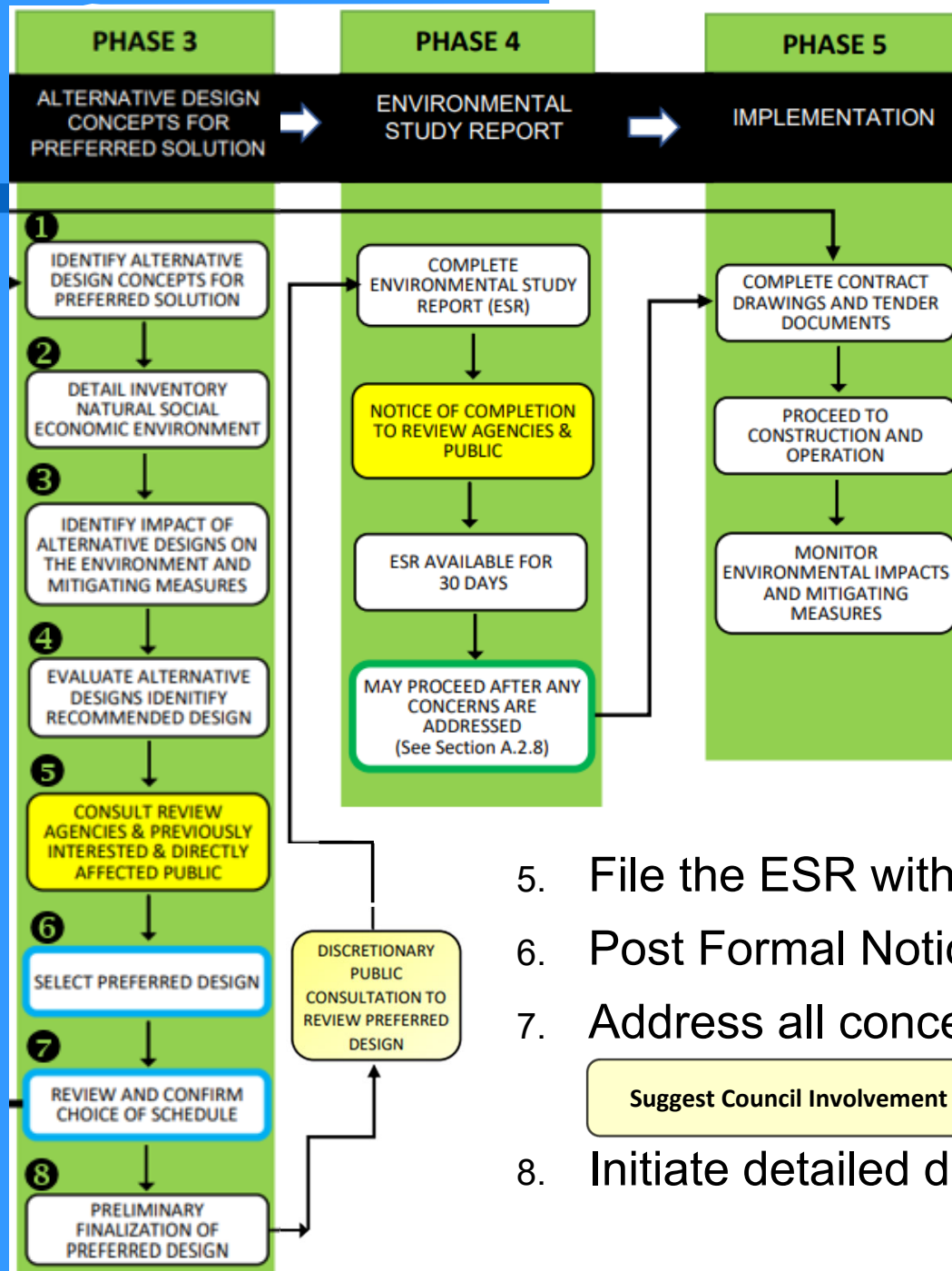
MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



City's MMTMP Addresses Phases 1 & 2 of Municipal Class Environmental Assessment (MCEA) Process



Phase 3 & 4



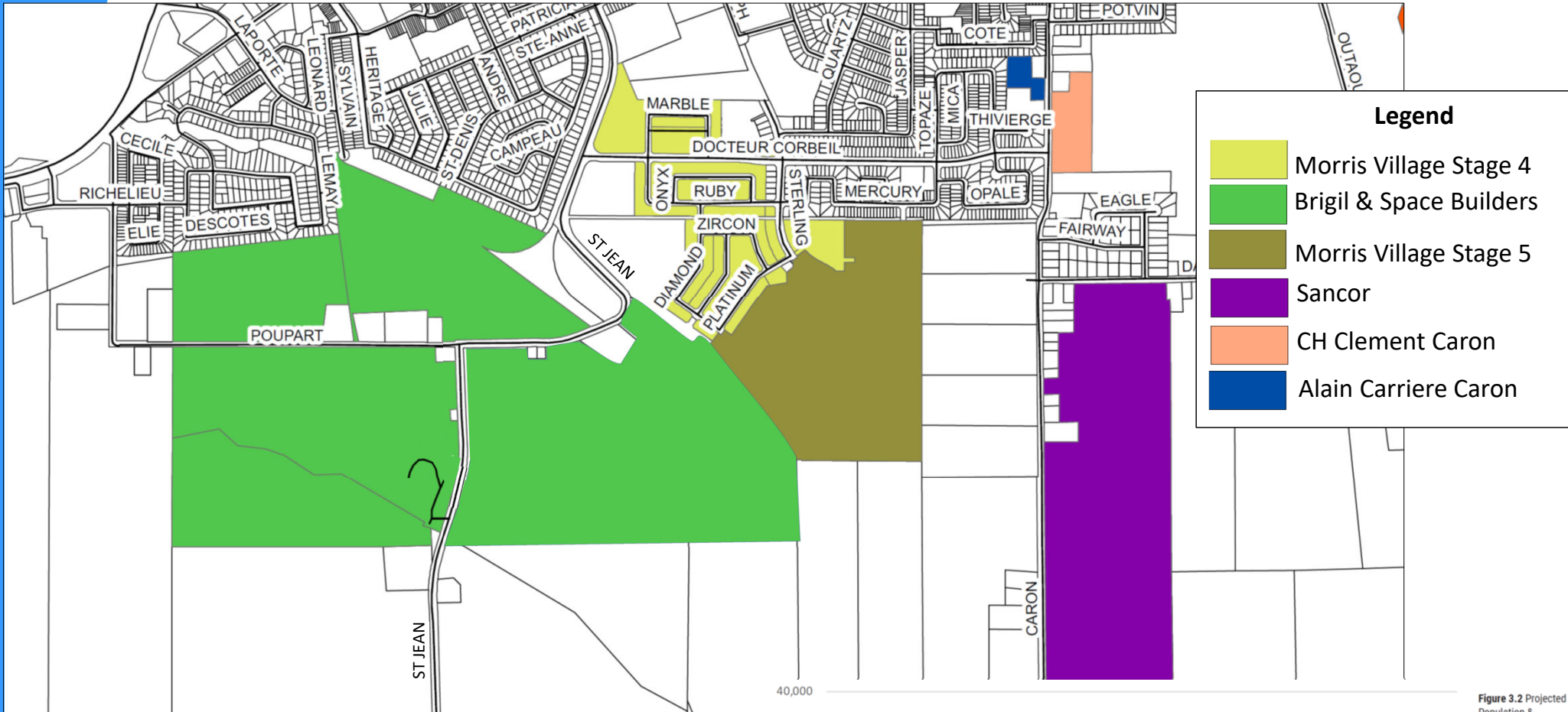
Next Steps:

1. Consultation with agencies, utilities, previously interested & directly affected parties.
2. Formally Select the preferred design(s)/concept(s).
3. Re-confirm this as project as an MEA Class "C" project.
4. Complete the ESR Report
5. File the ESR with the Province.
6. Post Formal Notice of Completion. (30 days)
7. Address all concerns and undertake refinements.
8. Initiate detailed design process.

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]

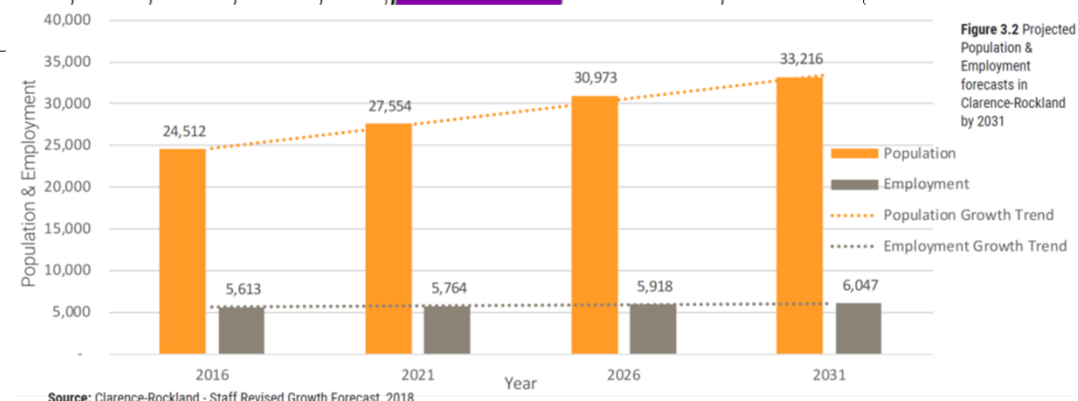
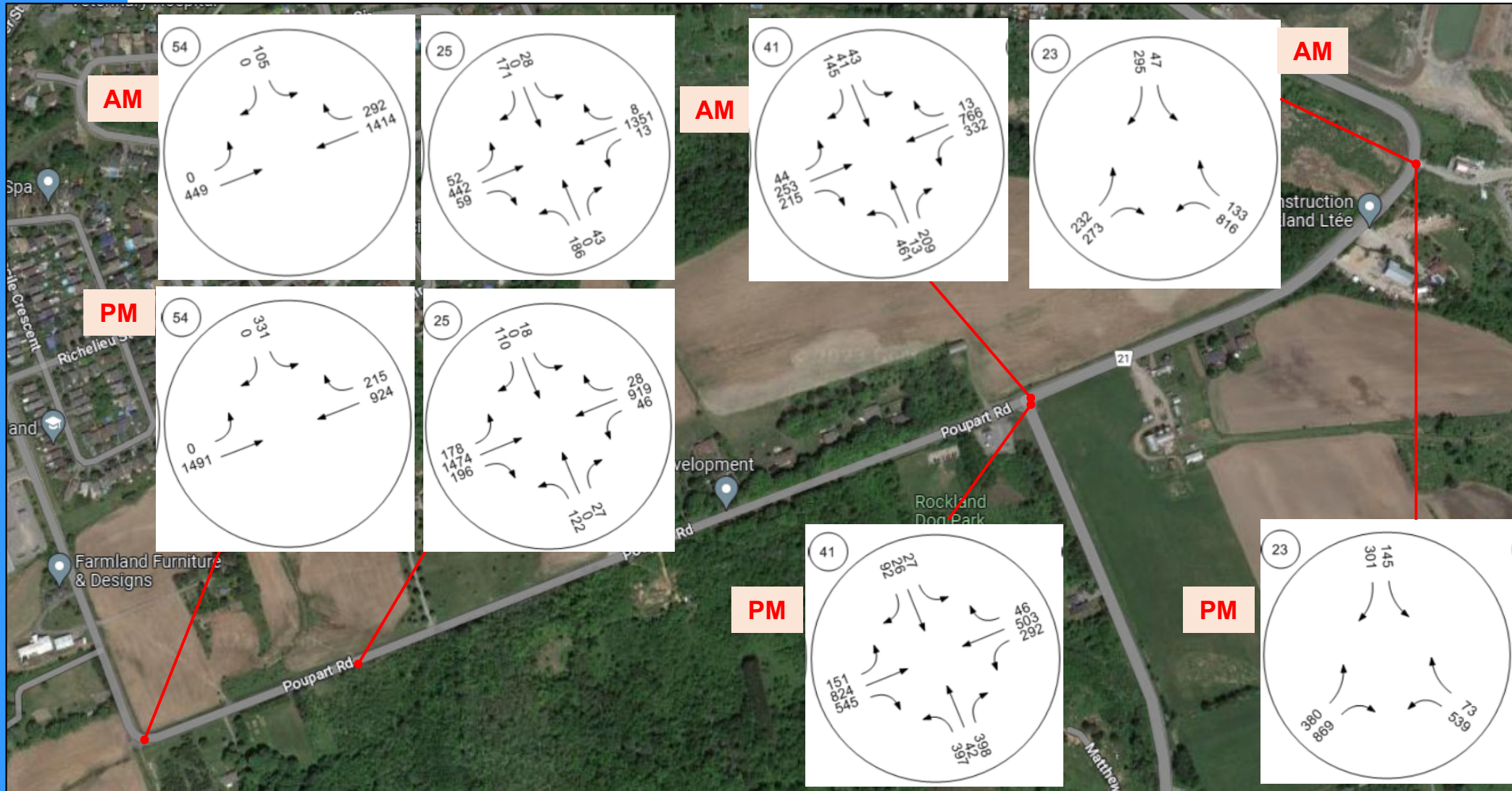


