

## **Appendix “L” Minutes of Meetings**

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**PROJECT:** City of Barrie  
Bryne Drive Master Plan Update  
Ainley Project Number - 108073

**DATE:** July 3, 2008

**LOCATION:** City Offices, 4<sup>th</sup> Floor Boardroom

**TIME:** 9:30 am TO 10:30 am

**ATTENDEES:** Ralph Scheunemann, City of Barrie  
Karim Khan, City of Barrie  
Nicole Vicano, Smart Centres  
Mike Neumann, Ainley Group  
Reid Mitchell, Ainley Group

**PURPOSE:** Alignment discussions

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## **1. Discussion of teleconference June 13, 2008**

In June, the City provided Ainley with mapping data. Ainley advised that they were having difficulty using the aerial mapping and the City advised Ainley to open the data using DB Connect in AutoCad.

**Action by Ainley**

Engineering Agreements are with C. Graham of the City. R. Scheunemann to check status.

**Action by City**

Ainley will contact LGL to discuss the project as requested by the City. Ainley advised that they have a sub-consultant Arborist who would complete a tree survey if required based on discussion with LGL

**Action by Ainley**

The Project Schedule was revised by Ainley on June 13, 2008 and it was agreed that the Schedule was acceptable.

During June, the City provided additional background information as listed on page 14 of the RFP along with contacts for the City's Transportation Consultants (IBI and Delcan). Ainley will contact IBI and Delcan to confirm the need for a future Highway # 400 interchange at Harvie Road. However, for the purposes of this Class EA, Master Plan Update, Ainley is to simply show a shaded area in the location of Harvie Road and Highway # 400, labelled as "potential future Highway interchange".

**Action by Ainley**

## **2. Notice of Study Commencement and Contact List**

The Notice of Study Commencement was prepared by Ainley and previously reviewed by the City.

It will be published in the Barrie Advance on July 18 and 19, 2008. A copy of the Notice was provided to N. Vicano. It was agreed that the Notice did not need to be sent to the contact list or any review agencies. Subsequent to the meeting, the City requested that the Notice be sent to the MOE. R. Scheunemann will ensure that Notice is published. **Action by City**

Ainley will finalize the Contact List next week and will provide a digital version to the City. This list will be used to notify previously interested members of the public and the review agencies of the upcoming PIC. Ainley explained that they have drafted Section 7.0 for the Updated Master Plan Document to describe and assess the alignment options. A DRAFT version of Section 7 will be sent to the City for preliminary review next week. The City can use this Section to prepare the memo to Council with respect to the descriptions of the alignment options. **Action by Ainley**

The City will prepare the PIC Notice, write a covering letter to the review agencies, prepare a PIC comment sheet and draft a memo to Council explaining the status of the Master Plan update. The City will also prepare a contact list of adjacent property owners who will be notified of the upcoming PIC. Ainley will review the information when ready. **Action by City**

### **3. Discussion of Alignment Options**

It was noted that the previously identified alignment (December 2005) was based on draft plan approval of adjacent development. Since then the need to protect for a potential future interchange with Highway 400 requires an adjustment to the alignment. It was noted that the future roadway will be 5 lanes and that the purpose of the Class EA Update was to determine the alignment. The City agreed to provide Ainley with current unit prices for a 5 lane roadway. **Action by City**

Ainley presented a preliminary overall plan of the Study Area, showing three alignment options. It was noted that Option A is the "Do Nothing" solution which would increase traffic on existing streets.

Option B is the previously identified alignment from the December 2005 Class EA Document. That Option does not meet the set back criteria of 360 m from a possible Highway interchange.

Option C was developed by the Developers but it does not meet at a common junction point on Harvie Road. It was agreed that this Option should not be presented to the public.

Option D was developed by Ainley as a solution to eliminate the "tee" junctions at Harvie Road. However, the City noted that Option D would cross an existing berm at the end of an existing stormwater management pond. Ainley will assess this Option with respect to the crossing of the berm (a culvert crossing may be feasible). Ainley will also identify an additional Option which will provide an alignment around the end of the existing berm. All of these Options will be presented at the PIC. **Action by Ainley**

Additional comments were also noted with respect to the Overall Plan as follows:

- Ainley is to show the complete existing stormwater management facility on Whiskey Creek
- show existing stormwater pond LV 14 which is at the extreme south end of the Study Area, adjacent to Bryne Drive and which discharges into Lovers Creek
- the Developer is proposing a diversion of Lover's Creek in order to cross the creek downstream of LV 14
- a bridge crossing of the north branch of Whiskey Creek may be necessary depending on comments received from the Conservation Authority

- all proposed roadway curves are to be smoothed out for a design speed of 70 km/hr (posted speed of 50 km/hr)
- the interchange is to be deleted from the Drawing and a shaded area is to be added with a note stating that there may be a future Highway interchange within the shaded area

**Action by Ainley**

It was noted by the City that the MOE may be willing to consider increasing the size of Pond LV 14 to accommodate some of the storm water flow from the new development and at the same time, a revision to the outlet location could be proposed to provide habitat to replace that lost when making the road crossing of Lover's Creek. The City noted that the LSRCA is proposing to seek funding from the MOE to retrofit this pond. Smart Centres will explore this opportunity.

**Action by N. Vicano**

The City noted that the crossing of the north branch of Whiskey Creek might be challenged by the Conservation Authority. The City advised Ainley to contact LGL to determine what is required.

**Action by Ainley**

#### **4. Master Plan Update – Proposed Index**

As noted previously, Ainley has drafted Section 7.0 to be added to the Master Plan document. