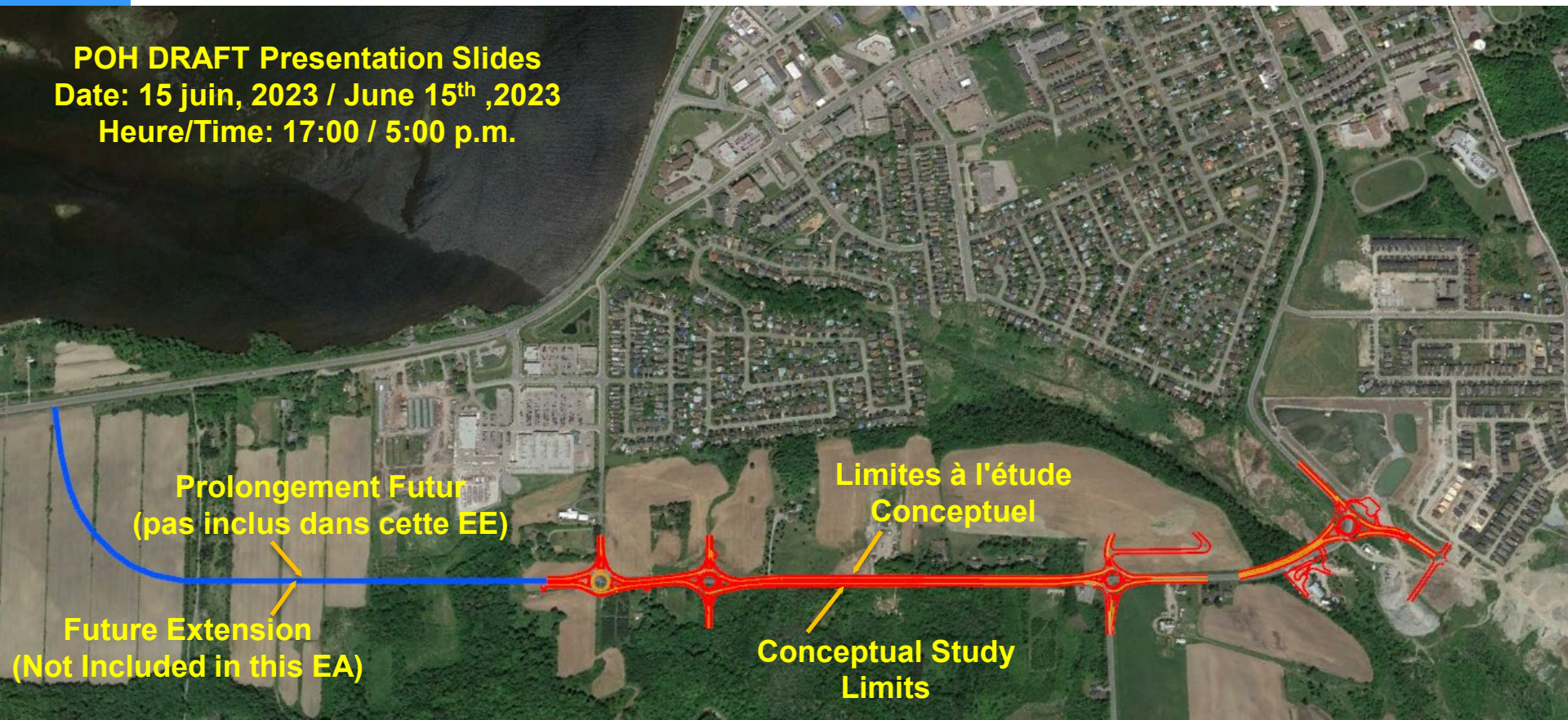
CORPORATION
de la Cité de / of the City of
CLARENCE-ROCKLAND

Castleglenn Consultants
Engineers, Project Managers & Planners

rue St-Jean Street – chemin Poupart Road
Étude environnementale municipal
Municipal Environmental Assessment

Bienvenue au Centre de Consultation Publique #1
Welcome to the Public Consultation Centre #1



Vous pourrez examiner

Objectif de l'étude et vue d'ensemble

Plan directeur des transports multimodaux, vision et principes directeurs

Solutions d'amélioration et processus d'évaluation

Prochaines étapes

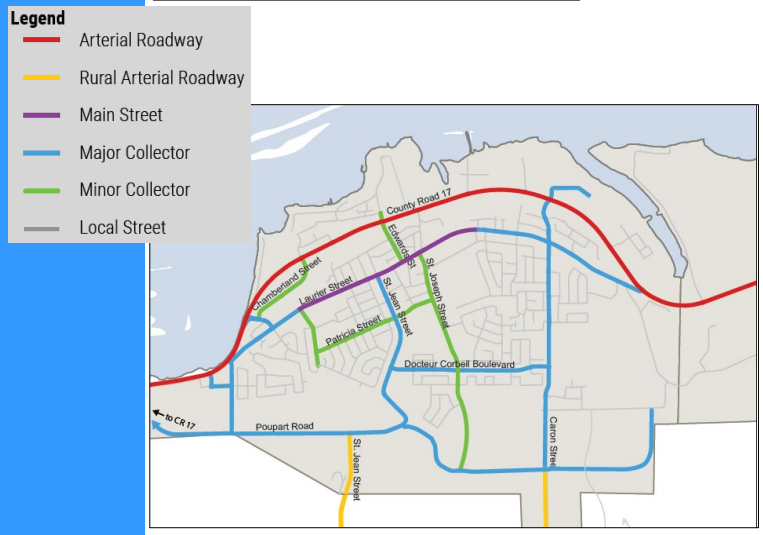
- Des représentants de la Cité de Clarence-Rockland et de Castleglenn Consultants sont disponibles pour discuter du projet avec vous.
- N'hésitez pas à poser des questions et à nous faire part de vos opinions.
- Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez communiquer avec un membre de l'équipe de projet.
- Veuillez remplir une feuille de commentaires au processus de consultation d'aujourd'hui.
- Nous vous encourageons à vous inscrire.
- Votre contribution est appréciée.

Introduction

- Cette étude a pour objet d'examiner les processus de planification fonctionnelle, d'évaluation environnementale et d'approbation municipale pour le corridor de la rue St-Jean et du chemin Poupart.
- Objectifs de l'étude :
  - se conformer à la procédure provinciale d'évaluation environnementale municipale de portée générale (EEMPG) définie par les exigences de la *Loi sur les évaluations environnementales de l'Ontario* pour un projet de catégorie C. Ce processus exige qu'un rapport d'étude environnementale (REE) soit préparé et déposé aux fins d'examen par les organismes publics provinciaux et les organismes d'examen;
  - identifier les améliorations à apporter à l'intersection de la rue St. Jean et du chemin Poupart 15 pour répondre aux besoins de transport à court et à long terme;
  - réaliser un examen de l'accès aux entrées commerciales et aux intersections des corridors afin de garantir des opérations de circulation sûres et efficaces et de soutenir le développement en cours et proposé des terrains environnants; et
  - prendre en compte tous les usagers de la route, y compris les usagers des transports actifs et des sentiers récréatifs.

Introduction

- La Cité de Clarence Rockland a terminé son Plan directeur des transports multimodaux (PDTM) en 2019.
- La province a reconnu que le PDTM de la Cité satisfait aux deux premières phases du processus d'évaluation environnementale en cinq phases.
- Le corridor de la rue St-Jean et du chemin Poupart a été classé comme une « route collectrice principale » destinée à desservir les communautés existantes et futures prévues pour Clarence-Rockland. Les routes collectrices principales devraient…
  - être reliées aux artères et aux routes rurales.
  - comporter des trottoirs pour les piétons des deux côtés de la rue, si possible.
  - offrir des possibilités de transport actif grâce à la mise en place de sentiers polyvalents.
  - avoir une largeur d'emprise typique de 18 à 24 mètres selon la configuration.



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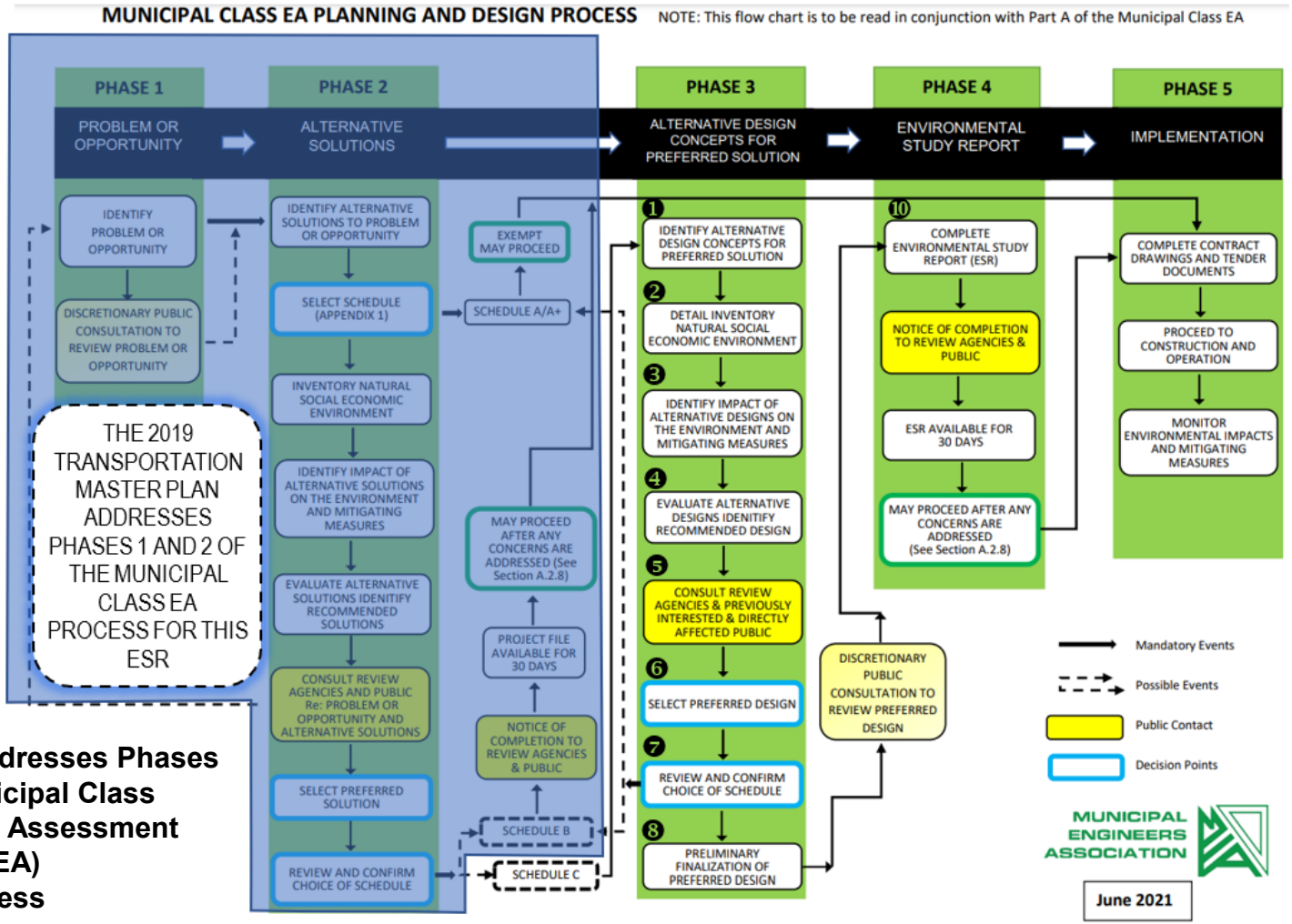
MEA Process (Phases 3-thru-5)

Municipal Class Environmental Assessment (MCEA) Process



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

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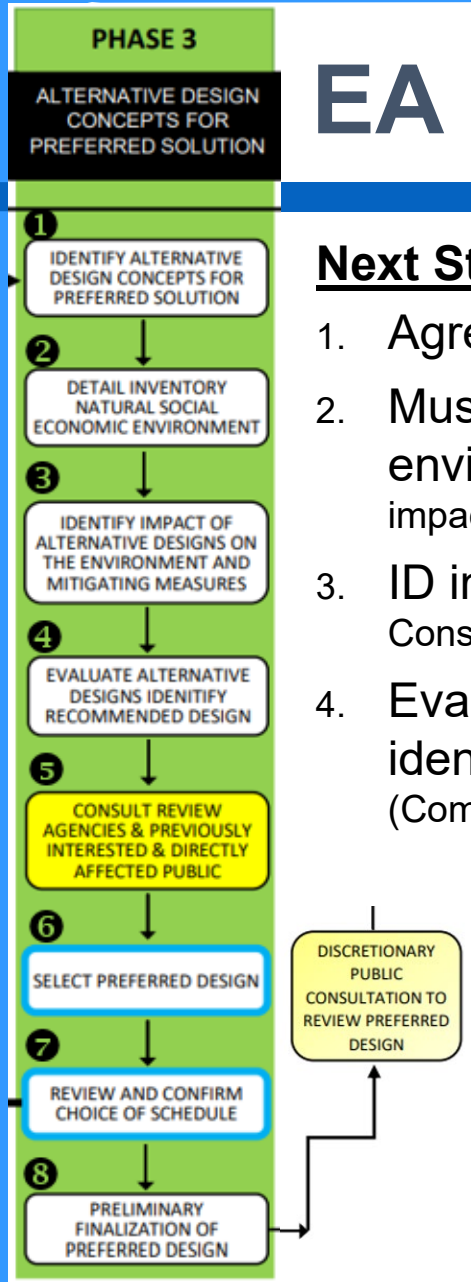
EA Process Phase 3