Figure 3.2 Projected Population & Employment forecasts in Clarence-Rockland by 2031

Future Transportation Conditions

(Vehicles per Hour)

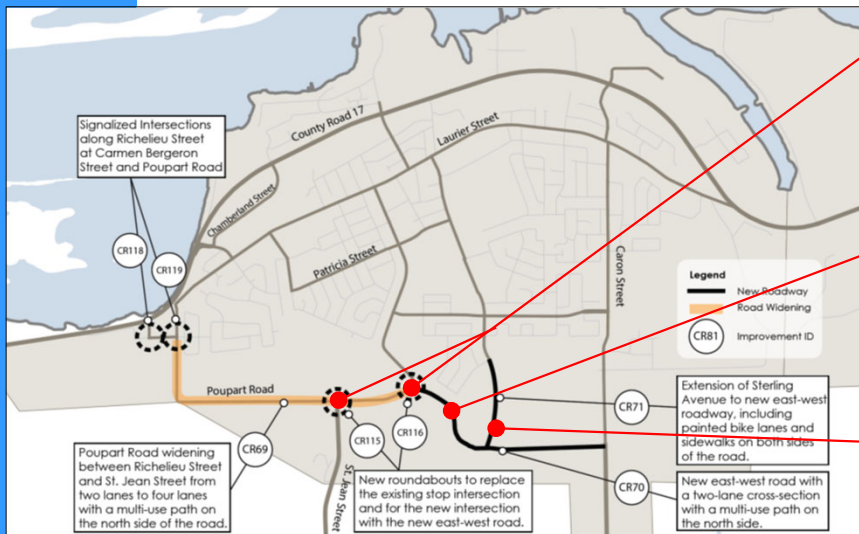


Without improvements, the future 2031 peak hour forecasts significant deteriorated intersection operations along Montée Poupart Side Road which is a key corridor for both internal and external travel needed to sustain future residential growth. [MMTMP, Pg. 27]



Master Transportation Plan Conclusions

- **Montée Poupart Side 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.”

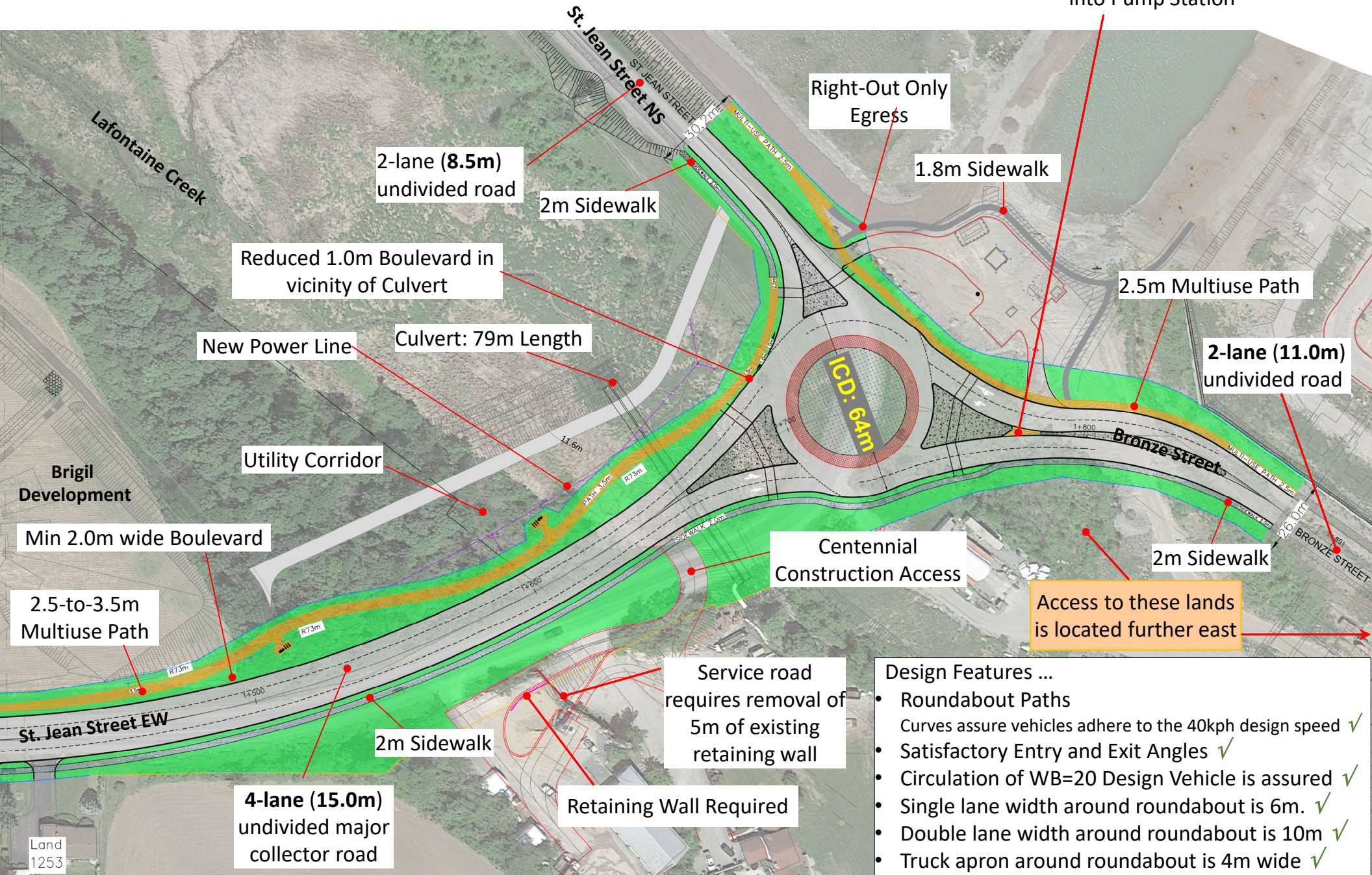


Intersection #1

The Preferred Concept

(ST. JEAN STREET / BRONZE STREET)

Int #1: Roundabout (Layout)



Depressed Median permits Left turns into Pump Station

Right-Out Only Egress

1.8m Sidewalk

2-lane (8.5m) undivided road

2m Sidewalk

Reduced 1.0m Boulevard in vicinity of Culvert

2.5m Multiuse Path

New Power Line

Culvert: 79m Length

2-lane (11.0m) undivided road

Utility Corridor

Centennial Construction Access

Brigil Development

Min 2.0m wide Boulevard

2m Sidewalk

2.5-to-3.5m Multiuse Path

Access to these lands is located further east

St. Jean Street EW

2m Sidewalk

Service road requires removal of 5m of existing retaining wall

4-lane (15.0m) undivided major collector road

Retaining Wall Required

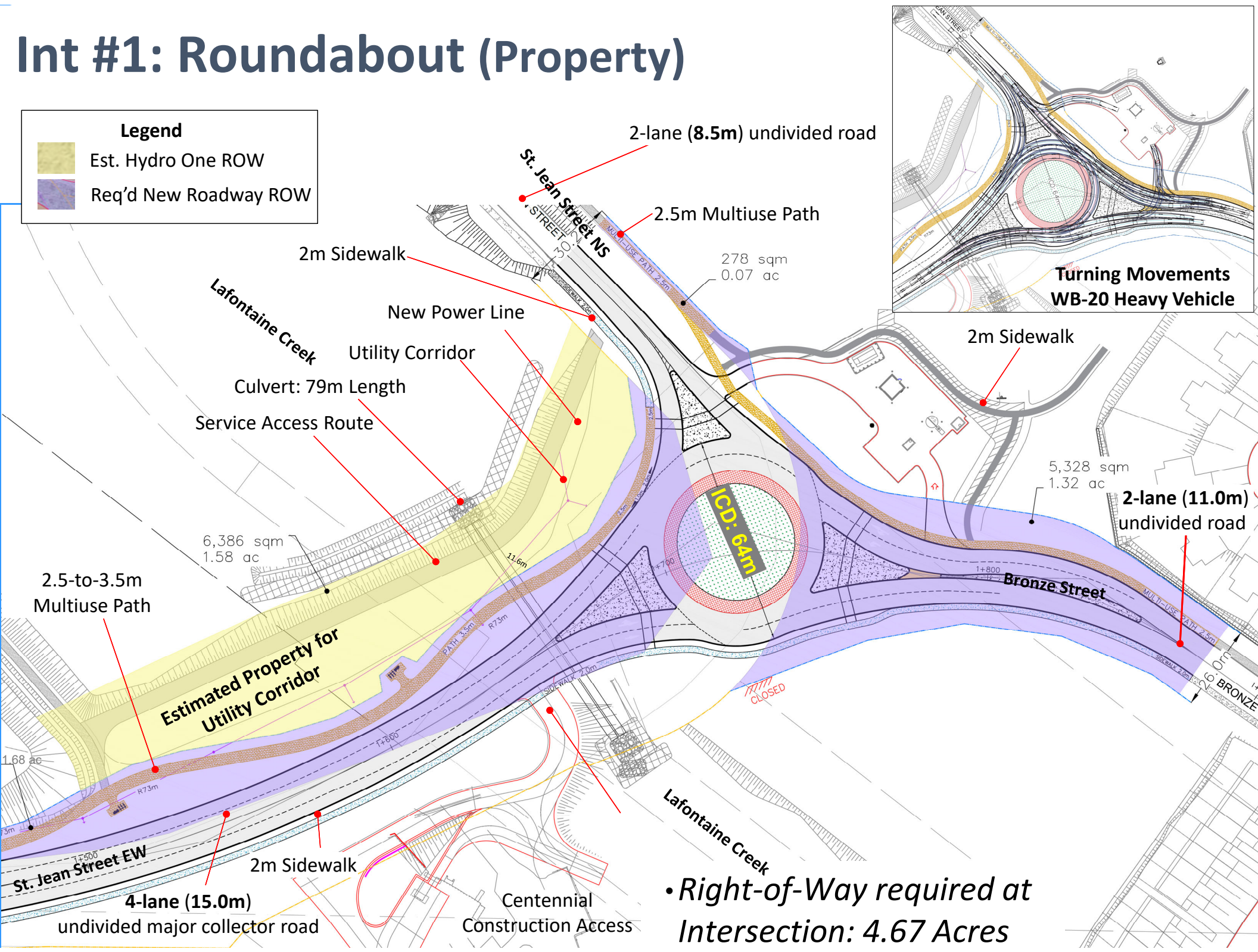
Design Features ...

- Roundabout Paths
- Curves assure vehicles adhere to the 40kph design speed ✓
- 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 (Property)

Legend

- Est. Hydro One ROW
- Req'd New Roadway ROW



Legend

- Est. Hydro One ROW
- Req'd New Roadway ROW

2-lane (8.5m) undivided road

2.5m Multiuse Path

278 sqm
0.07 ac

2m Sidewalk

New Power Line

Utility Corridor

Culvert: 79m Length

Service Access Route

2m Sidewalk

**Turning Movements
WB-20 Heavy Vehicle**

5,328 sqm
1.32 ac

2-lane (11.0m) undivided road

ICD: 64m

2.5-to-3.5m Multiuse Path

6,386 sqm
1.58 ac

**Estimated Property for
Utility Corridor**

1+800
Bronze Street

1+500
St. Jean Street EW

4-lane (15.0m) undivided major collector road

2m Sidewalk

Centennial Construction Access

• Right-of-Way required at Intersection: 4.67 Acres



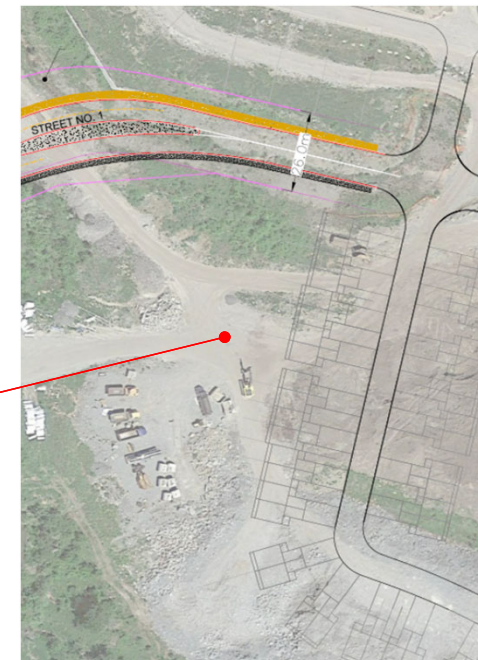
Intersection #1: Roundabout Option

- *Utility Corridor:* 79m long culvert was determined to be a fixed constraint. A wide swath of lands approximately ~14.0m in width is protected for the north multi-use pathway and the HydroOne utility corridor. In the vicinity of the roundabout the width was reduced to ~12.0m.
- *Traffic Operations:* Eastbound traffic coming down an 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 accommodate a WB-20 heavy vehicle.
- *Accesses:* A separate entry access and exit egress is provided to the pumping station and 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.



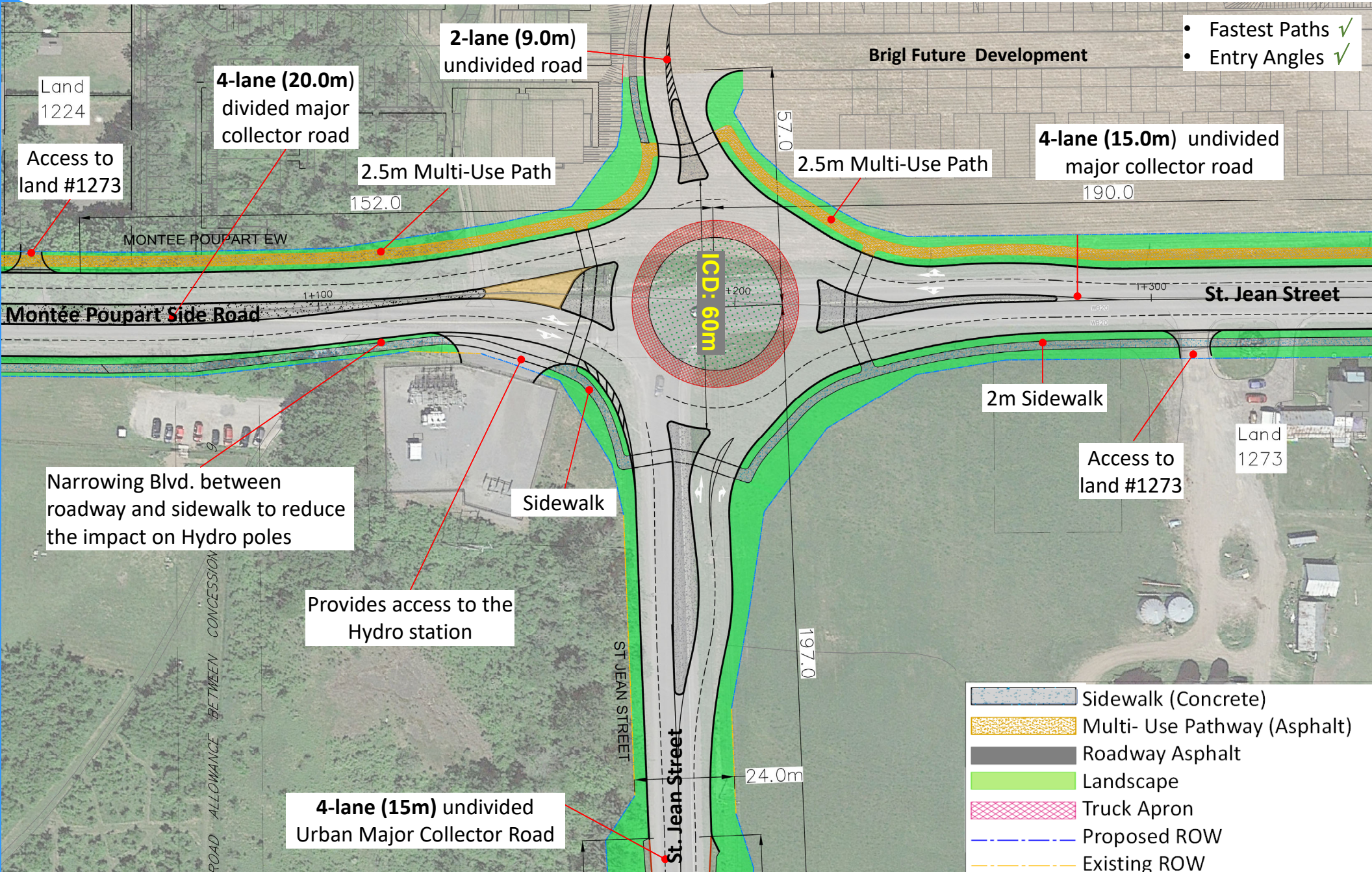


Intersection #2

The Preferred Concept

**(MONTÉE POUPART SIDE ROAD / ST.
JEAN STREET)**

Int #2: Roundabout Option (Layout)



- Fastest Paths ✓
- Entry Angles ✓

Land 1224
Access to land #1273

4-lane (20.0m)
divided major
collector road

2-lane (9.0m)
undivided road

2.5m Multi-Use Path
152.0

Brig Future Development

4-lane (15.0m) undivided
major collector road
190.0

2.5m Multi-Use Path

ICD: 60m

St. Jean Street

Montée Poupart Side Road

2m Sidewalk

Access to
land #1273

Land 1273

Narrowing Blvd. between
roadway and sidewalk to reduce
the impact on Hydro poles

Sidewalk

Provides access to the
Hydro station

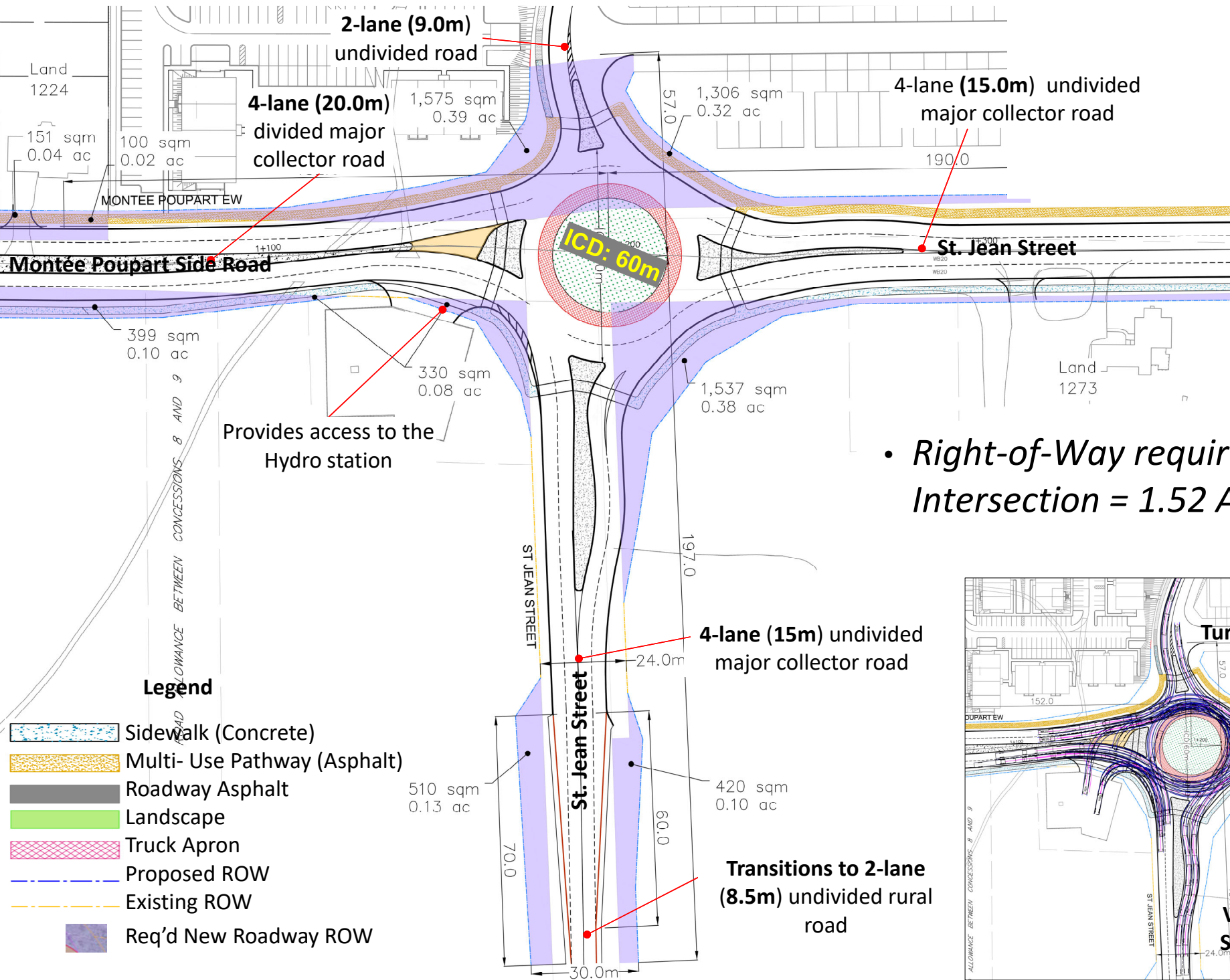
4-lane (15m) undivided
Urban Major Collector Road

