

Legislation Details (With Text)

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File created:	7/27/2015	In control:		City Council	
On agenda:	6/20/2005	Final action:		6/20/2005	
Title:	MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR BARRIE STREETS AT HIGHWAY 400 UNDER/OVERPASSES AND INTERCHANGES				

1. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Duckworth Street from Cundles Road to Rose Street/Bernick Drive:

- a) That the proposed structure under Highway 400 will have five (5) through lanes, and one (1) turning lane for a total of six (6) lanes under the structure;
- b) That Duckworth Street be widened by one (1) through lane southbound, two (2) through lanes northbound from Cundles Road to Georgian Drive, plus operational improvements at intersections;
- c) That Duckworth Street be widened to six (6) through lanes from Georgian Drive to just north of Rose Street/Bernick Drive, plus operational improvements at intersections; and
- d) Sidewalks and bicycle lanes are recommended on both sides of the structure and roadways.

2. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for St. Vincent Street from Cundles Road to Grove Street:

- a) That the proposed structure over Highway 400 will have a total of four (4) through lanes;
- b) That St. Vincent Street be widened by one (1) through lane in each direction for a total of four (4) lanes from Cundles Road to Grove Street, plus operational improvements at intersections; and
- c) Sidewalks are recommended on both sides of the structure and roadways.

3. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Bayfield Street from Cundles Road to Grove Street:

- a) That the proposed structure over Highway 400 will have six (6) through lanes, one (1) turning lane, and one (1) speed change lane, for a total of eight (8) lanes on the structure;
- b) That Bayfield Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Cundles Road to Grove Street, plus operational improvements at intersections; and
- c) Sidewalks are recommended on both sides of the structure and roadways.

4. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Sunnidale Road from Shirley Street to Wellington Street:

- a) That the proposed structure over Highway 400 be built to accommodate four (4) through

lanes;

b) That Sunnidale Road remain at its constant width of 11 metres and be repainted to a three (3) lane road section (centre left turn lane designation) from Shirley Avenue to Wellington Street; and

c) Sidewalks are recommended on both sides of the structure and roadways.

5. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Anne Street from Edgehill Drive to Dunlop Street:

a) That the proposed structure over Highway 400 will have six (6) through lanes and one (1) turning lane for a total of seven (7) lanes on the structure;

b) That Anne Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Edgehill Drive to Dunlop Street West, plus operational improvement at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

6. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Dunlop Street from Ferndale Drive to Anne Street:

a) That the proposed structure over Highway 400 will have six (6) through lanes, and one (1) westbound left turn lane, for a total of seven (7) lanes over the structure;

b) That Dunlop Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

7. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Tiffin Street from Ferndale Drive to Anne Street:

a) That the proposed structure under Highway 400 will have four (4) through lanes, and one (1) turning lane, for a total of five (5) lanes under the structure;

b) That Tiffin Street be widened by one (1) lane in each direction, for a total of four (4) lanes (two (2) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

8. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Essa Road from Ardagh Road to Anne Street:

a) That the proposed structure under Highway 400 will have six (6) through lanes and two (2) ramp lanes, for a total of eight (8) lanes under the structure;

b) That Essa Road be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Bryne Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

9. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Harvie Road/Big Bay Point Road from Bryne Drive to Bayview Drive:

a) That the proposed structure under Highway 400 will have six (6) through lanes and one (1) turning lane, for a total of seven (7) lanes under the structure;

b) That Harvie Road/Big Bay Point Road be constructed with three (3) through lanes in each direction, for a total of six (6) lanes, including a new crossing at Highway 400, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

10. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternative for Molson Park Drive from Bryne Drive to Bayview Drive;

a) No changes are recommended for the Molson Park underpass.

11. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Salem Road/Lockhart Road from Veteran's Drive to Bayview Drive:

a) That the proposed structure over Highway 400 have a total of four (4) through lanes on the structure;

b) That Salem Road/Lockhart Road be constructed with four (4) lanes (two (2) in each direction) for a total of four (4) through lanes from Veteran's Drive to Bayview Drive, including a new crossing of Highway 400, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

12. That in accordance with the requirements for a Schedule "C" Class EA Study, the Engineering Department continues with Phases 3 and 4 of the Class EA process, which includes the development and evaluation of alternative designs, a second Public Information Centre (PIC), and a recommendation to General Committee regarding a preferred design for Duckworth Street, Dunlop Street, Anne Street, and Harvie Road/Big Bay Point Road. (ENG027-05) (File: T05-HI)

Sponsors:

Indexes:

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Attachments:

Date	Ver.	Action By	Action	Result
6/13/2005	2	General Committee	recommended for adoption (Section "C")	