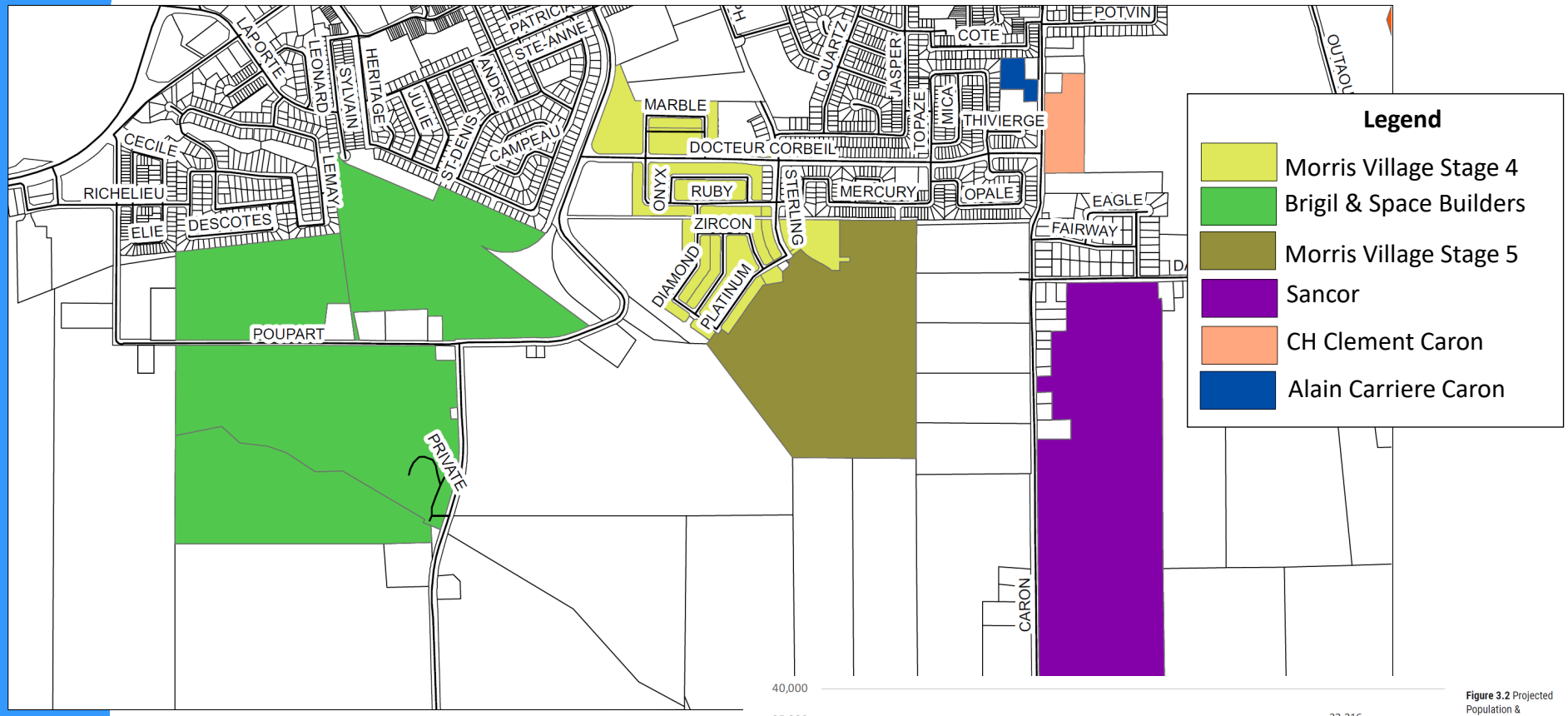
Next Steps:

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.)

Suggest Council Involvement

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.

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]

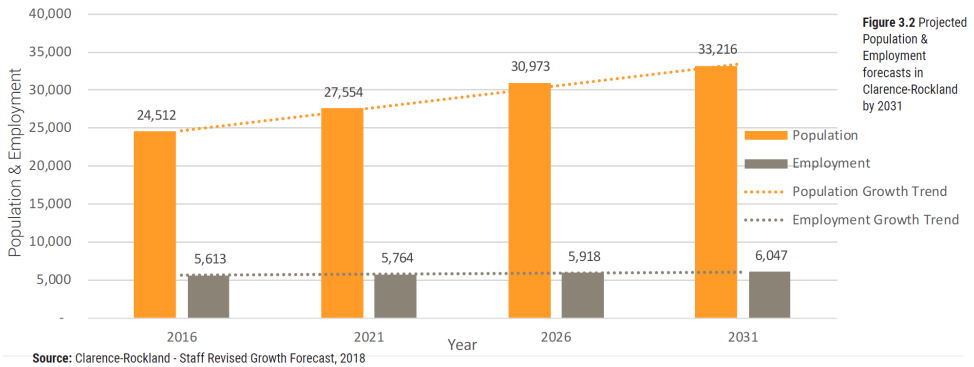


Figure 3.2 Projected Population & Employment forecasts in Clarence-Rockland by 2031

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

Future Transportation Conditions
(Vehicles per Hour)

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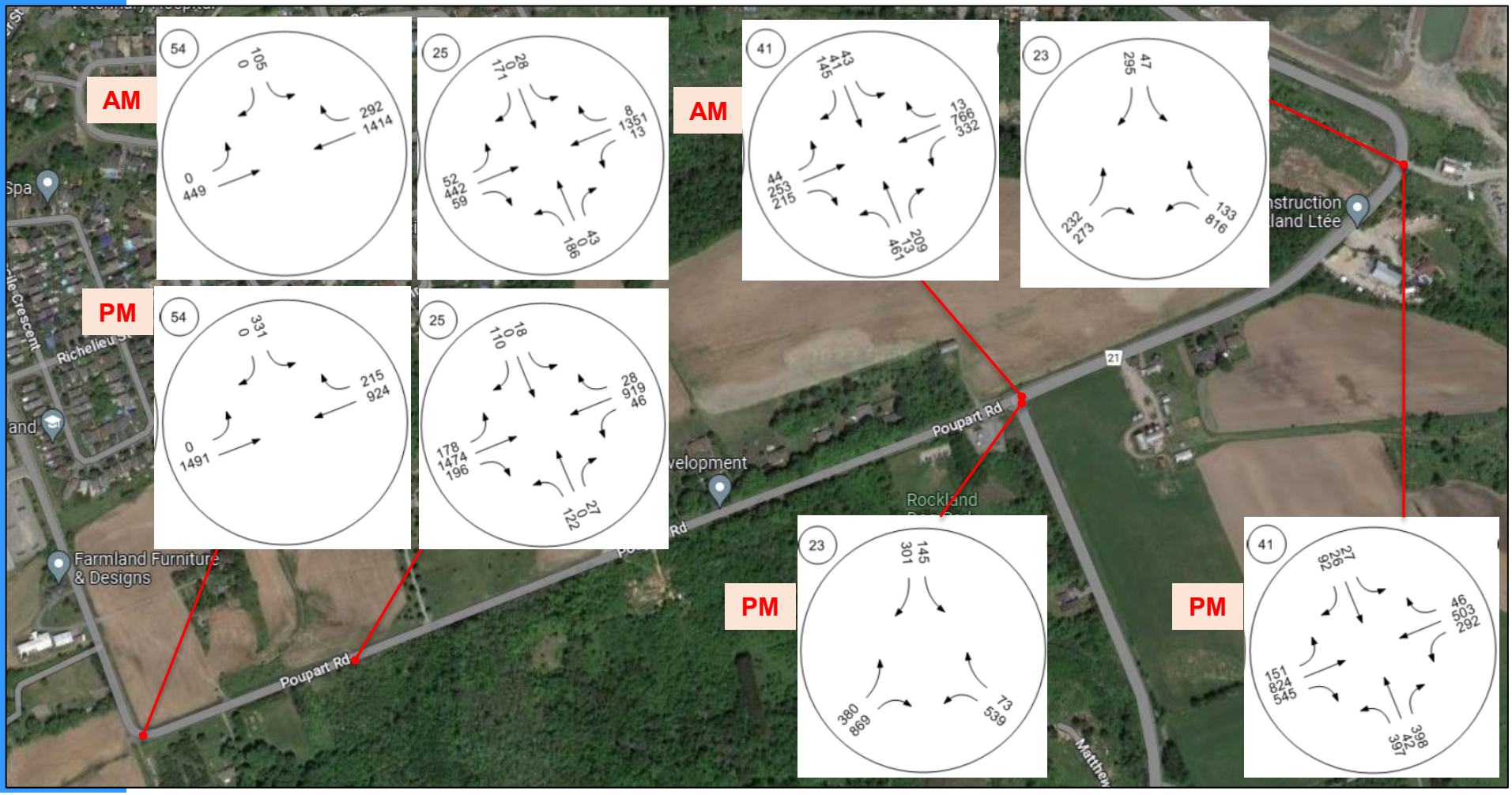
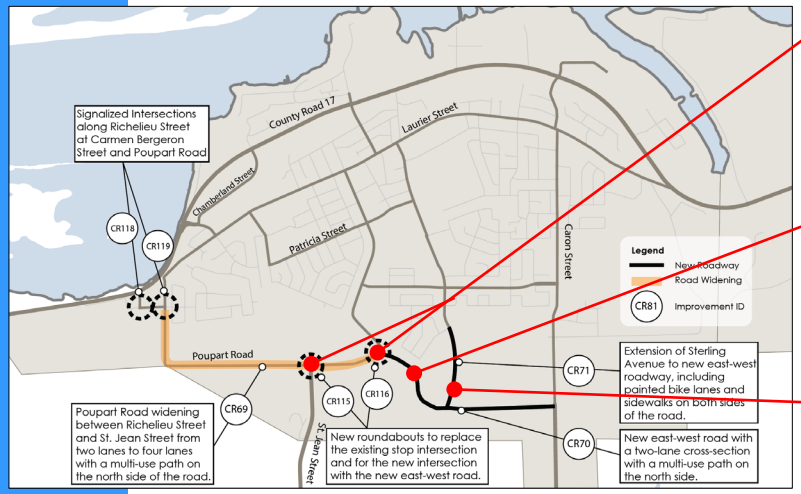


Without improvements, the future 2031 peak hour forecasts identify significant deteriorated intersection operations along Poupart Road which is a key corridors for both internal and external travel needed to sustain future residential growth. [MMTMP, Pg. 27]

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.*"



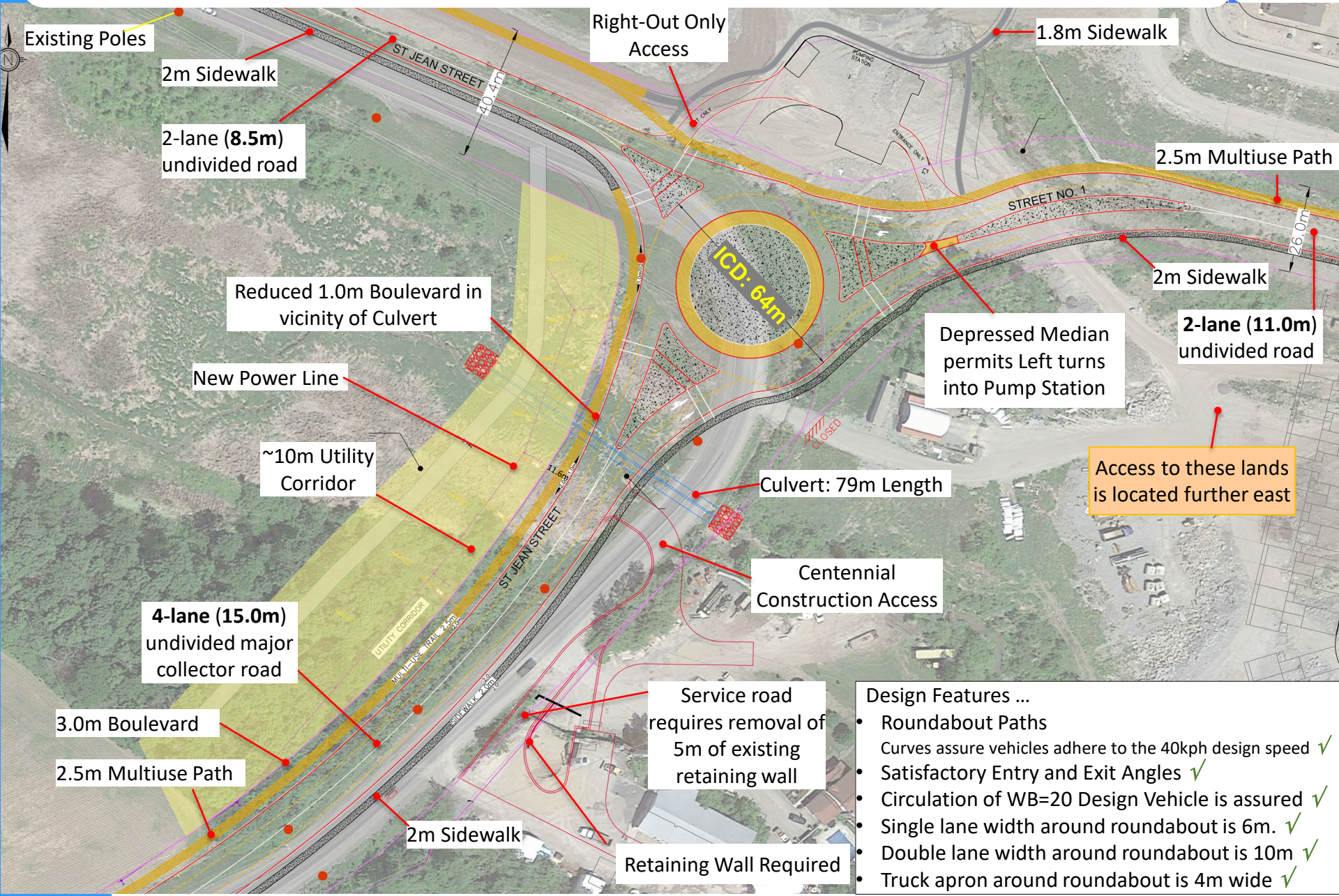
- **Roundabouts:** "*New roundabouts to replace the existing STOP controlled intersections and for the new intersection with the new east west road.*"
- **New East-West Road:** "*A new east-west road with a 2-lane cross-section with a multi-use path*" connecting to St. Jean Street.
- **Sterling Ave.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

Intersection #1

Alternatives des améliorations

(rue St-Jean – rue #1)

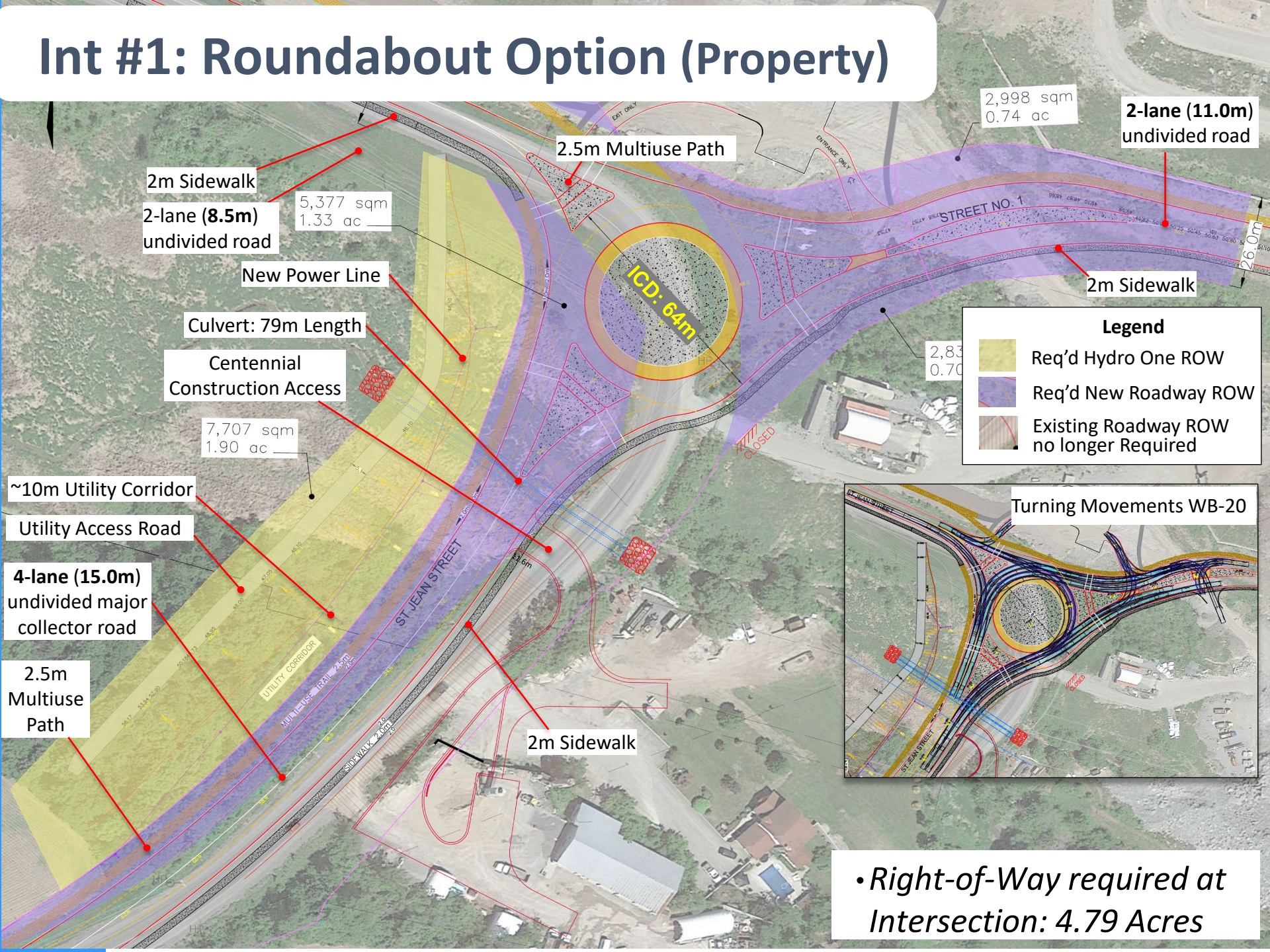
Int #1: Roundabout Option (Layout)



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 Option (Property)



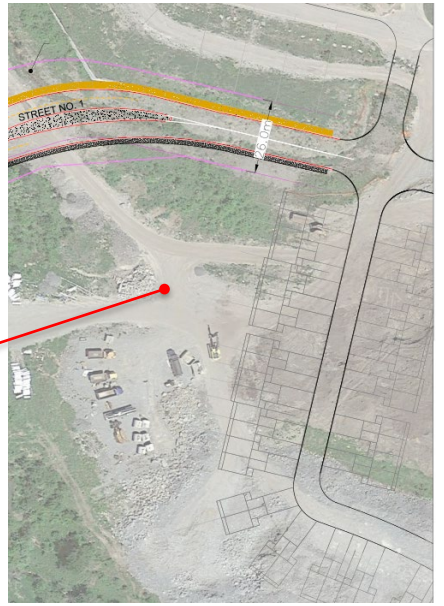
- *Right-of-Way required at Intersection: 4.79 Acres*

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.



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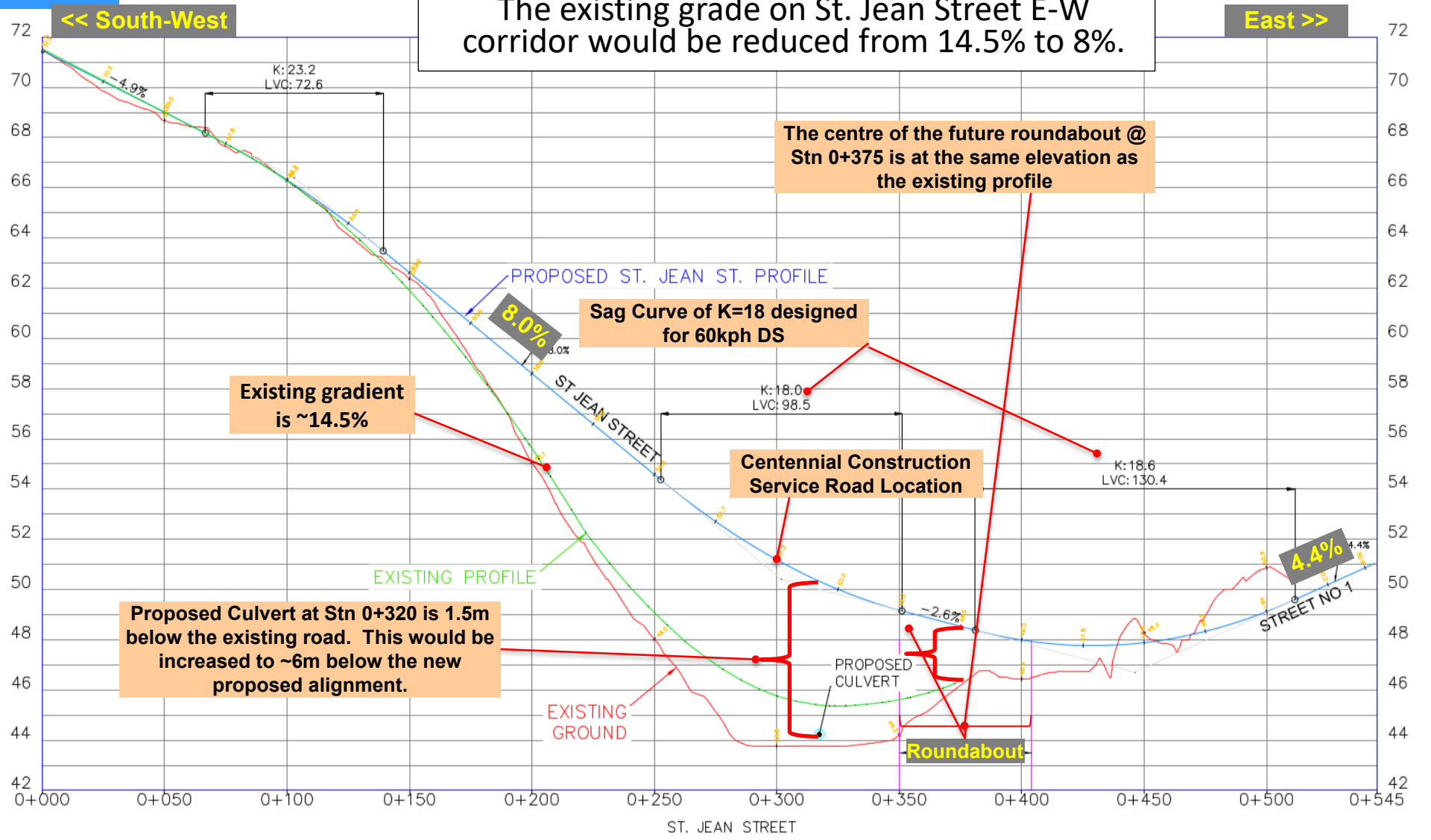
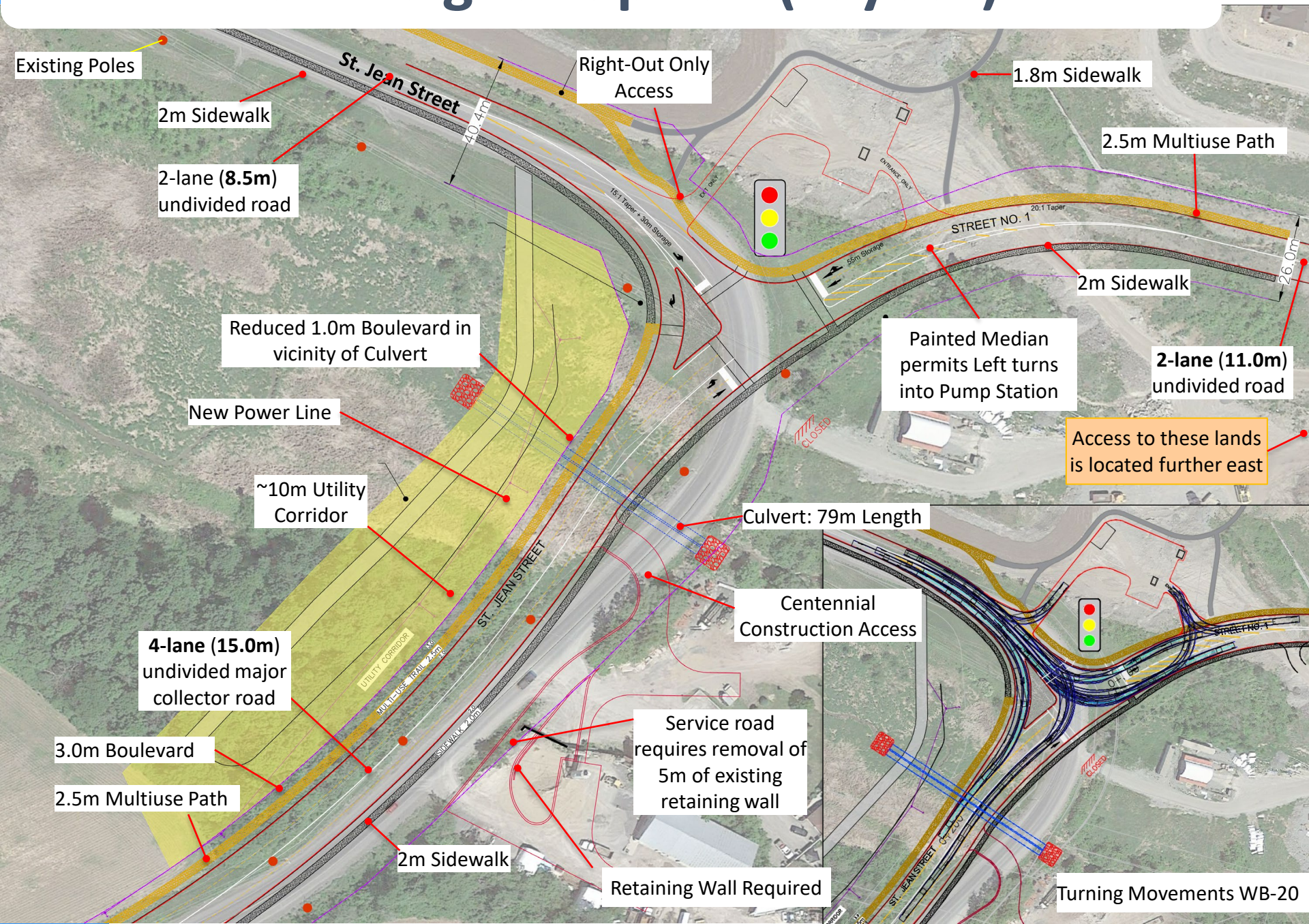
Intersection #1: Roundabout Profile