ST JEAN STREET

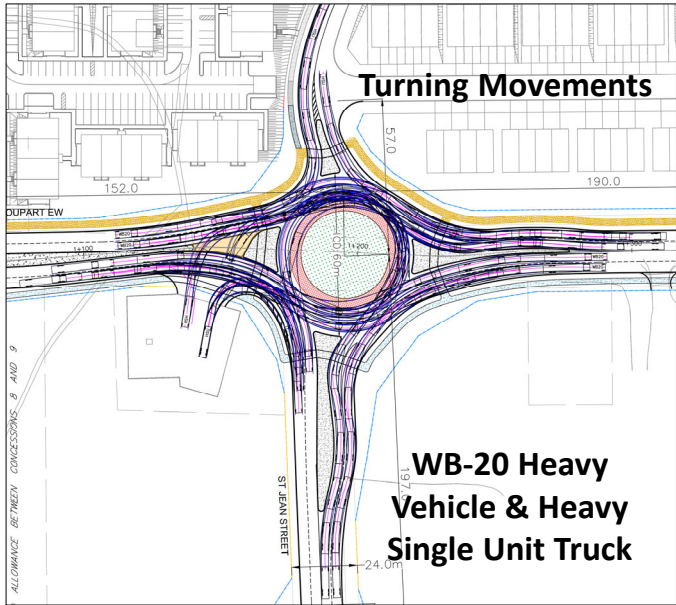
St. Jean Street

- Sidewalk (Concrete)
- Multi- Use Pathway (Asphalt)
- Roadway Asphalt
- Landscape
- Truck Apron
- Proposed ROW
- Existing ROW

Int #2: Roundabout (Property)



• *Right-of-Way required at Intersection = 1.52 Acres*



WB-20 Heavy Vehicle & Heavy Single Unit Truck



Intersection #3 and #4

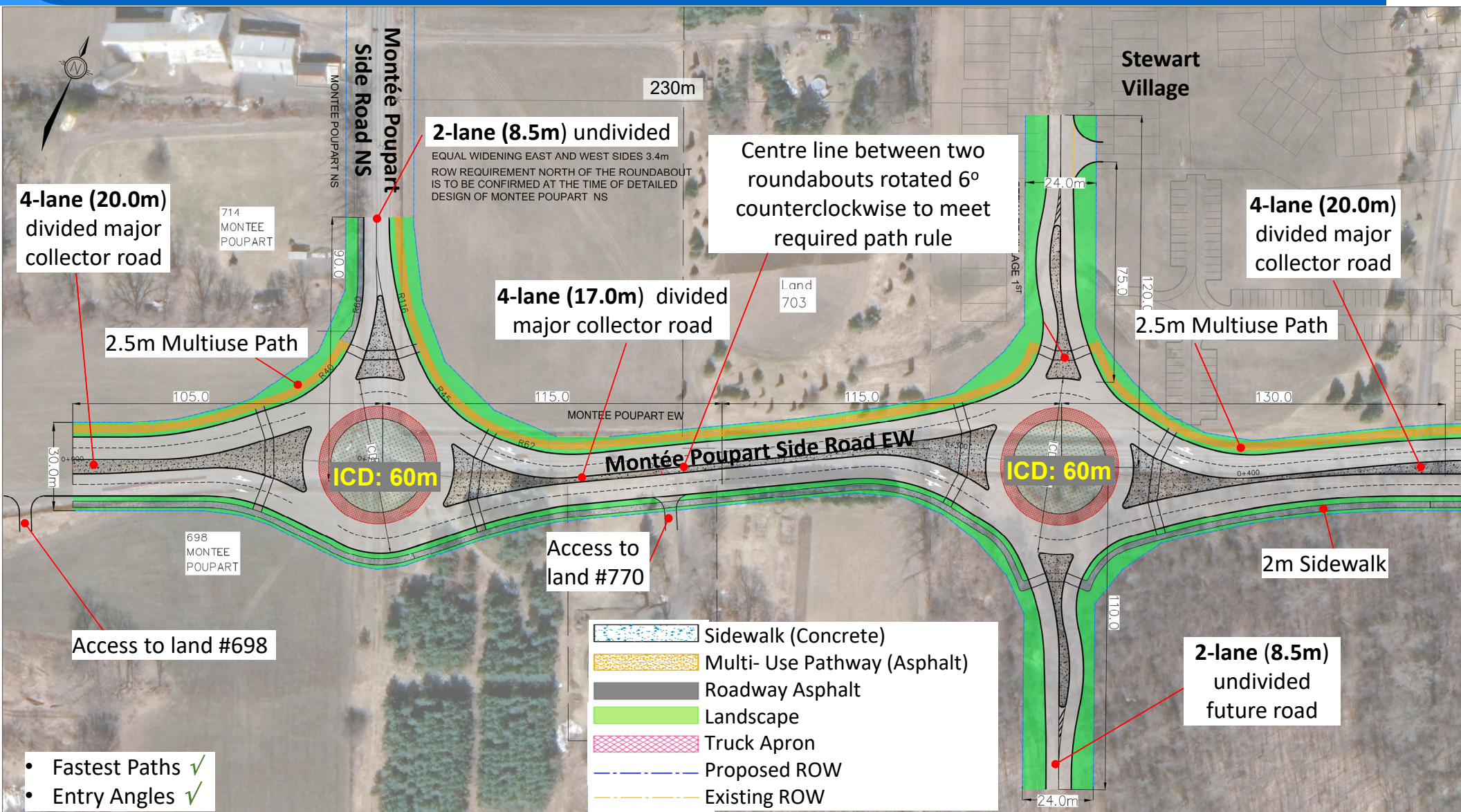
The Preferred Concept

**(INT#3: MONTÉE POUPART SIDE ROAD EW / STEWART
VILLAGE)**

(INT#4: MONTÉE POUPART SIDE ROAD NS / EW)



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

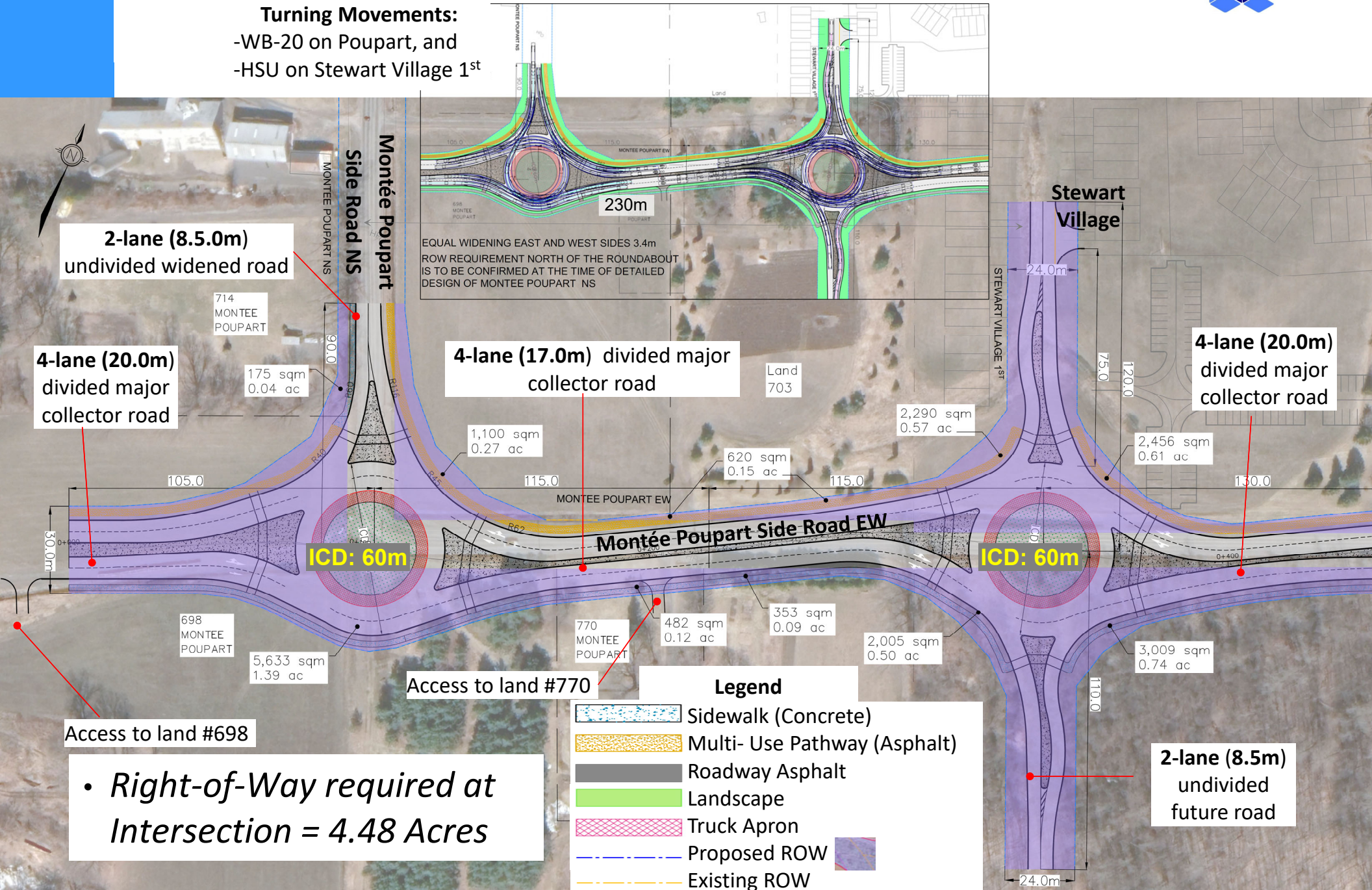




Int #3 & #4: Roundabout (Property)

Turning Movements:

- WB-20 on Poupart, and
- HSU on Stewart Village 1st

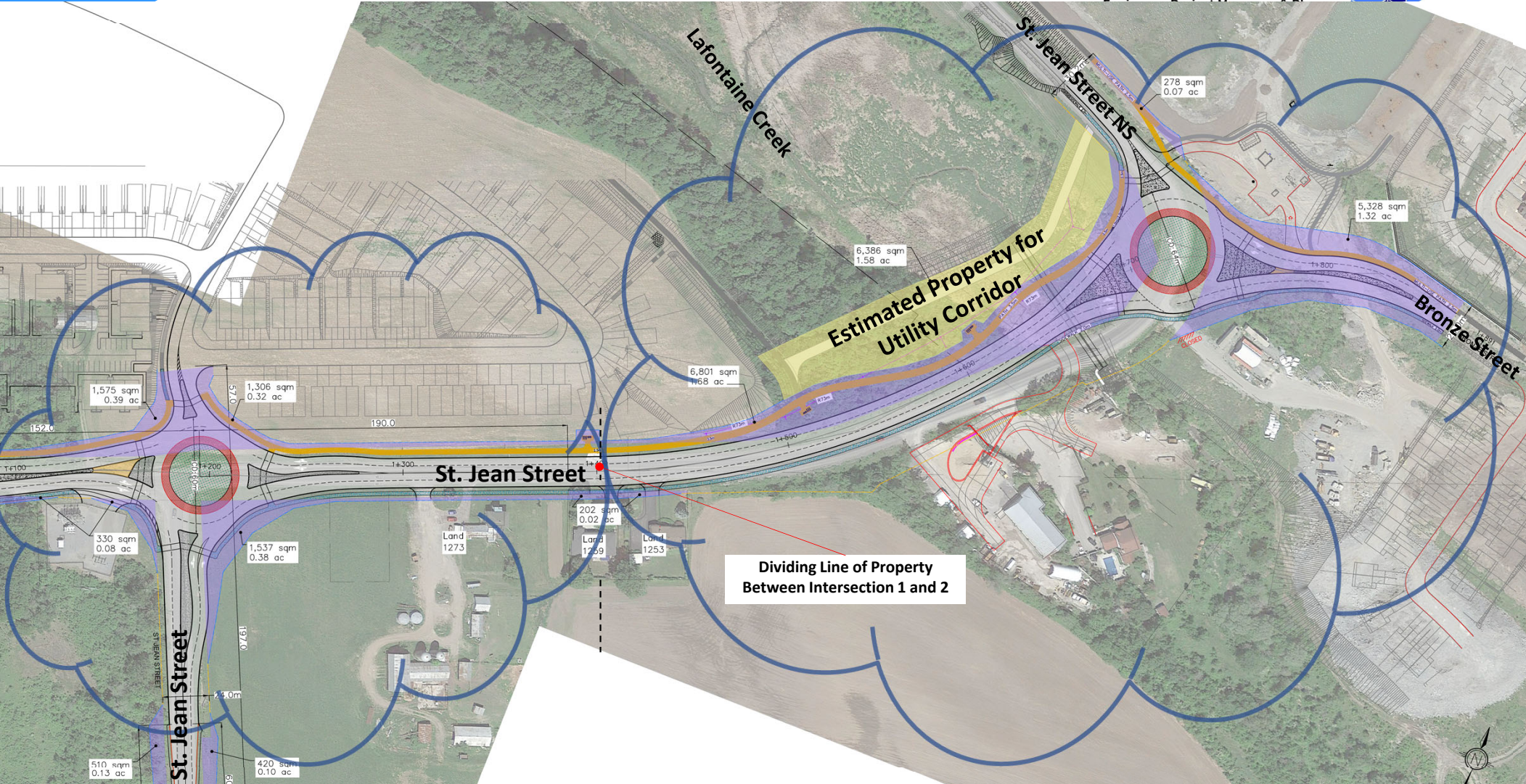


• Right-of-Way required at Intersection = 4.48 Acres



Roadway Corridors between the Intersections The Preferred Concept

Between Int #1 & #2: Roundabout



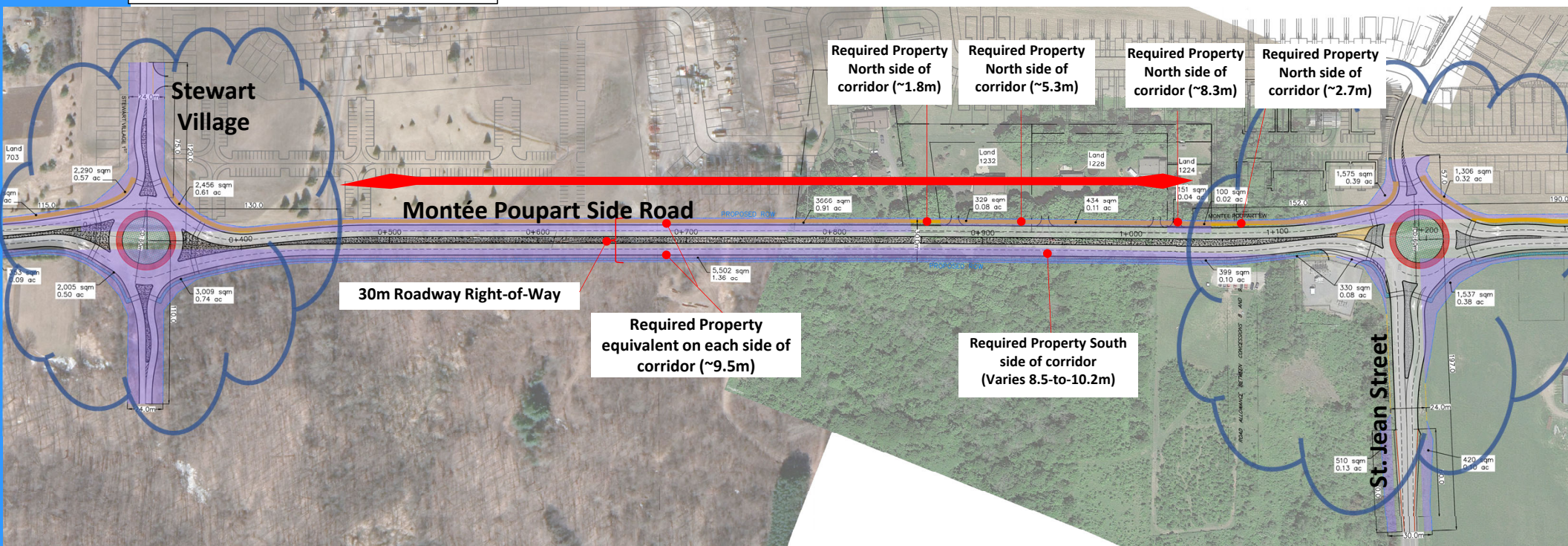
- ~ 2m of additional property (Magenta Coloured Line) required on each side of corridor.
- Total Property required for Intersection 1 = 4.67 acres
- Total Property required for Intersection 2 = 1.52 acres
- Total Property of both Intersections 1 & 2 = 6.19 acres




Legend

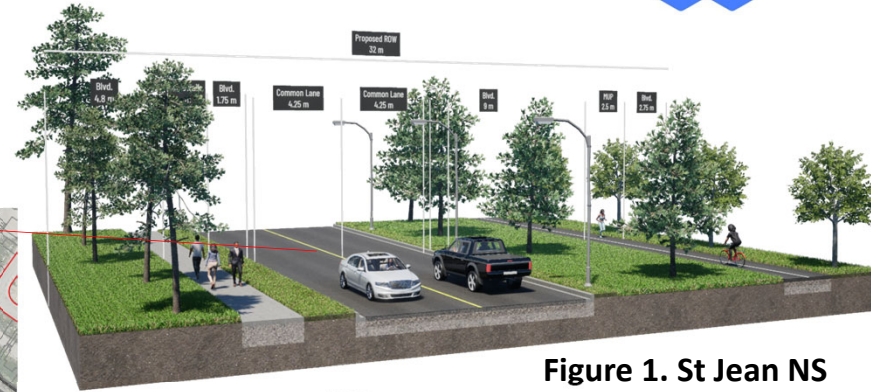
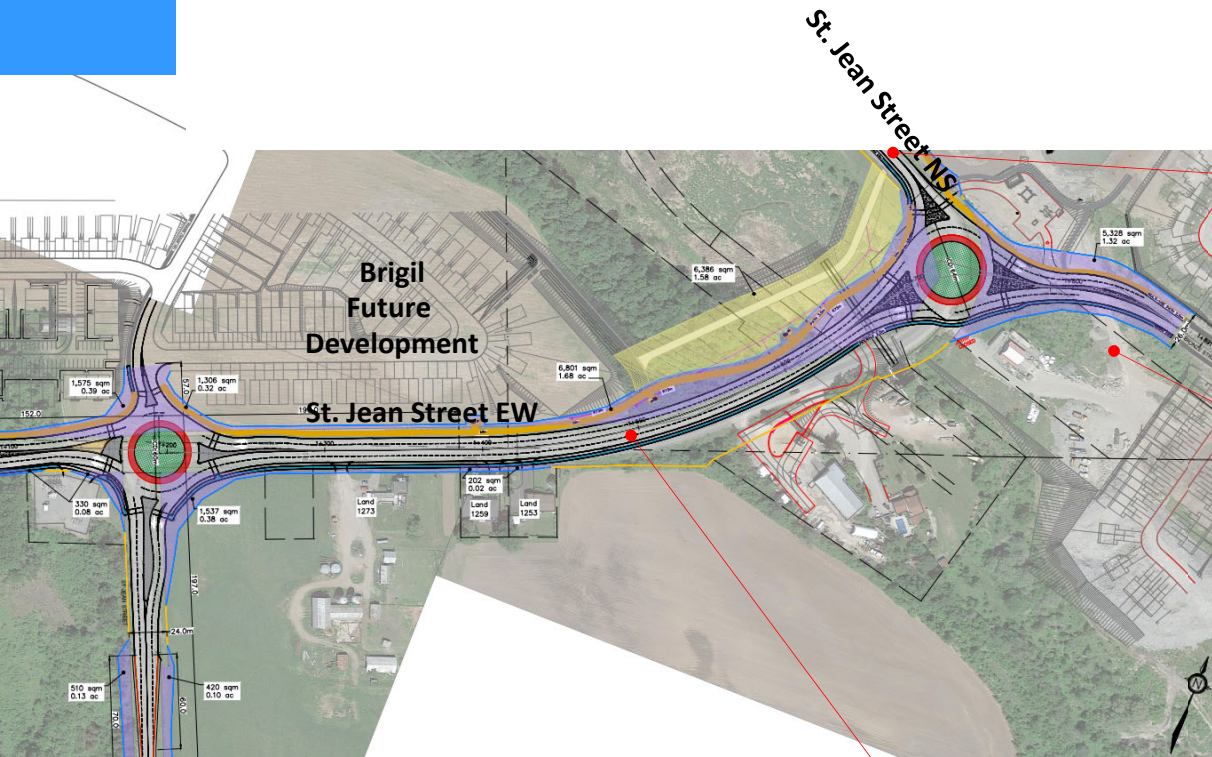
 Req'd Property Addressed
on Intersection Exhibits

