



<b>Date</b>	19/03/2019
<b>Submitted by</b>	Marie-Eve Bélanger
<b>Subject</b>	TIS and modification to a condition of Draft Approval of Brigil and Stage 5 Morris Village
<b>File N°</b>	D-12-121, D-12-122

## **REPORT N°** **AMÉ-19-30-R**

### **1) NATURE/GOAL :**

The nature of this report is the present the Transportation Impact Study for the east-west collector and to change a condition in the Draft Plan Approval of Brigil and Morris Village Stage 5.

### **2) DIRECTIVE/PREVIOUS POLICY :**

n/a

### **3) DEPARTMENT'S RECOMMENDATION :**

ATTENDU QUE l'étude de transport pour le collecteur est-ouest a été complétée en décembre 2018, et

ATTENDU QU'UNE condition doit être modifiée dans la liste de conditions approuvées pour le lotissement du Village Morris Stage 5 et de Brigil.

QUE la condition 26 du lotissement de Brigil et la condition 29 du lotissement du village Morris stage 5 soit modifié afin de lire comme suit :

- "That Poupart Side Road, Bronze Avenue and St-Jean Street be designed and built to municipal standards with an urban cross-section approved by the City. The design should follow the recommendation of the detailed transportation impact study that was completed by Castleglenn Consultants (Dec 2018) with any subsequent revisions, if applicable. The design, the environmental studies, the EA, the construction work, the project management fees and any other studies or works required are to be paid by the Development Charges By-law and the municipal budget in place for the current year. The estimated cost of the design and works to be completed must be approved by the City before any undertaking."

WHEREAS the Transportation Impact Study for the east-west collector was completed in December 2018.

AND WHEREAS a condition must be modified under the Brigil and Morris Village Stage 5 draft approval.

THAT Condition 26 of the Brigil file and Condition 29 of the Morris Village Stage 5 file be modified to read as follows:

- That Poupart Side Road, Bronze Avenue and St-Jean Street be designed and built to municipal standards with an urban cross-section approved by the City. The design should follow the recommendation of the detailed transportation impact study that was completed by Castleglenn Consultants (Dec 2018) with any subsequent revisions, if applicable. The design, the environmental studies, the EA, the construction work, the project management fees and any other studies or works required are to be paid by the Development Charges By-law and the municipal budget in place for the current year. The estimated cost of the design and works to be completed must be approved by the City before any undertaking.

4) **BACKGROUND :**

On April 17<sup>th</sup>, 2018, Council approved a list of conditions for the Brigil Subdivision. On June 18<sup>th</sup>, 2018, two conditions were added following the LPAT appeal.

On April 4<sup>th</sup>, 2018, Council approved a list of conditions for Morris Village Stage 5. On May 7<sup>th</sup>, 2018, one condition was amended to change the date of expiry as per the Counties request.

5) **DISCUSSION :**

On December 21<sup>st</sup>, 2018, the City obtained a copy of the Transportation Impact Study that was completed for the Brigil and Morris Village Stage 5 projects. The study includes recommendations on the construction of the future east-west collector, which includes parts of Poupart Side Road and St-Jean Street. The Study also shows modifications or improvements to be completed to different existing intersections.

Following a meeting with the Developer's Engineer, Atrel Engineering, it was determined that we should be undertaking the design of St-Jean Street first. As such, the budget of 2019 was approved with an amount for the design of St-Jean Street from Poupart Side Road to Docteur Corbeil Boulevard.

The study that was undertaken for the east-west collector was necessary for the City and was paid under the 2018 budget. The draft

plan conditions that were approved for both project indicated that both developers needed to work together to hire an Engineer to complete this study and that the development charges would cover the cost. As such, the study was undertaken by the developers.

With the 2019 budget approved and the study completed, we deem that the developer's Engineer should be responsible to complete the design of St-Jean Street from Poupart Side Road to Docteur Corbeil Boulevard. The developers' engineering firm completed a preliminary design at the same time as the traffic study and thus it would be beneficial that the same firm continues the work that was started.

Condition 26 of Brigil's Draft Plan Approval and Condition 29 of Morris Village Stage 5 Draft Plan Approval indicates that the Owner is responsible to complete the design of Poupart Road and Street No.1 (in Morris Village). However, St-Jean Street was omitted from the condition and should be added.

As such, we recommend that both conditions be modified to read as follows:

- That Poupart Side Road, Bronze Avenue and St-Jean Street be designed and built to municipal standards with an urban cross-section approved by the City. The design should follow the recommendation of the detailed transportation impact study that was completed by Castleglenn Consultants (Dec 2018) with any subsequent revisions, if applicable. The design, the environmental studies, the EA, the construction work, the project management fees and any other studies or works required are to be paid by the Development Charges By-law and the municipal budget in place for the current year. The estimated cost of the design and works to be completed must be approved by the City before any undertaking.

#### Transportation Impact Study:

The Transportation Impact Study is included as Schedule A of this report. Based on this study, the east-west collector must be designed to accommodate a divided 4-lane starting from the west. Once Poupart reaches St-Jean Street, it will become an undivided 4-lane to the east to the new roundabout at the bottom the hill. At this point, St-Jean Street will split into two streets, one being Bronze Street in Morris Village and the other will stay St-Jean Street towards Laurier Street. Both of those two streets will be 2-lane. The study also recommends multiples roundabouts throughout the east-west collector. An excerpt from the Study is included as Schedule B and shows the modifications

to be completed. See Appendix E of the Transportation Impact Study for the preliminary design and road configuration.

6) **CONSULTATION:**

The City has consulted with both Developers; all parties are in agreement with the outcomes of the study, the timing of works and plans.

7) **RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :**

n/a

8) **FINANCIAL IMPACT (expenses/material/etc.):**

The budget was approved for \$400,000.00 for the design of St-Jean Street from Poupart Side Road to Docteur Corbeil Boulevard. It is mostly funded by the Development Charges.

9) **LEGAL IMPLICATIONS :**

n/a

10) **RISK MANAGEMENT :**

n/a

11) **STRATEGIC IMPLICATIONS :**

It is important to design the east-west collector at this stage since we will be in a better position to design the surroundings areas. The right-of-way easements will be easier to obtain prior to any subdivisions being built.

12) **SUPPORTING DOCUMENTS:**

Transportation Impact Study  
Excerpt of TIS