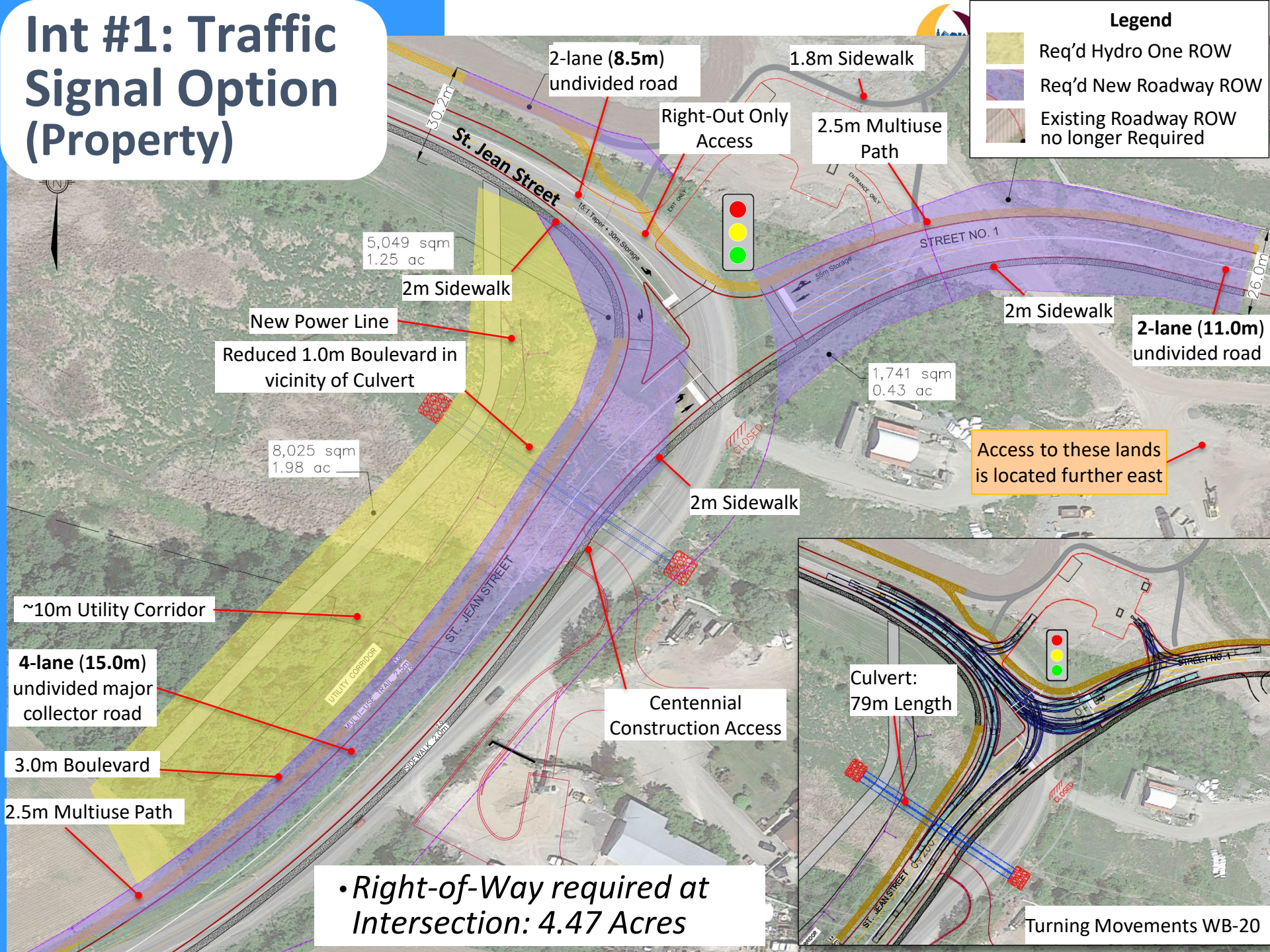
The existing grade on St. Jean Street E-W corridor would be reduced from 14.5% to 8%.



Int #1: Traffic Signal Option (Layout)



Int #1: Traffic Signal Option (Property)



- *Right-of-Way required at Intersection: 4.47 Acres*

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.

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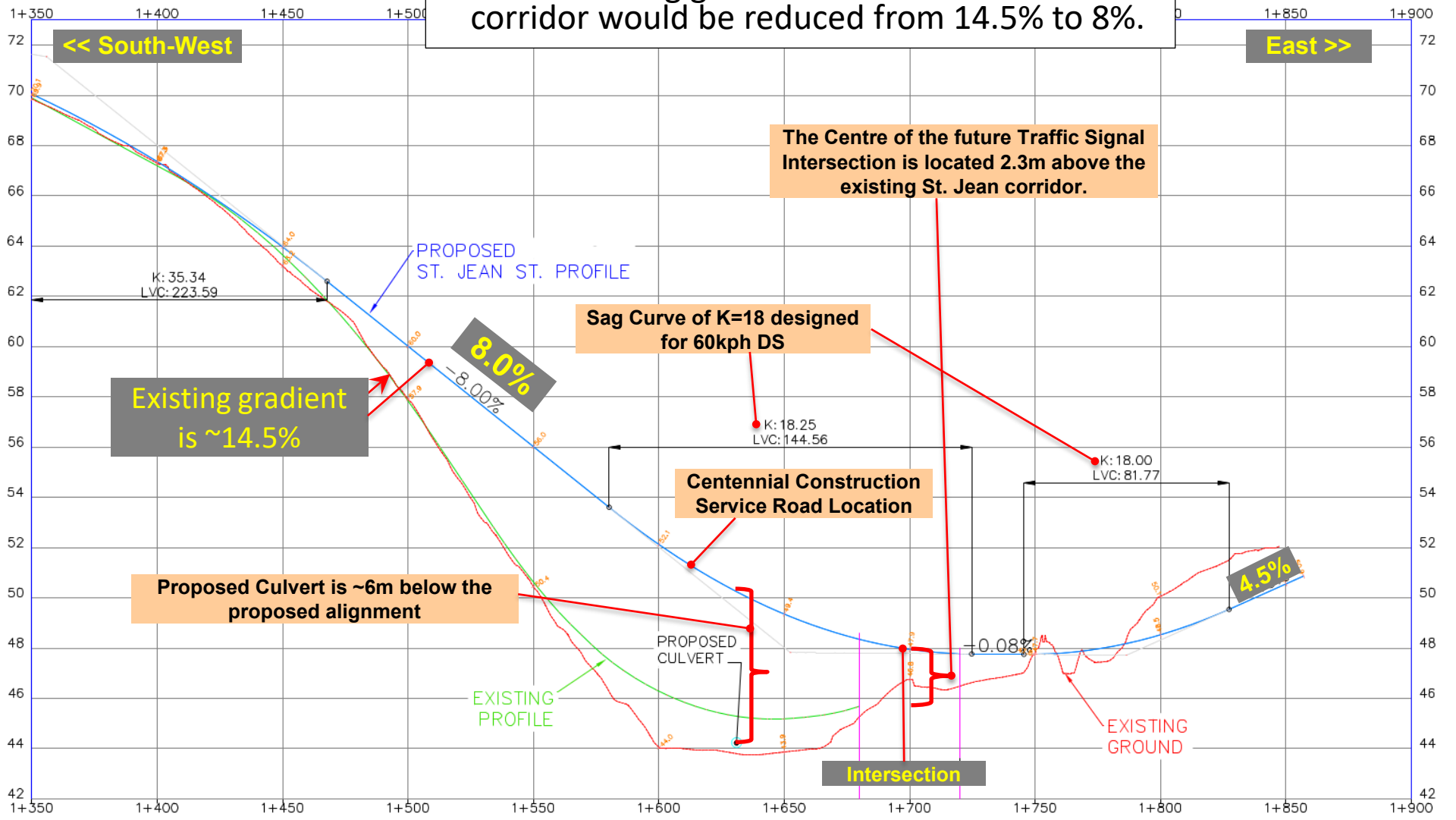
Intersection #1: Traffic Signal Profile

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



Intersection #2

Alternatives des améliorations

(chemin Poupart / rue St-Jean)

Int #2: Roundabout Option (Layout)

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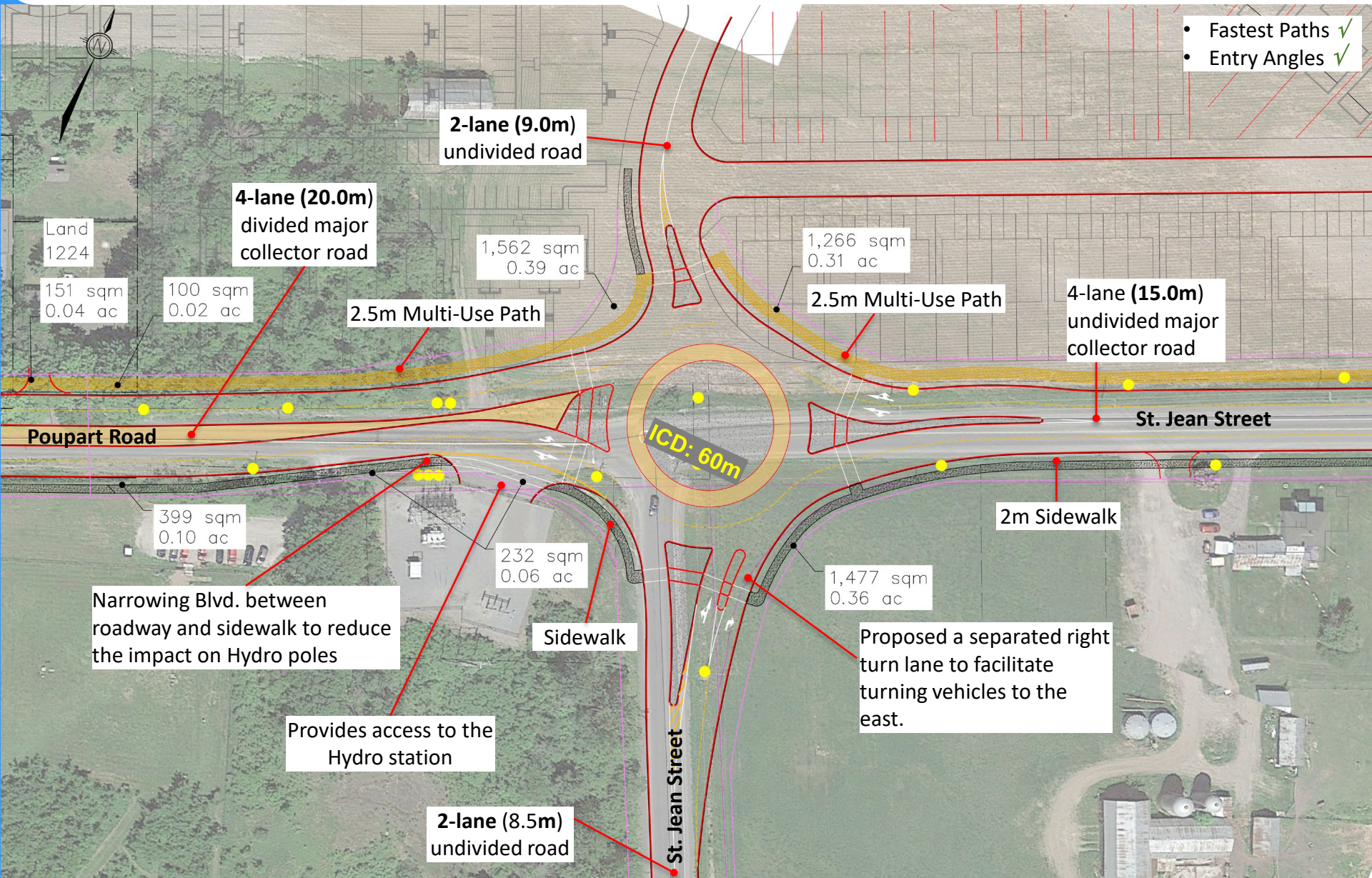

Int #2: Roundabout Option (Property)

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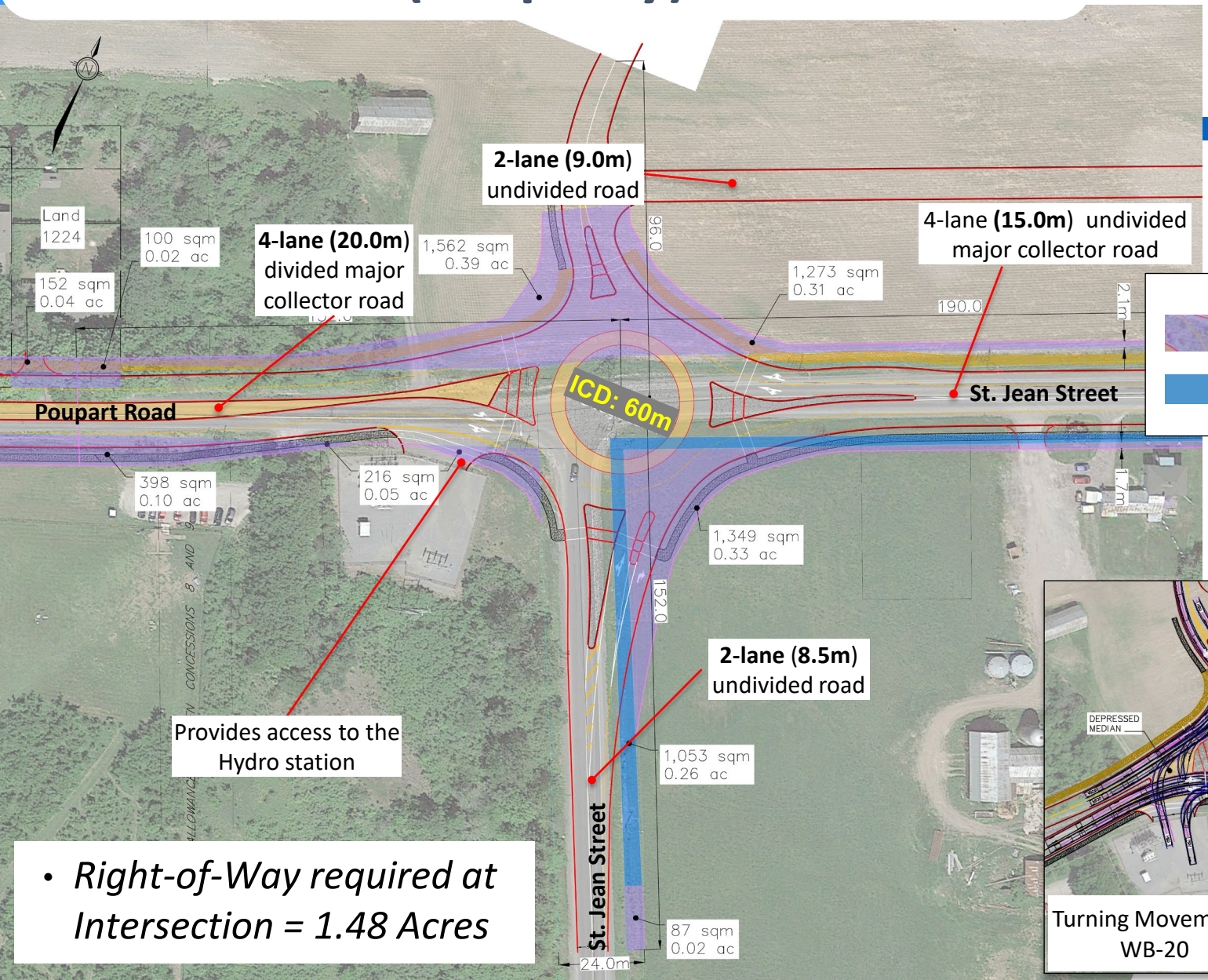
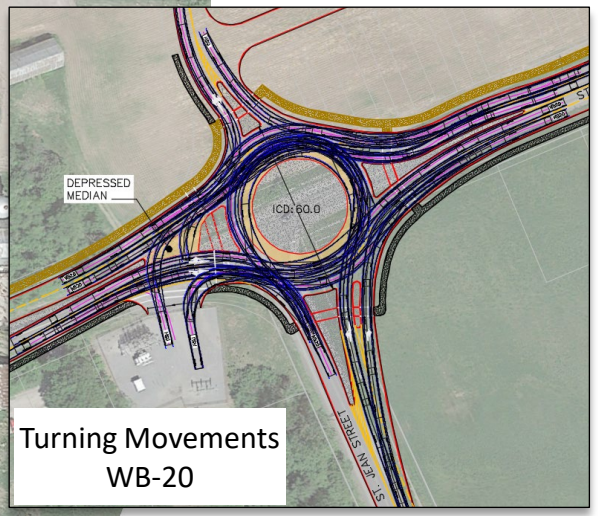
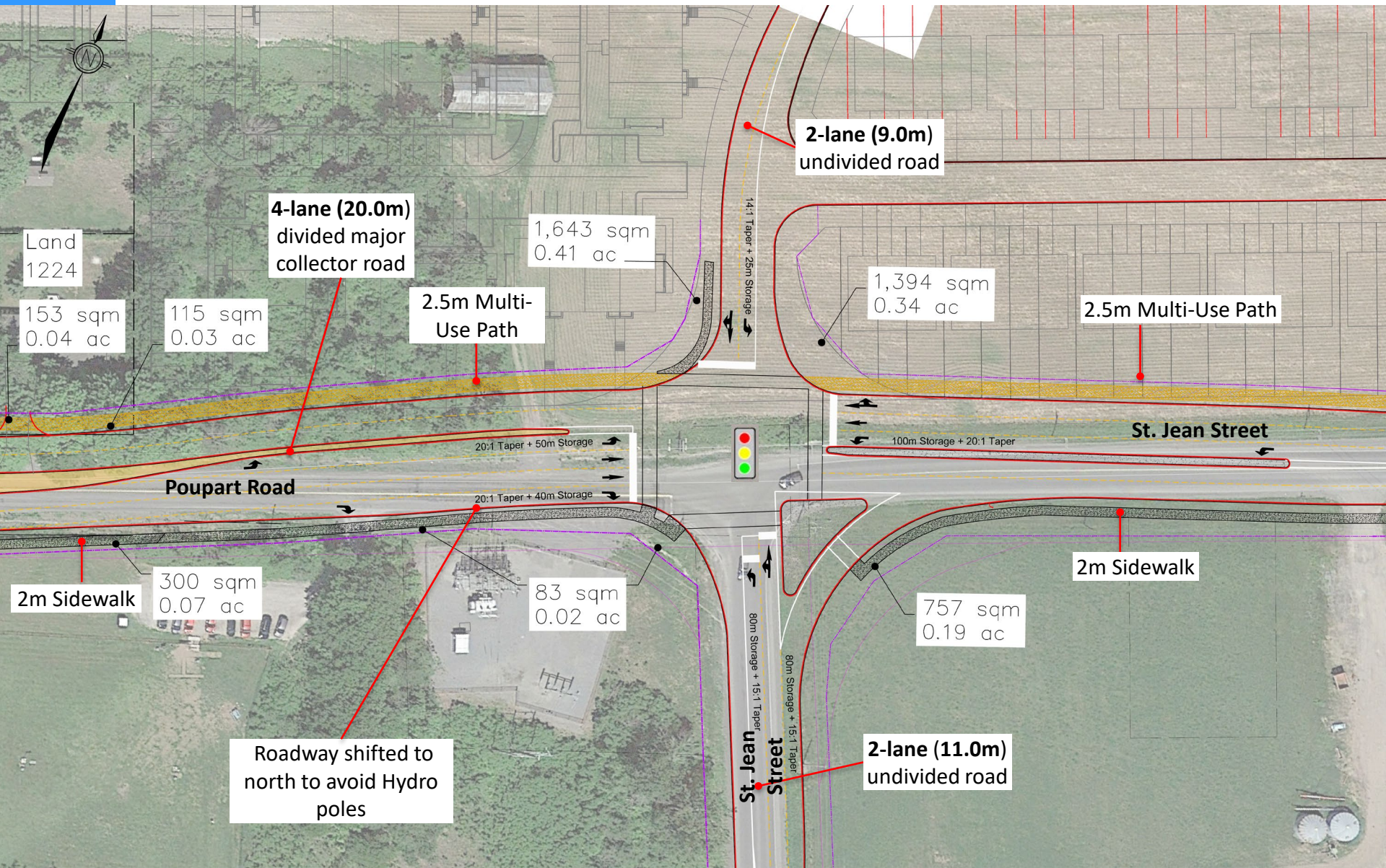




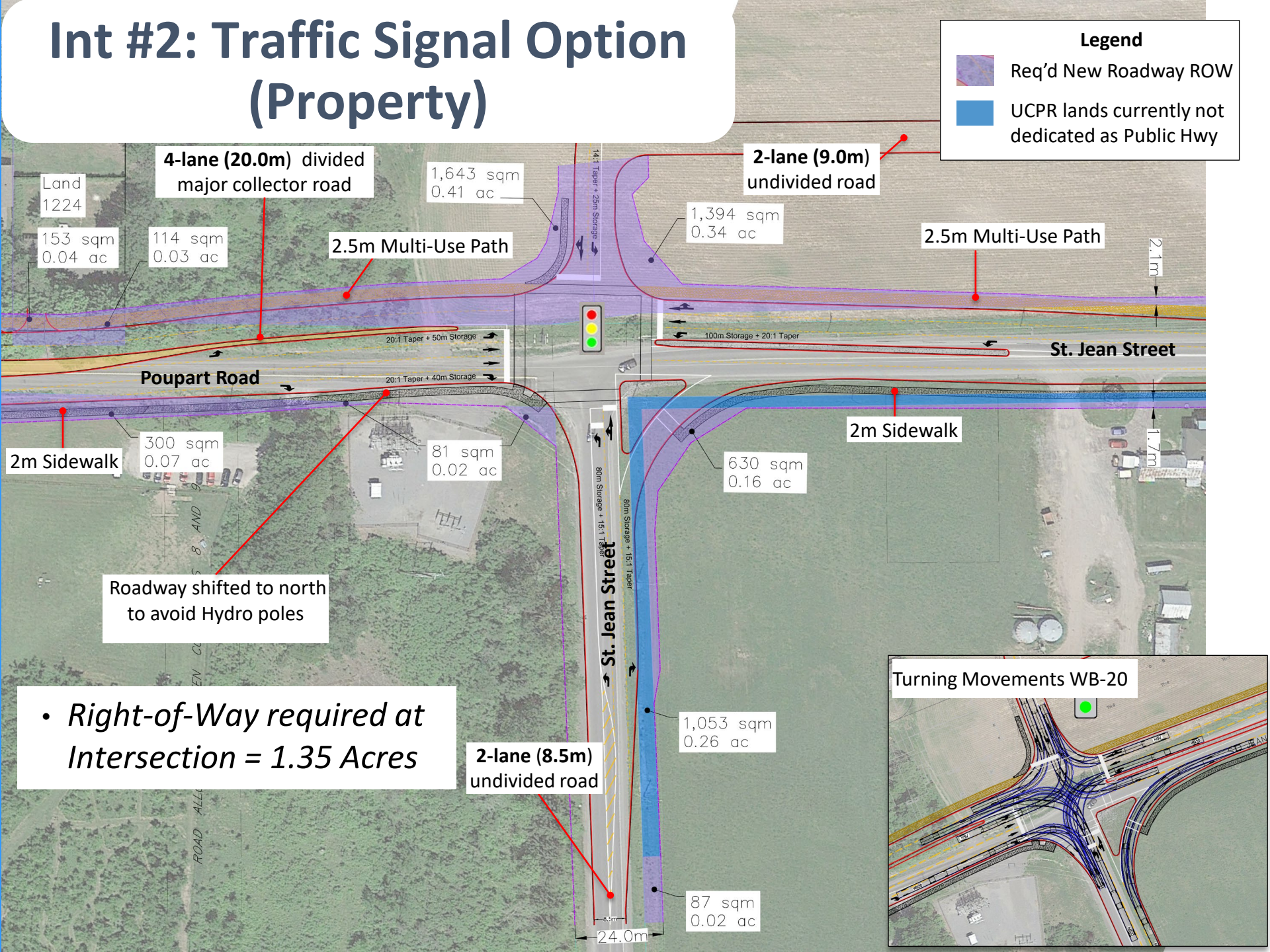
Turning Movements WB-20

- *Right-of-Way required at Intersection = 1.48 Acres*

Int #2: Traffic Signal Option (Layout)



Int #2: Traffic Signal Option (Property)



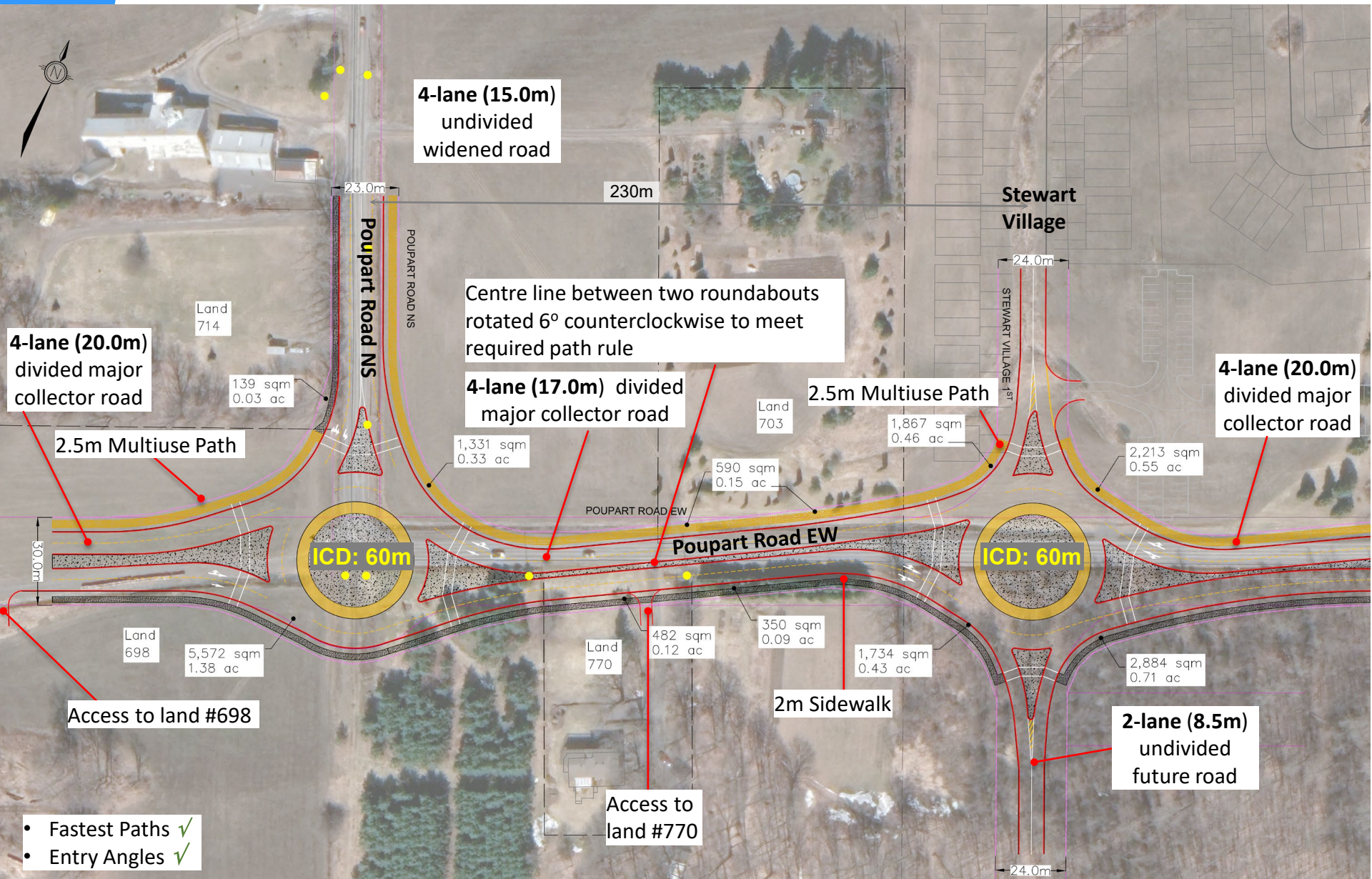
- *Right-of-Way required at Intersection = 1.35 Acres*