Between Int #2 & #3: Roundabout

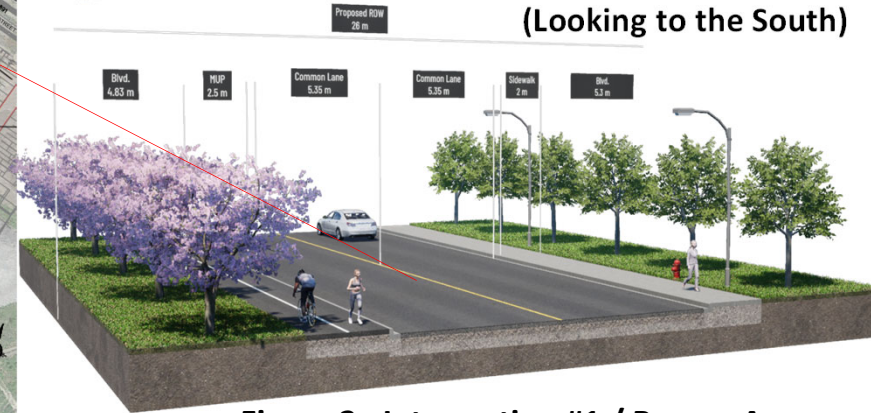


- Roughly 9.5m required on each side of corridor
(Property requirements on north side of the corridor vary. Existing Roadway ROW is not perfectly straight.)
- Areas in  have been included in intersection exhibits.
- Right-of-Way required north of Corridor excluding Roundabouts = 1.14 Acres
- Right-of-Way required south of Corridor excluding Roundabouts = 1.36 Acres

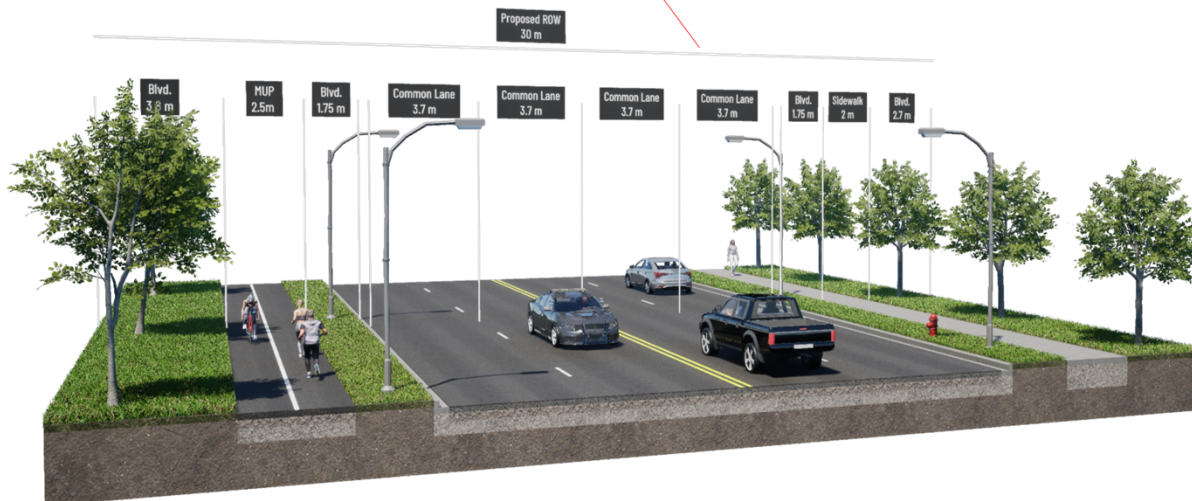
Between Int #1 & #2: Roadway Cross-Sections



**Figure 1. St Jean NS
(Looking to the South)**



**Figure 2. Intersection #1 / Bronze Avenue
(Looking to the North)**



**Figure 3. St. Jean Street EW
(Looking to the East)**

Between Int #2 & #3 Roadway Cross-Sections

Figure 4. St Jean Street NS
(South of Intersection No. 2)

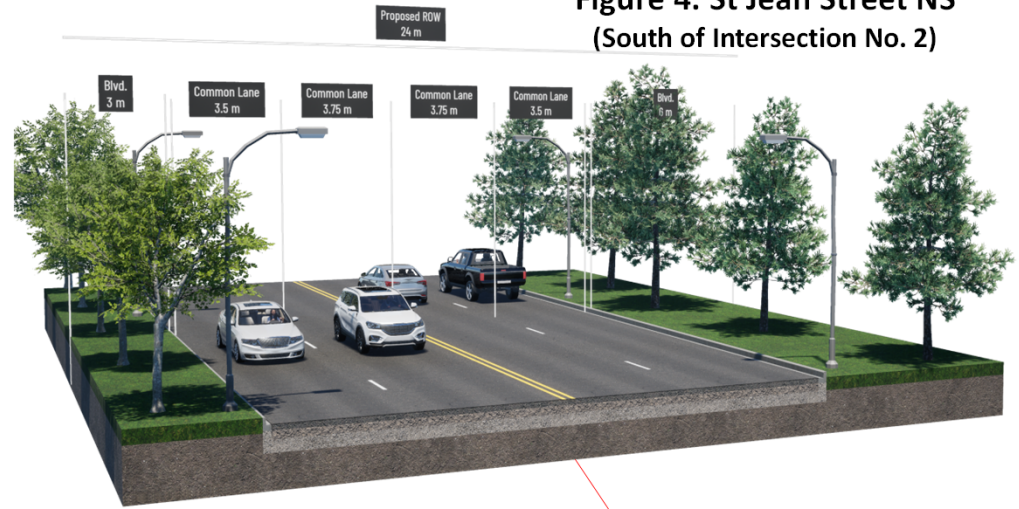


Figure 5. Montée Poupart Side Road NS (Looking to the South)

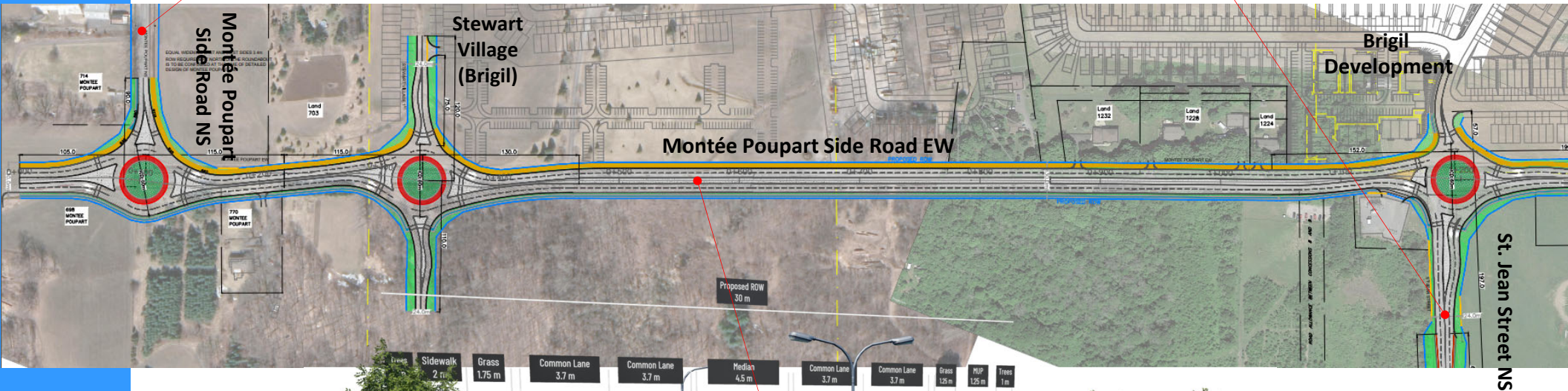
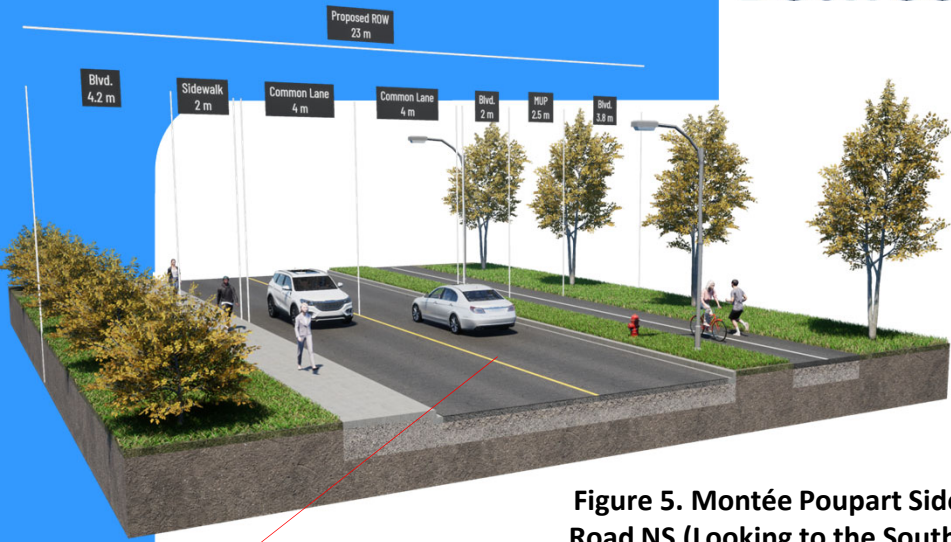
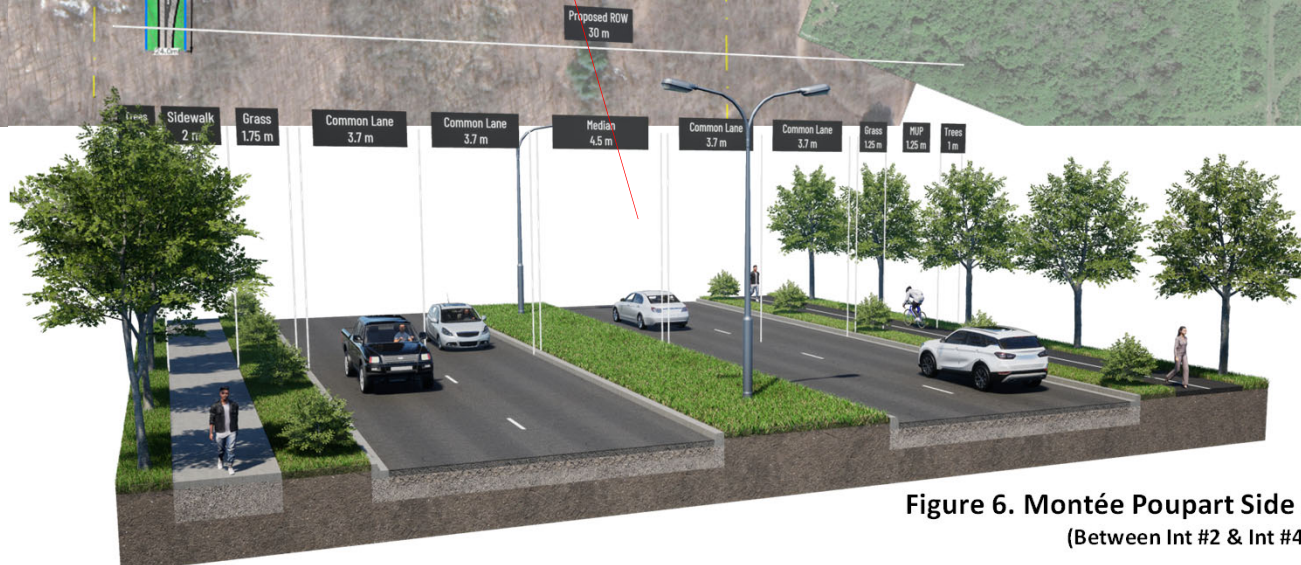


Figure 6. Montée Poupart Side Road EW with Raised Median
(Between Int #2 & Int #4 – Looking to the east)





Archeological Assessment

- ▶ Assessment was completed in accordance with the Provincial Standards and Guidelines for Consultant Archaeologists(2011).
- ▶ The entire study area is disturbed (roads, ditches, buried utilities, driveways, etc.), permanently wet, steeply sloped, or a combination thereof.