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR BARRIE STREETS AT HIGHWAY 400 UNDER/OVERPASSES AND INTERCHANGES

1. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Duckworth Street from Cundles Road to Rose Street/Bernick Drive:

a) That the proposed structure under Highway 400 will have five (5) through lanes, and one (1) turning lane for a total of six (6) lanes under the structure;

- b) That Duckworth Street be widened by one (1) through lane southbound, two (2) through lanes northbound from Cundles Road to Georgian Drive, plus operational improvements at intersections;
 - c) That Duckworth Street be widened to six (6) through lanes from Georgian Drive to just north of Rose Street/Bernick Drive, plus operational improvements at intersections; and
 - d) Sidewalks and bicycle lanes are recommended on both sides of the structure and roadways.
- 2. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for St. Vincent Street from Cundles Road to Grove Street:
 - a) That the proposed structure over Highway 400 will have a total of four (4) through lanes;
 - b) That St. Vincent Street be widened by one (1) through lane in each direction for a total of four (4) lanes from Cundles Road to Grove Street, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.
- 3. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Bayfield Street from Cundles Road to Grove Street:
 - a) That the proposed structure over Highway 400 will have six (6) through lanes, one (1) turning lane, and one (1) speed change lane, for a total of eight (8) lanes on the structure;
 - b) That Bayfield Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Cundles Road to Grove Street, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.
- 4. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Sunnidale Road from Shirley Street to Wellington Street:
 - a) That the proposed structure over Highway 400 be built to accommodate four (4) through lanes;
 - b) That Sunnidale Road remain at its constant width of 11 metres and be repainted to a three (3) lane road section (centre left turn lane designation) from Shirley Avenue to Wellington Street; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.
- 5. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Anne Street from Edgehill Drive to Dunlop Street:
 - a) That the proposed structure over Highway 400 will have six (6) through lanes and one (1) turning lane for a total of seven (7) lanes on the structure;
 - b) That Anne Street be widened by one (1) through lane in each direction, for a total of six (6)

through lanes (three (3) in each direction) from Edgehill Drive to Dunlop Street West, plus operational improvement at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

6. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Dunlop Street from Ferndale Drive to Anne Street:

a) That the proposed structure over Highway 400 will have six (6) through lanes, and one (1) westbound left turn lane, for a total of seven (7) lanes over the structure;

b) That Dunlop Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

7. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Tiffin Street from Ferndale Drive to Anne Street:

a) That the proposed structure under Highway 400 will have four (4) through lanes, and one (1) turning lane, for a total of five (5) lanes under the structure;

b) That Tiffin Street be widened by one (1) lane in each direction, for a total of four (4) lanes (two (2) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

8. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Essa Road from Ardagh Road to Anne Street:

a) That the proposed structure under Highway 400 will have six (6) through lanes and two (2) ramp lanes, for a total of eight (8) lanes under the structure;

b) That Essa Road be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Bryne Drive to Anne Street, plus operational improvements at intersections; and

c) Sidewalks are recommended on both sides of the structure and roadways.

9. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Harvie Road/Big Bay Point Road from Bryne Drive to Bayview Drive:

a) That the proposed structure under Highway 400 will have six (6) through lanes and one (1) turning lane, for a total of seven (7) lanes under the structure;

b) That Harvie Road/Big Bay Point Road be constructed with three (3) through lanes in each direction, for a total of six (6) lanes, including a new crossing at Highway 400, plus operational

improvements at intersections; and

- c) Sidewalks are recommended on both sides of the structure and roadways.

10. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternative for Molson Park Drive from Bryne Drive to Bayview Drive;

- a) No changes are recommended for the Molson Park underpass.

11. That based on the “Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges”, the following be endorsed as the preferred alternatives for Salem Road/Lockhart Road from Veteran’s Drive to Bayview Drive:

- a) That the proposed structure over Highway 400 have a total of four (4) through lanes on the structure;
- b) That Salem Road/Lockhart Road be constructed with four (4) lanes (two (2) in each direction) for a total of four (4) through lanes from Veteran’s Drive to Bayview Drive, including a new crossing of Highway 400, plus operational improvements at intersections; and
- c) Sidewalks are recommended on both sides of the structure and roadways.

12. That in accordance with the requirements for a Schedule “C” Class EA Study, the Engineering Department continues with Phases 3 and 4 of the Class EA process, which includes the development and evaluation of alternative designs, a second Public Information Centre (PIC), and a recommendation to General Committee regarding a preferred design for Duckworth Street, Dunlop Street, Anne Street, and Harvie Road/Big Bay Point Road. (ENG027-05) (File: T05-HI)