Intersections #3 et #4
Alternatives des améliorations

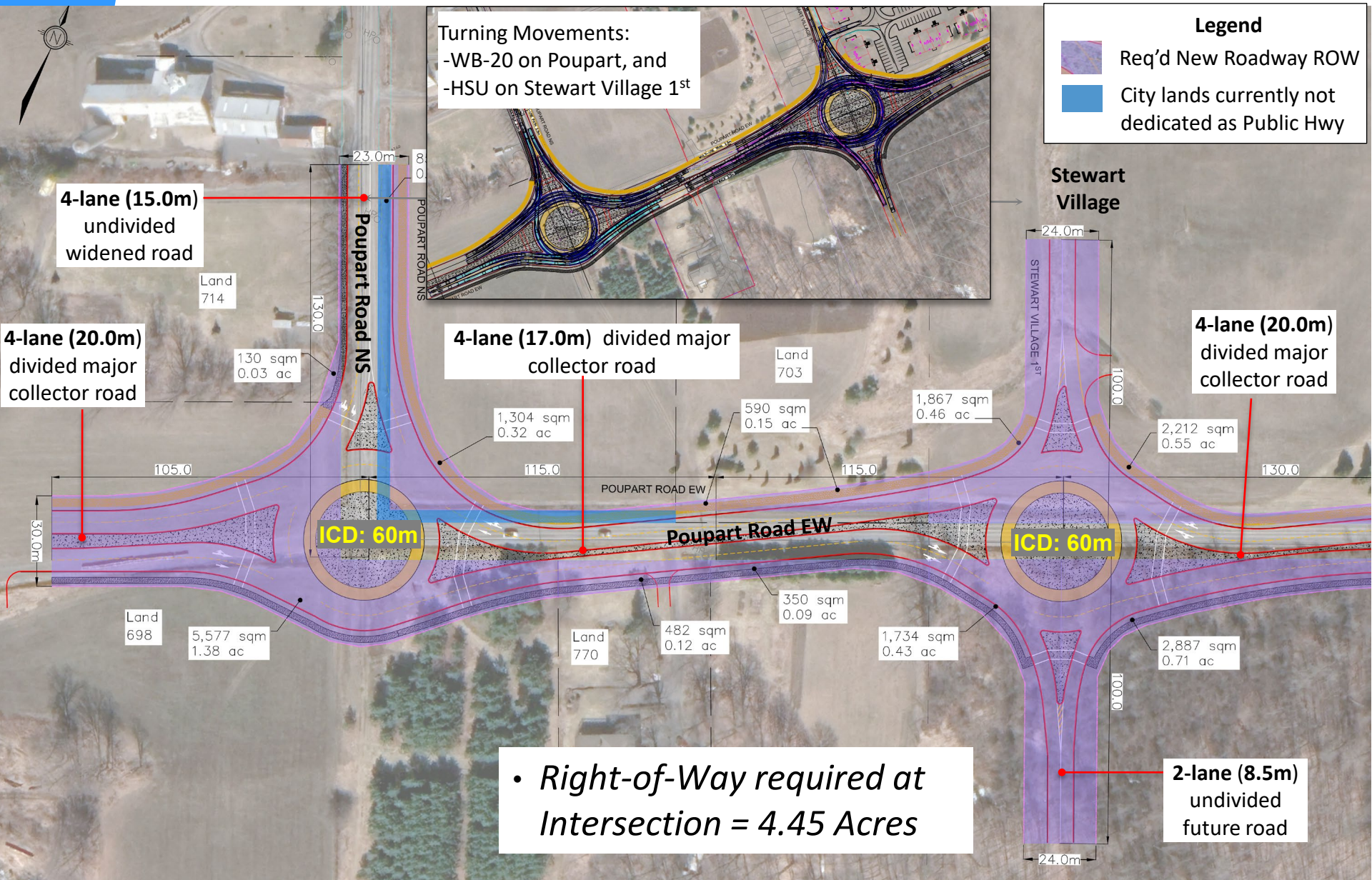
Int. #3: Ch. Poupart (E-O) / village Stewart, 1e Int.

Int. #4: Ch. Poupart (N-S) / Ch. Poupart (N-S)

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



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



- *Right-of-Way required at Intersection = 4.45 Acres*

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

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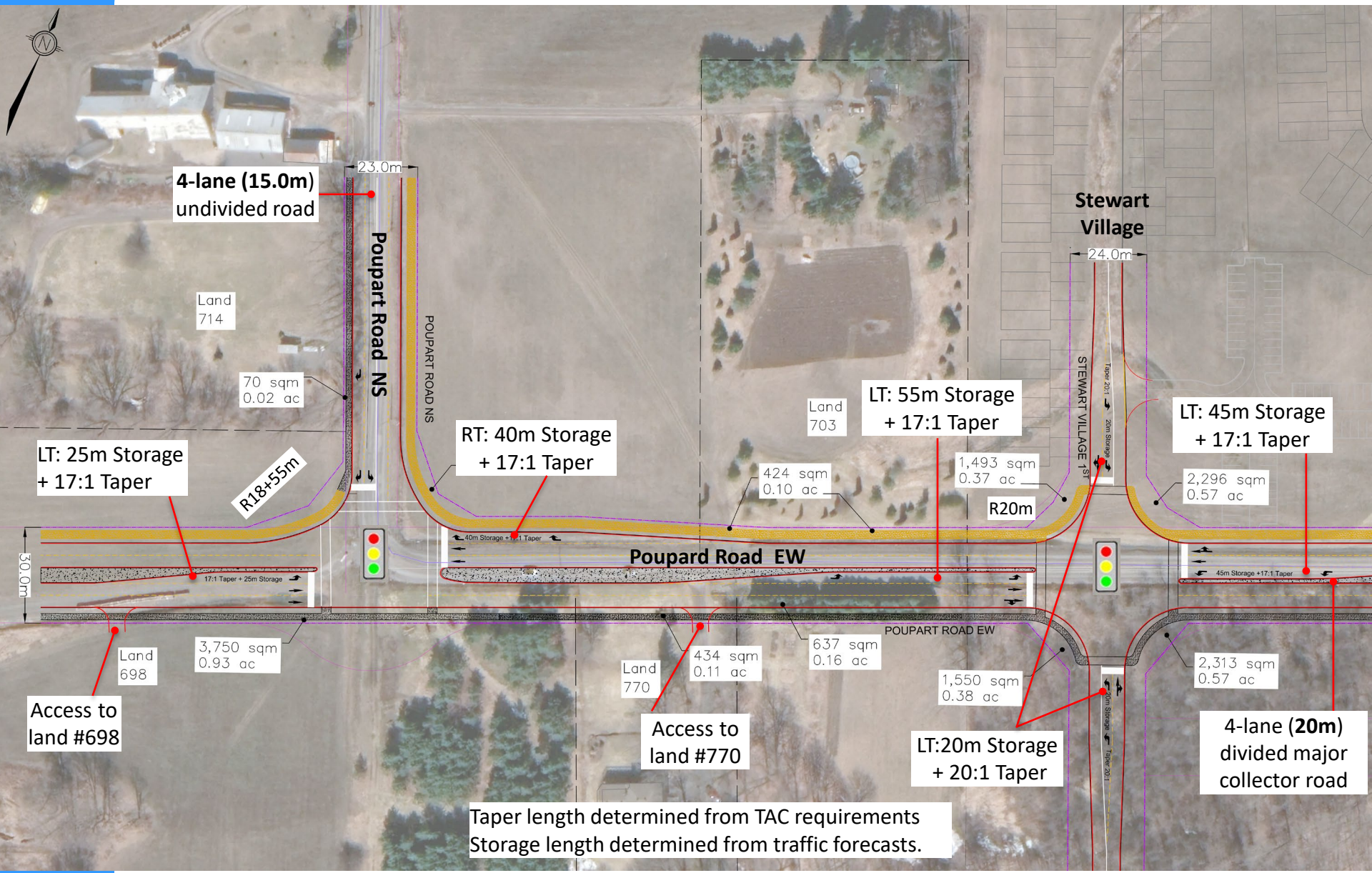
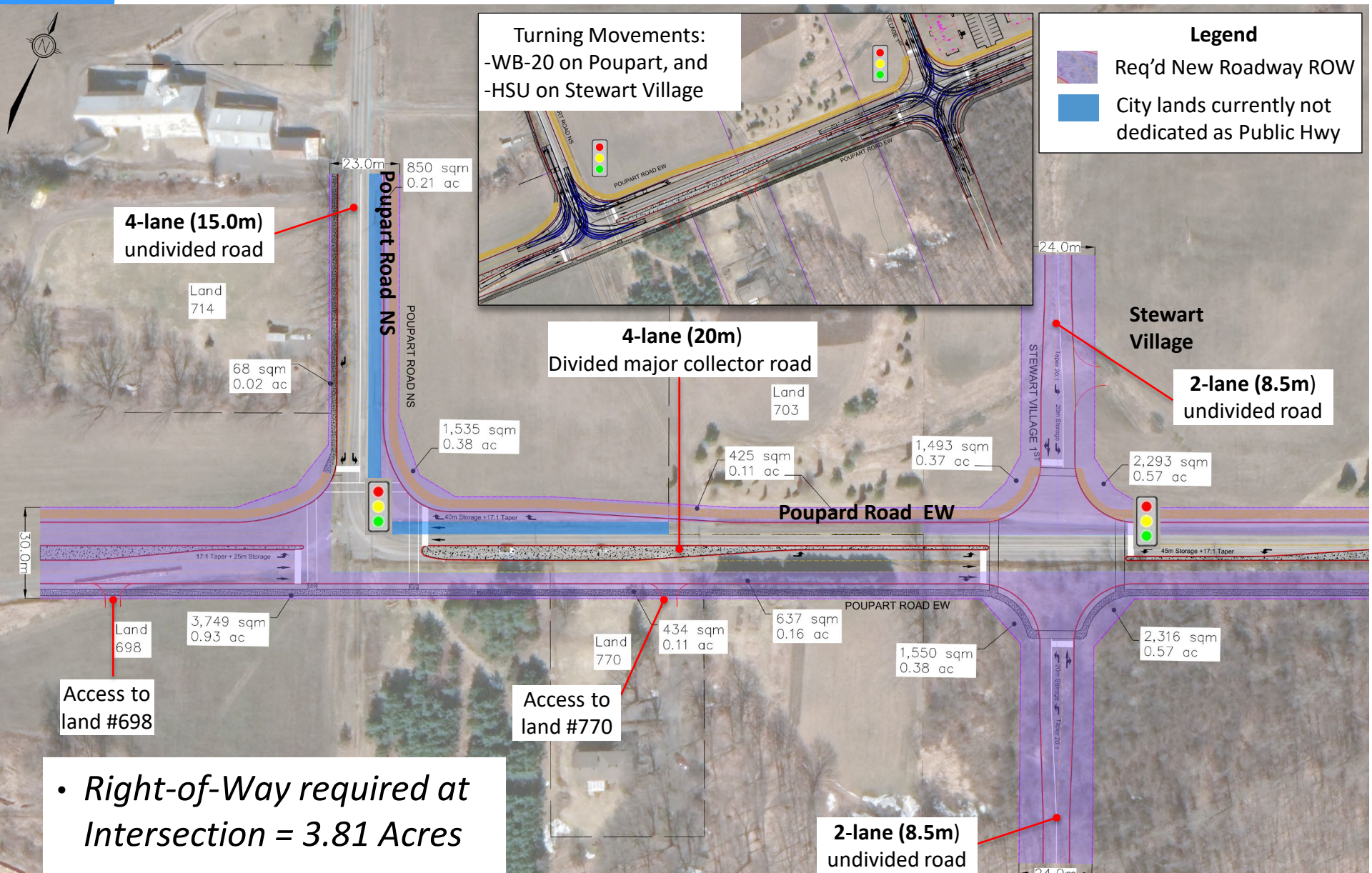


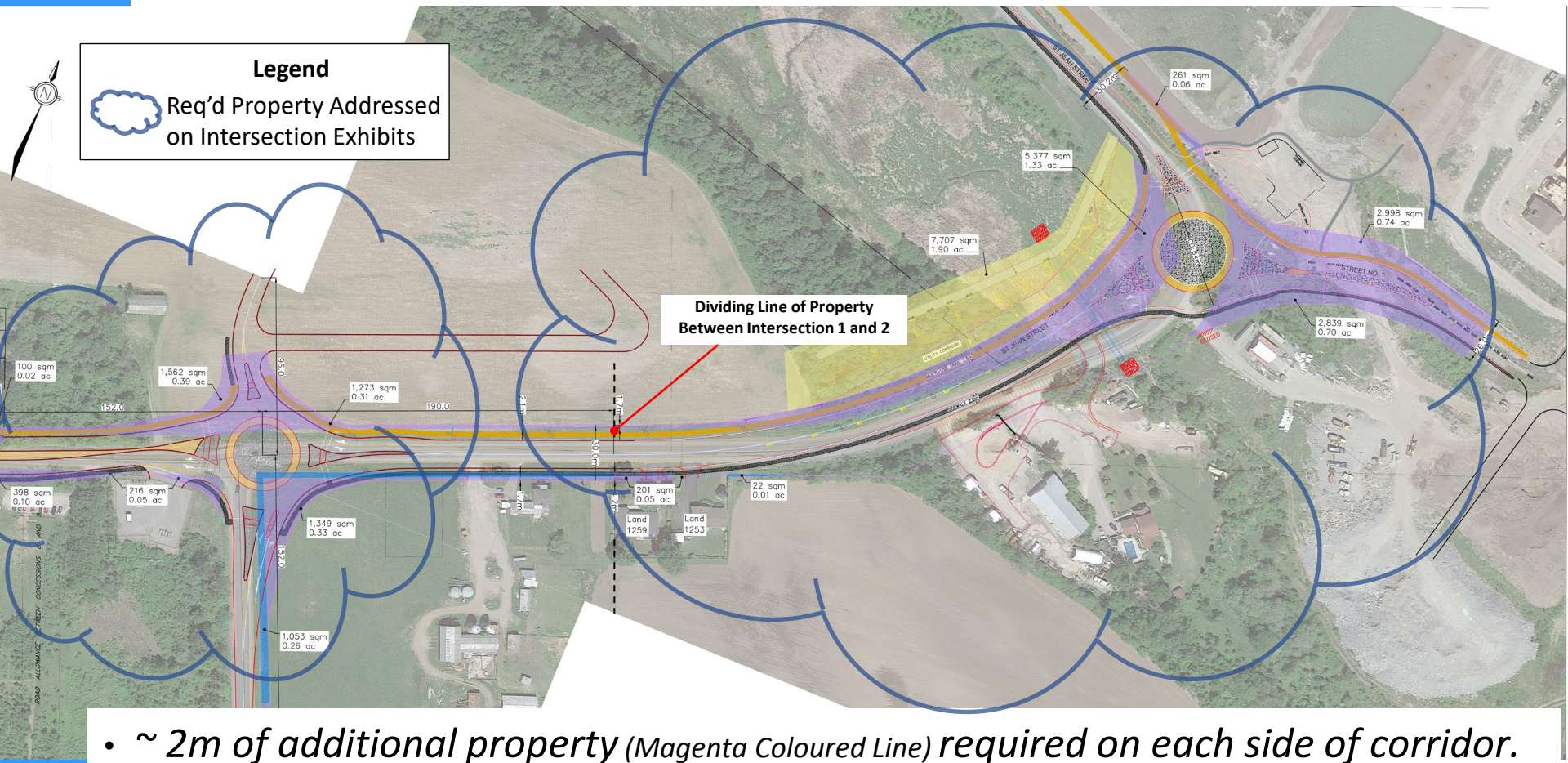
Int #3 & #4: Signal Option (Property)