- ▶ The study area had archaeological potential and was thus recommended for a Stage 2 assessment.
- ▶ The Stage 2 assessment resulted in no evidence of archaeological or cultural heritage interest or value.
- ▶ **Conclusion:** No further archaeological investigation was warranted.

ORIGINAL REPORT

Stage 1 and 2 Archeological Assessment:
Poupart / St-Jean Street
Part Lots 27, 28, 29, 30, and 31, Concession 1,
Old Survey; Part Lot C, Concession 9; Part Lots C
and D, Concession 8
Geographic Township of Clarence,
Municipality of Clarence-Rockland
United Counties of Prescott-Russell
Rockland, Ontario

Prepared For
Jean Decœur
Atriel Engineering Ltd
1-2884 Chamberland Street
Rockland, Ontario
K4K 1M6
jeandecoeur@atriel.com
613-446-7423

December 2022
Submitted for review December 23, 2022

PIF: P300-0289-2022

Ben Mortimer (License Number P360)

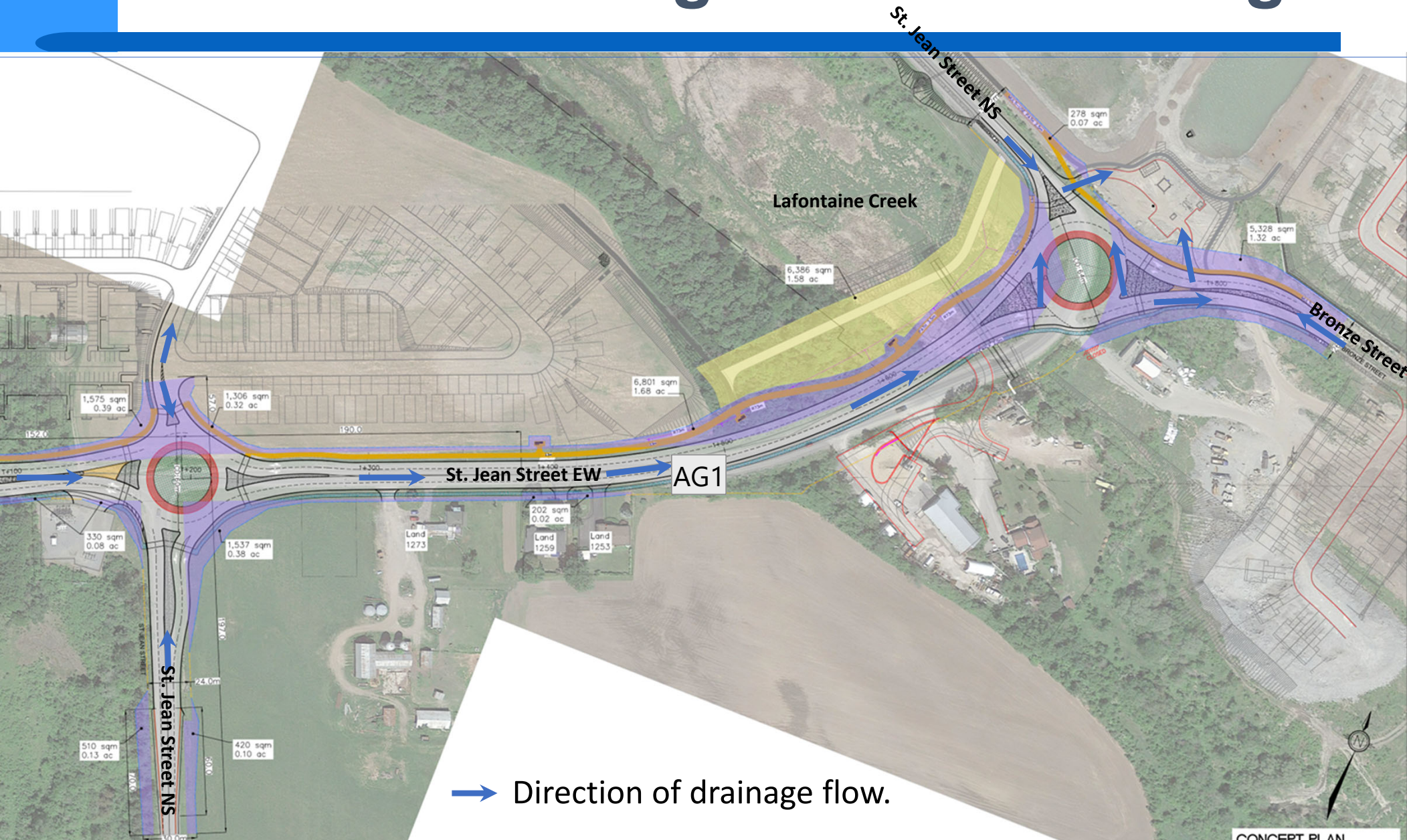
Report: MH1125-REP.01

Matrix Heritage Inc.
6131 Parth Street
Richmond
Ontario K0A 2Z0
Tel: (613) 807-2071
www.MatrixHeritage.ca





Drainage-Stormwater Mgmt





Drainage-Stormwater Management



→ Direction of drainage flow.

- ▶ The drainage along Montée Poupard Side Road is currently provided by rural ditches on both sides of the roadway.
- ▶ **Conclusion:** Subsequent to widening, the planned drainage system, for major and minor facilities will provide for an urban curb and gutter solution on both sides of the roadway corridor.



Fisheries Technical Report

- ▶ The effected areas include:
 - ❑ 5,045m² indirect fish ephemeral habitat associated with wetland removal and infill.
 - ❑ +290m² net effect of fish habitat into two twin culverts that provide a wider channel width.

- ▶ Mitigation measures were proposed for consideration to lessen the works, activities and undertakings (WUAs) associated with this project that include:
 - ❑ Advance Planning;
 - ❑ Erosion/Sedimentation Control; (120m² of rock/riverstone below high watermark on each side of culvert);
 - ❑ Fish and Fish Habitat Protection;
 - ❑ Contamination and Spill Management;

- ▶ **Conclusion:** The project was found to result in impacts to fish habitat. The Fisheries study was submitted to the Federal Department of Fisheries that provided a review and proposed several culvert design recommendations to avoid and mitigate the impacts.

Geotechnical Investigation

Proposed Road Reconstruction

Rue St. Jean
Rockland, Ontario

Prepared for Spacebuilders.Ottawa Ltd.

Report PG6427-1 Revision 1 dated March 16, 2023



Castleglenn Consultants

Engineers, Project Managers & Planners

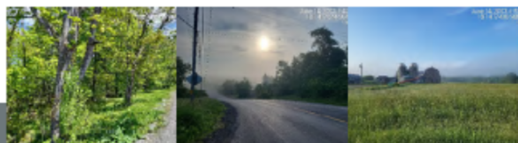


Geotechnical Investigation

- ▶ The Geotechnical investigation:
 - ❑ Determined the subsoil/groundwater conditions on the alignment within the right-of-way by means of test holes.
 - ❑ Provided pavement structure design for the roadways and municipal services based on boreholes and soil information.

- ▶ The field investigation included
 - ❑ 54 test holes drilled to a maximum 7.5m;
 - ❑ Soil sampling at each test hole inclusive of standard penetration tests (SPT), undrained shear strength (USS) etc.;
 - ❑ Bedrock samples were recovered & Rock Quality Designation (RQD) determined;
 - ❑ Groundwater monitoring was installed in the area of Lafontaine Creek.

- ▶ **Conclusion:** *The subject site is suitable for the proposed road reconstruction and municipal service installation.* It is expected that a portion of the roadway and municipal services will be founded on an undisturbed hard to very stiff silty clay bearing surface, glacial till or bedrock.



Natural Heritage

- ▶ This environmental study examined and analyzed available information through desk-top research and on-site ecological surveys (July, 2019 & April-to-August, 2022. June, 2023) which included:
 - ❑ Terrestrial; (Vegetation, Wetlands, Woodlands)
 - ❑ Species-at-Risk; (plants)
 - ❑ Wildlife Observations; (Bird Surveys, Amphibian Surveys, Fauna)
 - ❑ Aquatic environment (Fish and Fish Habitat)
- ▶ The study provided a summary of the relevant regional, provincial, and federal Acts, Regulations and policies that apply to the proposed project as concerns natural heritage features.
- ▶ The DFO National Aquatic Species at Risk Mapping (NASAR) indicated fish habitat but there are no recordings of federal endangered, threatened, or special concerns associated with Lafontaine Creek.
- ▶ The Species-at-Risk evaluation confirmed the presence of butternuts in 2023 and reported to MECP. Avoidance and mitigation measures were provided with regard to the butternuts, bats, black ash and birds on nesting on private agricultural lands.
- ▶ Significant woodlands were identified outside the City's urban boundary.



