

DATE October 24, 2016**DOCUMENT NO.** 1529718
No.**TO** Mr. Louis Prevost
United Counties of Prescott and Russell**CC** Marc Bataille, James Parkin**FROM** Rachel Lee Gould**EMAIL** RLGould@golder.com**INFORMATION RESPONSE TO PUBLIC WORKS COMMENTS**

On behalf of Colacem Canada Inc. (Colacem), applications to amend the United Counties of Prescott and Russell Official Plan and the Township of Champlain Zoning By-law 2000-75 were submitted on June 10, 2016 to facilitate the development of a cement plant in L'Original, Ontario.

The United Counties of Prescott and Russell Public Works Engineer, Mr. Jeremie Bouchard, reviewed the Traffic Impact Study (submitted with the amendment application package), prepared by CIMA+ January 2016. In an email dated August 23, 2016, Mr. Bouchard provided a number of comments specific to the entrances of the proposed cement plant and adjacent quarry, and road design. A copy of his email is provided in Attachment A.

Response

Colacem would be happy to work with the municipality to re-design the road so that it meets the needs of both the municipality and the project.



Rachel Lee Gould, M.Sc.
Senior Project Manager

RLG/AB/wlm



Alyson Beal, P.Eng.
Associate

Attachment A: UCPR Public Works Engineer Comments

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ATTACHMENT A

UCPR Public Works Engineer Comments

Lefebvre, Dominique

From: Bouchard, Jeremie
Sent: August 23, 2016 12:07 PM
To: Lefebvre, Dominique
Cc: Prévost, Louis
Subject: RE: Demande de modification au Plan Officiel - Projet de Cimenterie - chemin de comté no. 17

Bonjour Dominique,

Voici mes commentaires pour le projet de Cimenterie sur le chemin de Comté 17.

1. The TIS reveals that a Westbound deceleration taper of 80m and Westbound acceleration taper of 80m is recommended. However, because the travelling speeds are greater than normal condition we know that the deceleration will start on the through lane and we also know that the turning vehicles will significantly impede the through traffic flow therefore creating an hazard. Having said that, we require that deceleration lane be implemented in form of a taper along with a parallel lane. The same is applicable for the acceleration lane. Meaning that it should have a taper and a parallel lane.
2. The new proposed site entrance seems to be located at less than 200m from the East adjacent property (2206 County Road 17) therefore not respecting the entrance spacing requirements under the current UCPR entrance By-law. That being said, the entrance will need to be relocated approximately 40m West of proposed entrance in order to have minimum spacing of 200m.
3. The TIS concludes that a left turn lane of 290m is warranted however the spacing distance from the Quarry entrance to the proposed entrance is only 330m. The TIS states that the distance exceeds the minimum separation of 290m required to fully develop the left turn lane for eastbound traffic however this is not considering the future development of the adjacent Quarry site. More specifically, if a future left turn lane is triggered to be constructed for the Quarry, the deceleration lane of the Cement Plant will be impeding on the runout lane of the future Quarry left turn lane. That being said, even though the distance exceeds the minimum separation it will still create a future impact on adjacent development.
4. Because of comment 2 & 3 the UCPR strongly recommends that a shared entrance be implemented with the Quarry entrance and the new proposed Cement site entrance. This way the spacing requirements between entrances will comply with the by-law and not impact future development. Furthermore, it will minimize future cost in terms of the road modification, especially when additional road modifications will be triggered in the future for the Quarry.
5. The TIS recommends to include westbound tapers to enter and leave the site however the TIS did not evaluate to implement a truck acceleration lane when leaving the site travelling in the eastbound direction. This is currently one of the major issue that is present at similar sites and was imposed on other site where heavy truck movements are present. Consideration should be given to address this issue and recommend road modifications.
6. Based on the TIS, it is recommended that a 40m (15m from center of entrance + 25m as per graph) storage is required however no additional storage lengths was considered based on truck percentage of left turn volumes. Most of the left turn movements will be conducted by heavy trucks therefore the calculation for additional storage lane lengths should be completed.
7. The proposed property entrance will have to be paved for the greater value of; 15m (50 feet) from the existing edge of pavement or up to the property line.

8. That the land surveyor retained by the owners determine the width of County Road 17, and if the aforementioned road allowance presents a width measuring less than 30 metres, that a strip of land equal to half of the width needed to reach 30 metres, along the affected parcels be transferred without fee and encumbrance to the concerned authority (United Counties of Prescott and Russell).
9. As per By-law 2015-46 Schedule "D" a commercial entrance surface shall be no wider than 9 meters therefore the maximum permitted entrance width is 9m.
10. All associated cost with road improvements construction and design will be born in its entirety by the developer.
11. Since off-site work is required, such as the construction of a turning lane, the Counties will have to be added as a third party to the site plan agreement and 100% guaranties for off-site work will be required.
12. Only one entrance per lot is allowed therefore all existing entrances will have to be removed. A permit to remove the existing entrance will need to be obtained.
13. The owner will need to apply for a new entrance permit.

Additional comments will arise further in the project.

Jérémie Bouchard

Ingénieur des travaux publics

Public Works Engineer

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JBouchard@prescott-russell.on.ca

From: Lefebvre, Dominique

Sent: Tuesday, July 19, 2016 11:16 AM

To: Bouchard, Jeremie <JBouchard@prescott-russell.on.ca>

Subject: Demande de modification au Plan Officiel - Projet de Cimenterie - chemin de comté no. 17

Bonjour Jérémie,

Nous avons reçu la demande citée en rubrique. Nous avons débuté le processus du traitement de cette demande. Une étude de circulation a été déposée en support à cette demande. Nous vous demandons de procéder avec la révision et de nous faire part de vos commentaires avant le 15 août prochain.

L'étude ainsi que les autres documents peuvent être consulté au lien suivant : <L:\Urbanisme\D09 OFFICIAL PLAN AMENDMENT APPLICATIONS\MODIFICATION AU PLAN OFFICIEL\COMTÉS UNIS\OPA No. 30 - 050-OPA-16-002 - COLACEM>

Sincèrement,

Dominique Lefebvre, MCIP, RPP

Urbaniste senior / Senior Planner

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