- *Right-of-Way required at Intersection = 3.81 Acres*

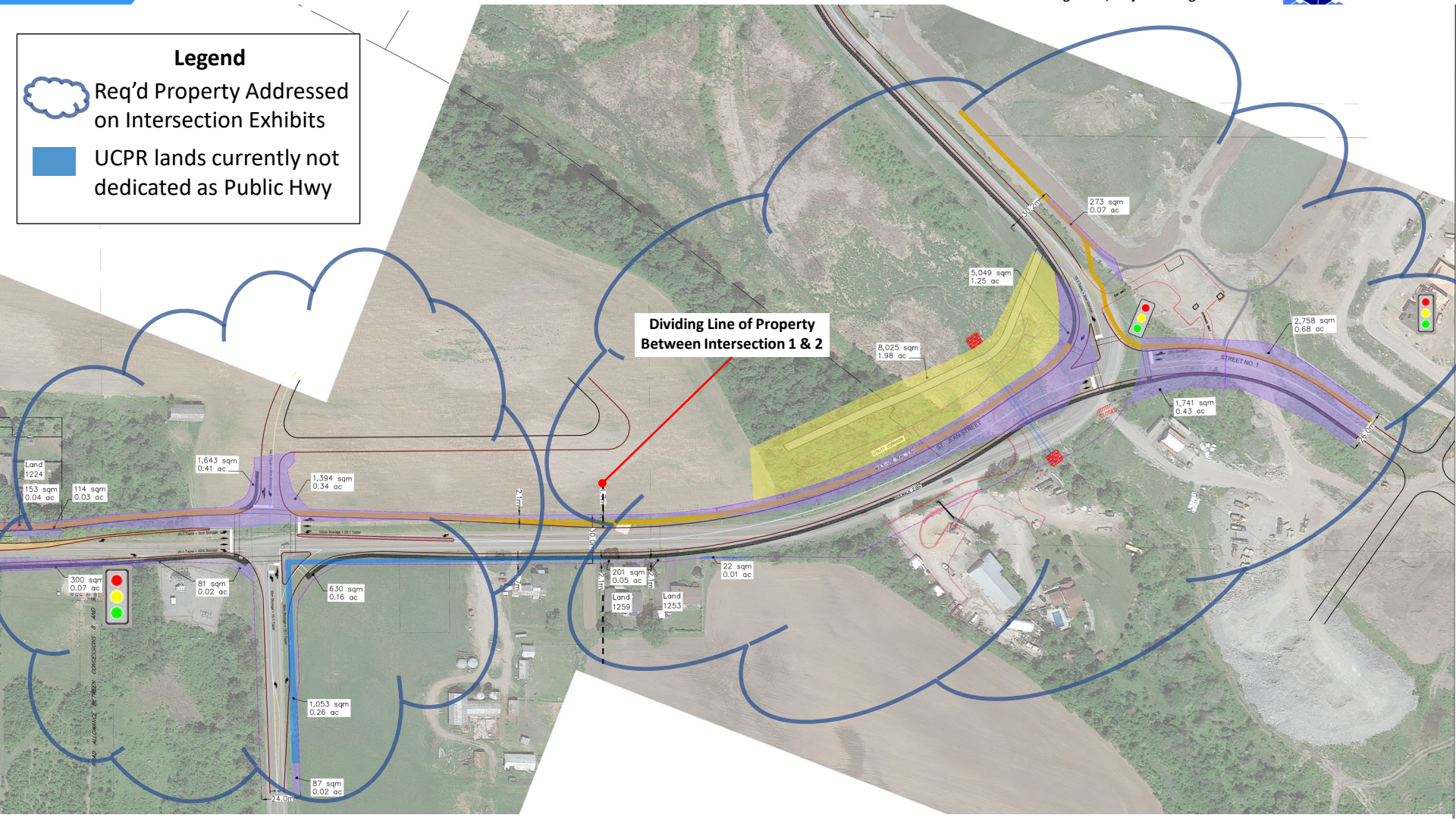
Corridors routiers entre Les intersections

Between Int #1 & #2: Roundabout



- *~ 2m of additional property (Magenta Coloured Line) required on each side of corridor.*
- *Total Property required for Intersection 1 = 4.79 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



- *~ 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: Roundabout

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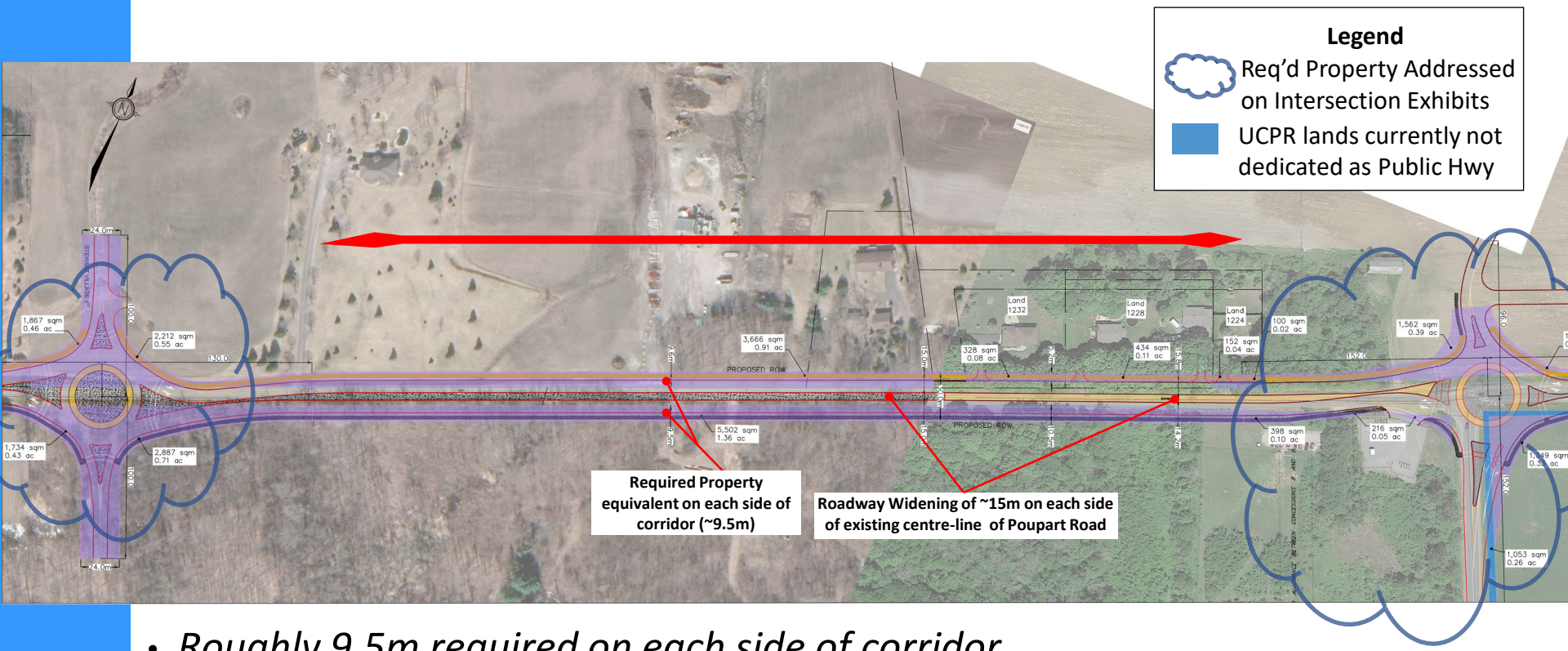
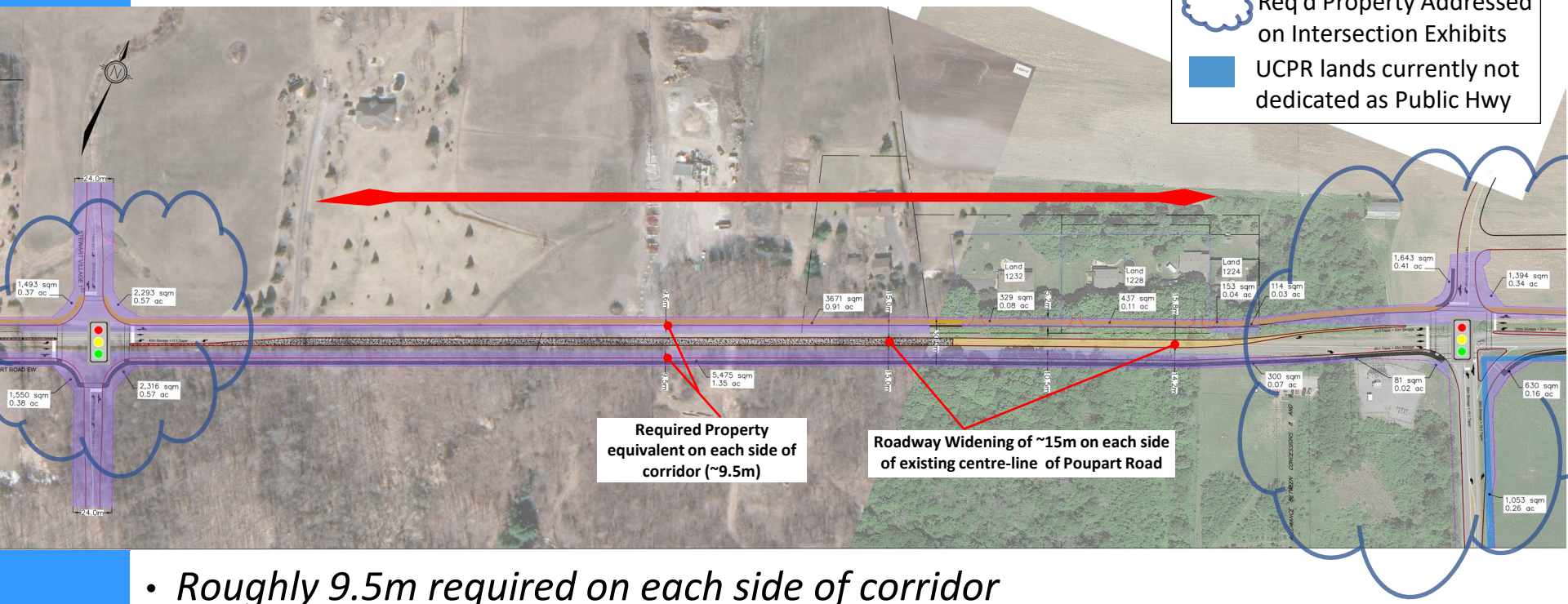


- *Roughly 9.5m required on each side of corridor*
  (Approx. 5.2m is required from existing dwellings on the north side of the corridor.)
- *Areas in have been included in intersection exhibits.*
- *Right-of-Way required north of Corridor excluding Roundabouts = 1.14 Acres*
- *Right-of-Way required south of Corridor excluding Roundabouts = 1.36 Acres*

Between Int #2 & #3: Traffic Signals



- *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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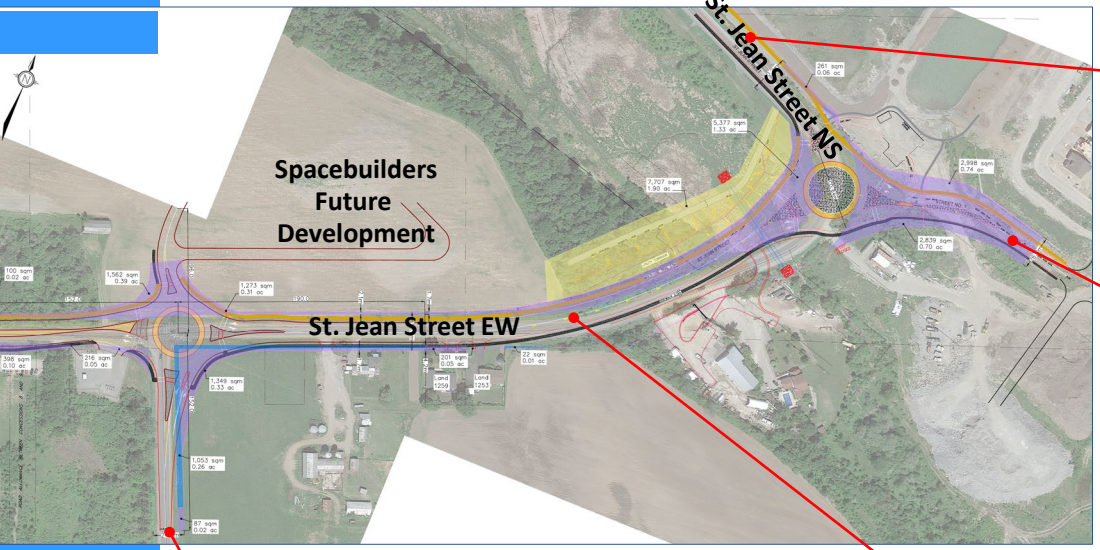