NOISE CONTROL
FEASIBILITY STUDY

PROJECT No: 180801-3

CITY OF CLARENCE-ROCKLAND

SEPTEMBER 28, 2023



REVISION 1



Castleglenn Consultants

Engineers, Project Managers & Planners



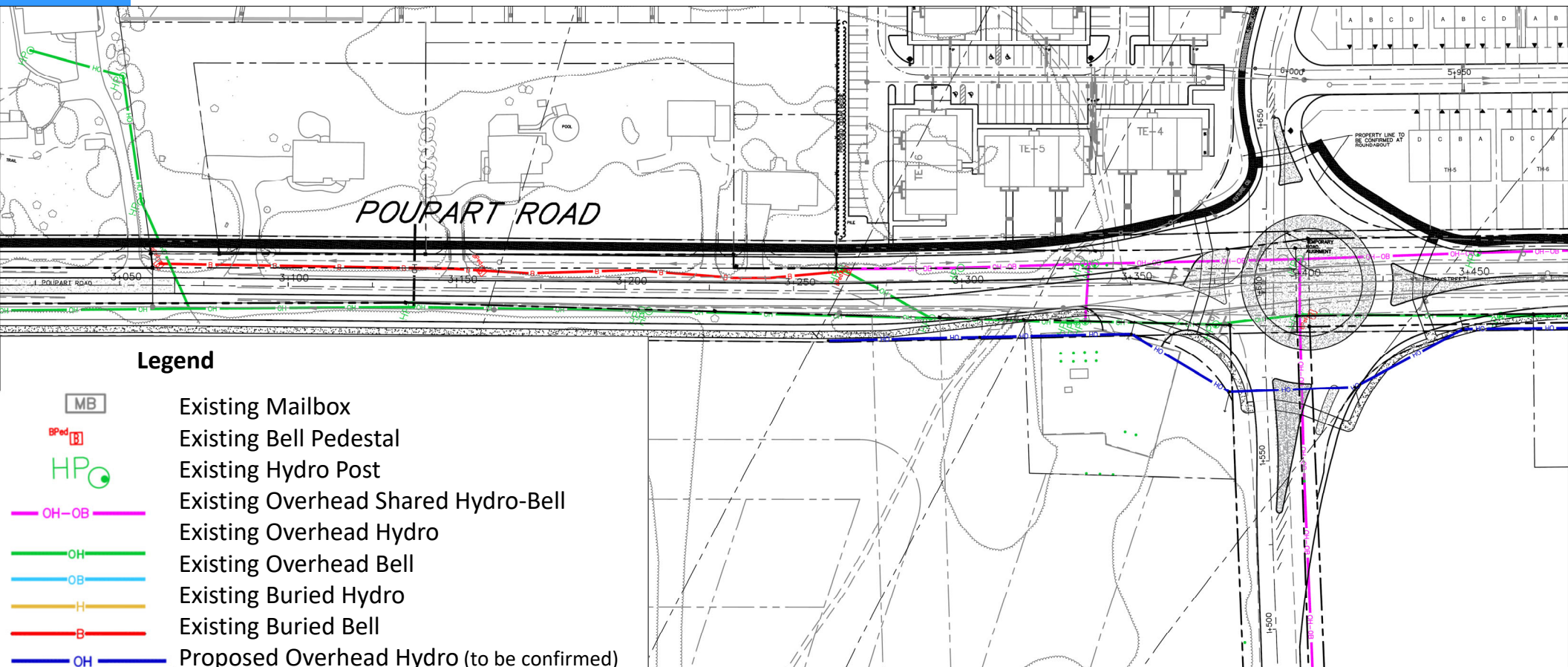
Noise Control

- ▶ Provincial noise thresholds differ depending on the location (indoor (bedroom/living room/outdoor), time of day (daytime, night-time), type of air conditioning (forced Air vs. central air) and the intended land use.
- ▶ It was determined that *“the outdoor living area sound level of all existing dwelling along Montée Poupart Side Road and St-Jean Street were below 55 dBA. Mitigation measures, such as a noise fences are at this time thought unwarranted”*.
- ▶ Existing home-owners along Montée Poupart Side Road and St-Jean Street shall be advised that *“sound level due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants”*
- ▶ New developments (Stewart Village and Morris Village) are to conduct their own respective noise studies.
- ▶ The Noise Control Feasibility Study is to be updated at the detailed design stage in which mitigation measures will be re-evaluated and designed accordingly.



Utilities

- ▶ The study surveyed all utilities within the proposed right-of-way and identified the need for either protection or relocation.
- ▶ Liaison with utility agencies needed to determine utility relocation/protection measures and costs.





Conceptual Preliminary Costing

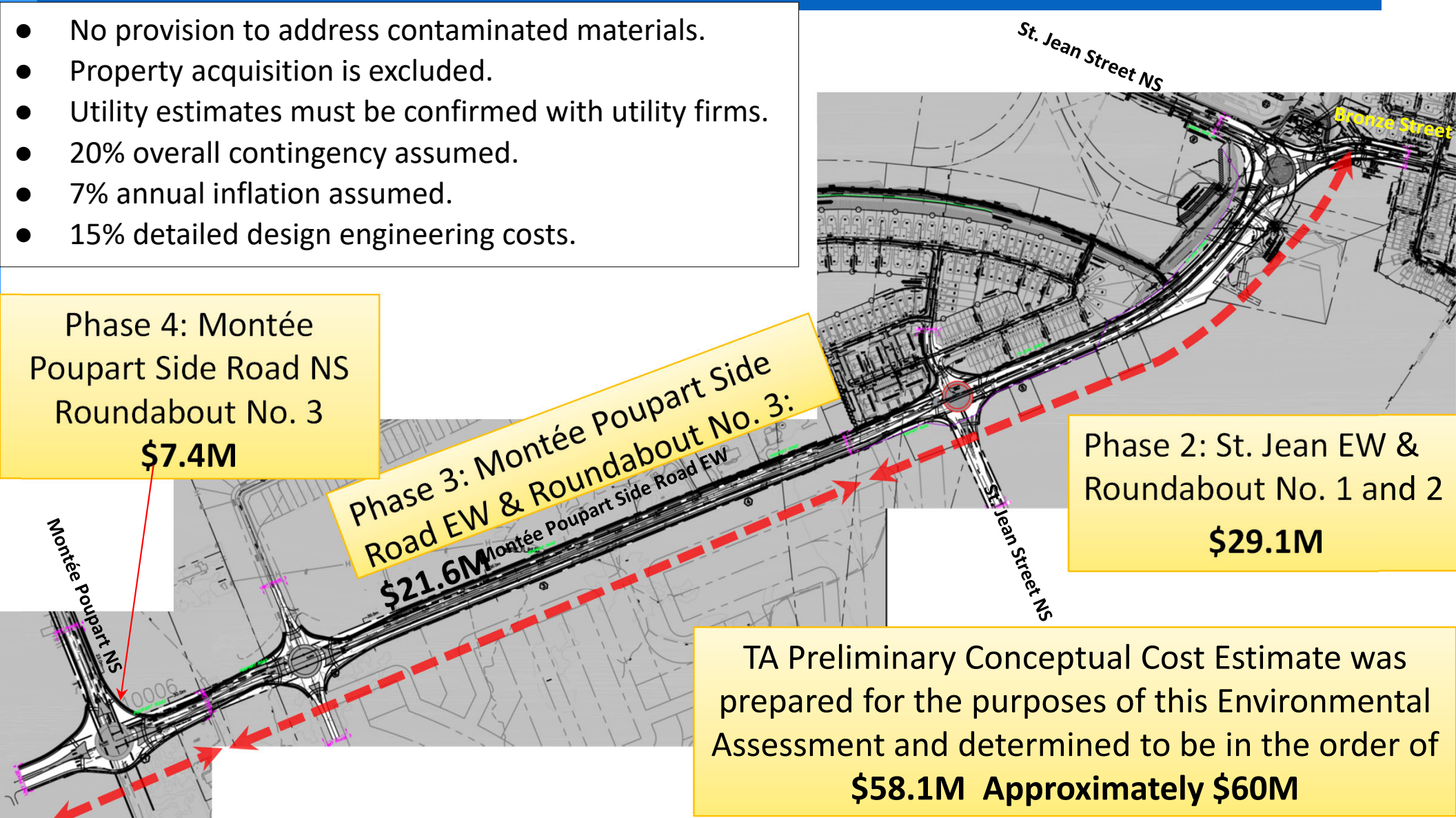
- No provision to address contaminated materials.
- Property acquisition is excluded.
- Utility estimates must be confirmed with utility firms.
- 20% overall contingency assumed.
- 7% annual inflation assumed.
- 15% detailed design engineering costs.

Phase 4: Montée
Poupart Side Road NS
Roundabout No. 3
\$7.4M

Phase 3: Montée Poupart Side
Road EW & Roundabout No. 3:
\$21.6M

Phase 2: St. Jean EW &
Roundabout No. 1 and 2
\$29.1M

TA Preliminary Conceptual Cost Estimate was prepared for the purposes of this Environmental Assessment and determined to be in the order of
\$58.1M Approximately \$60M



Before and After Renderings

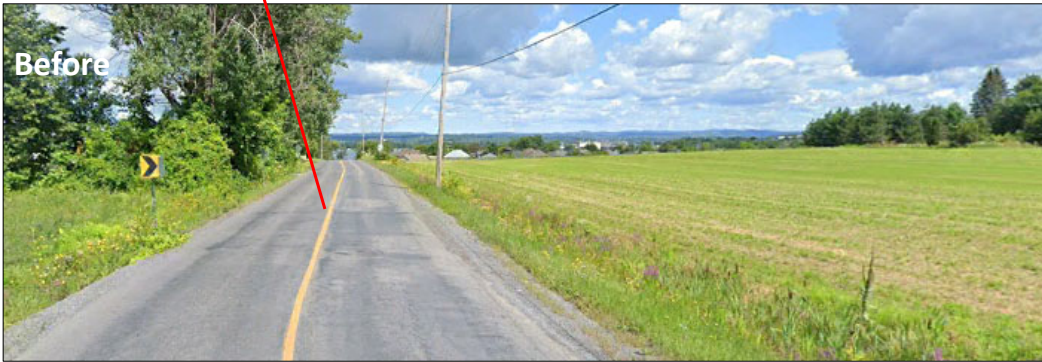
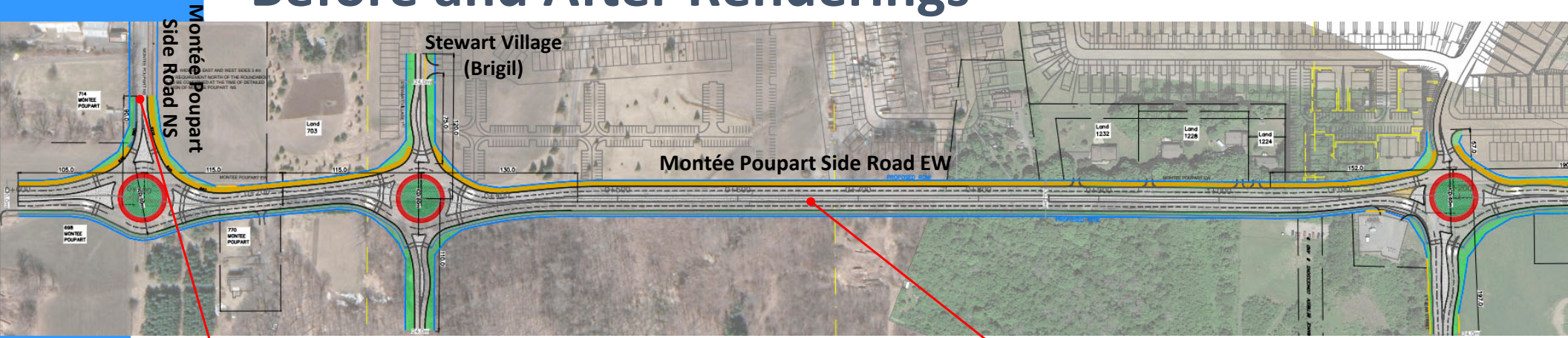


Figure 1. Monte Poupart NS Concept
(North of Intersection 4)



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



Next Steps



Respond to Public Comments



Further Technical Evaluation



Refine and recommend a plan with mitigations



Produce & Adopt Environmental Study Report

Following this Public Consultation Centre, we will:

- ▶ Review and respond to public comments received;
- ▶ Refine the improvement alternatives and the recommended plan and propose mitigation measures;
- ▶ Prepare the DRAFT Environmental Study Report;
- ▶ Present the recommended plan to Council at meeting in the late Fall, 2023;
- ▶ Provide the Notice of Study Completion and the 30-day review period; and
- ▶ Respond to comments received.



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:

Richard Campeau
Gestionnaire, Projets en capital / Manager, Capital
Projects
Infrastructures et Aménagement du territoire /
Infrastructure and Planning
Cité de / City of Clarence-Rockland
1560 rue Laurier Street, Rockland, Ontario, K4K 1P7
tél.: (613) 446-6022 #2239
E-mail: abeaulieu@clarence-rockland.com

Arthur Gordon
Consultant Project Manager
Castleglenn Consultants Inc.
2460 Lancaster Road, Suite 200
Ottawa, Ontario, K1B 4S5
Phone: (613) 731-4052 / Fax: (613) 731-0253
E-mail: Konstantin Joulanov
<kjoulanov@castleglenn.ca>

- ▶ 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.