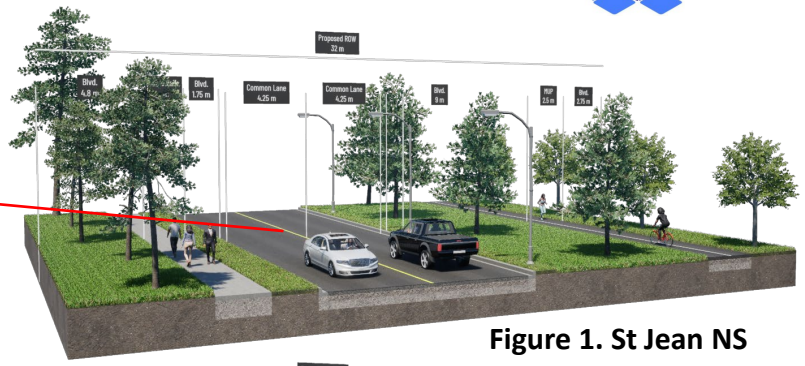


Figure 1. St Jean NS

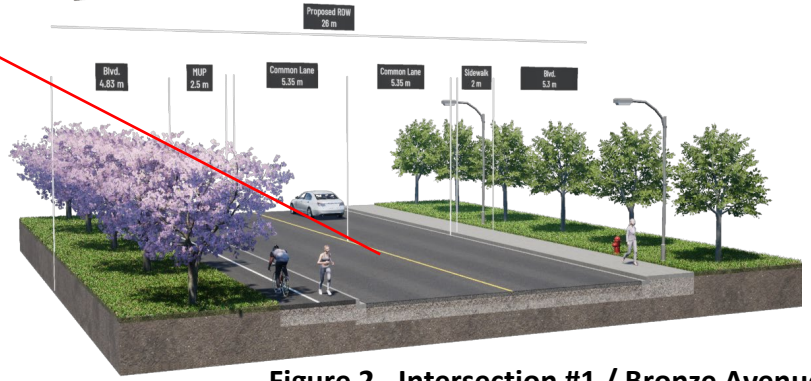


Figure 2. Intersection #1 / Bronze Avenue

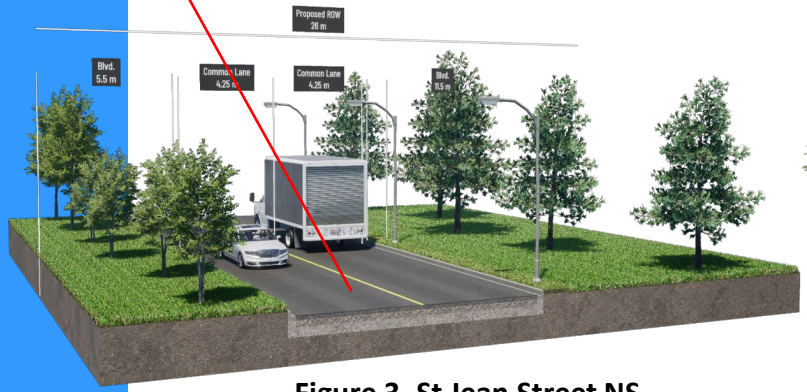


Figure 3. St Jean Street NS
(South of Intersection No. 2)

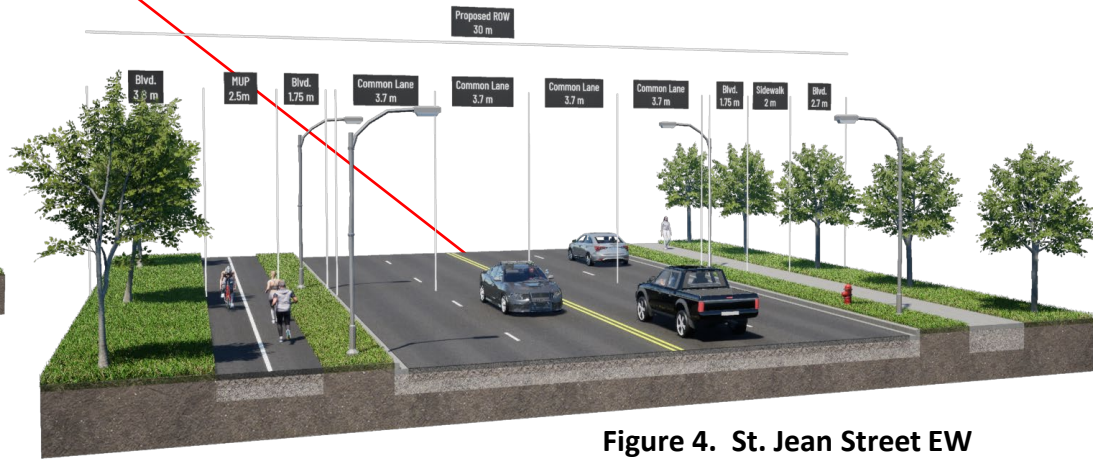


Figure 4. St. Jean Street EW

Between Int #2 & #3 Roadway Cross-Sections

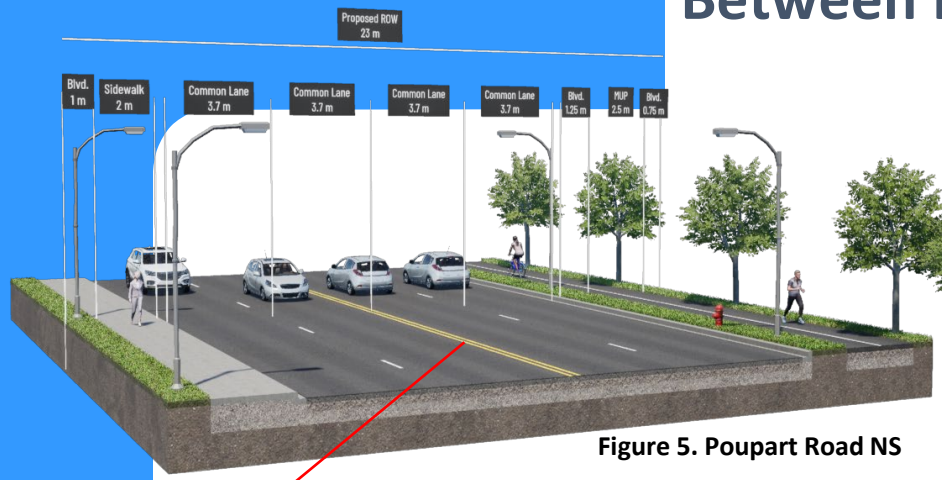
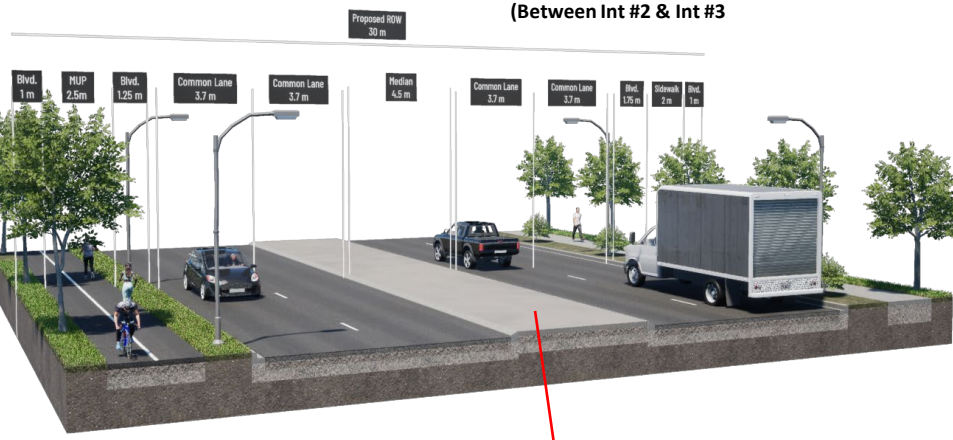
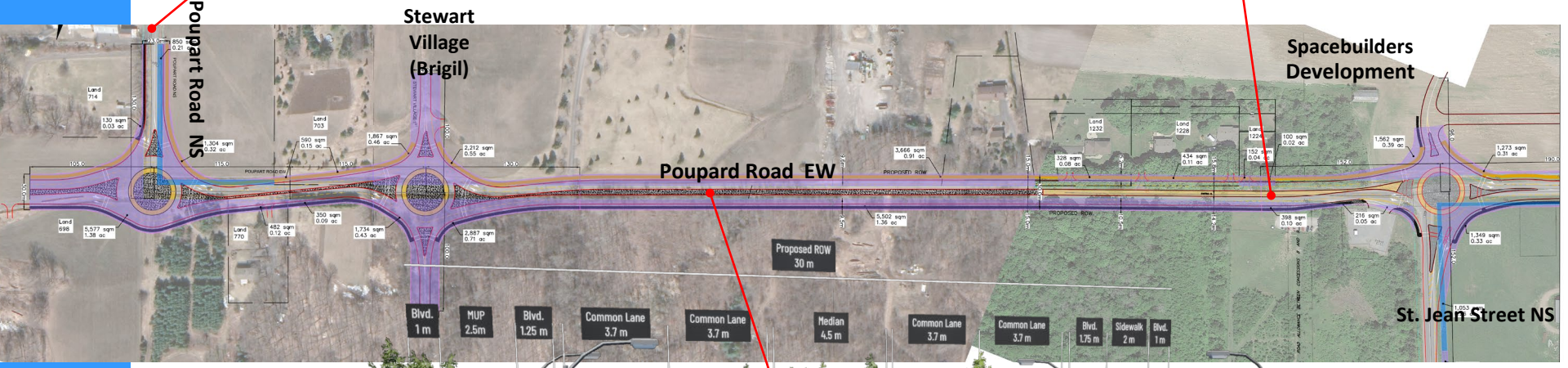


Figure 5. Poupart Road NS

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





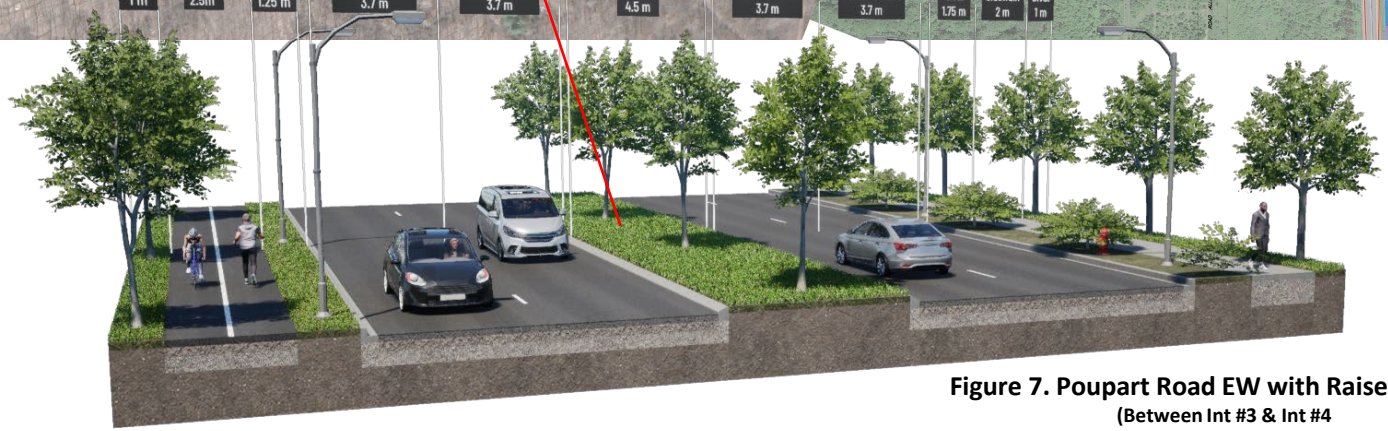
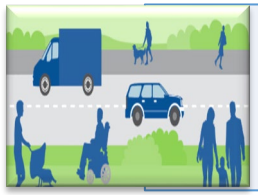


Figure 7. Poupart Road EW with Raised Median
(Between Int #3 & Int #4

Prochaines étapes

Répondre aux commentaires du public

Évaluation technique complémentaire



Affiner et recommander un plan assorti de mesures d'atténuation

Rencontre à l'automne : plan recommandé

À la suite du Centre de consultation publique, nous allons :

- examiner et répondre aux commentaires reçus;
- évaluer les concepts du point de vue des impacts sur l'environnement, la qualité de l'air, le bruit, les services publics, la géotechnique, le drainage, les eaux pluviales, les impacts sur la propriété, le patrimoine culturel et bâti;
- affiner les solutions d'amélioration;
- identifier un plan recommandé et proposer des mesures d'atténuation; et
- présenter le plan recommandé lors d'une deuxième rencontre à l'automne 2023.

Before and After Renderings

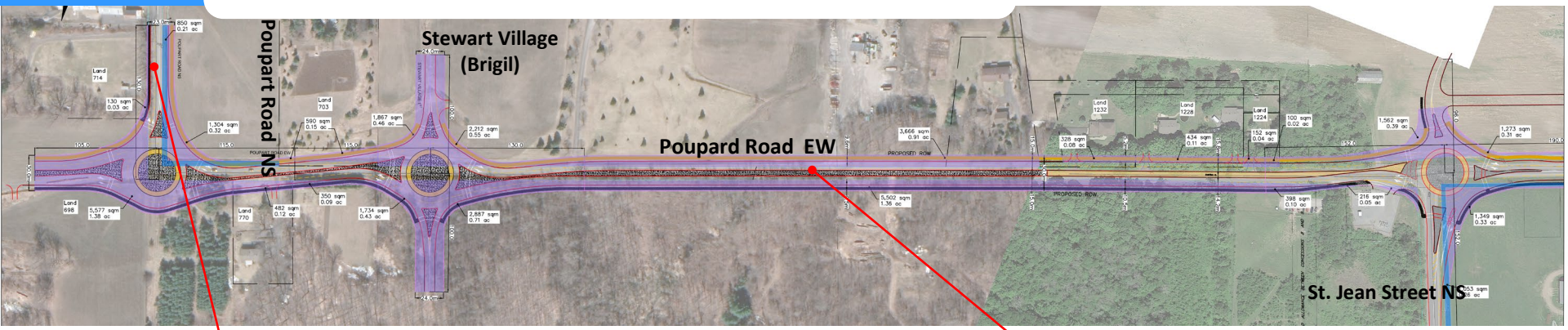


Figure 1. Poupart Road NS Concept (North of Intersection 4)

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

Prochaines étapes

Nous vous remercions d'avoir participé au Centre de consultation publique. Vos commentaires sont les bienvenus.

- Les renseignements sont collectés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. À l'exception des informations personnelles, tous les commentaires feront partie du dossier public.

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- Pour de plus amples renseignements :

Site web de la Cité où cette présentation sera affichée.

- **Si vous souhaitez obtenir de plus amples renseignements sur cette Évaluation environnementale de classe générale, veuillez contacter un membre de l'équipe de projet. Les coordonnées des personnes à contacter figurent sur la feuille de commentaires.**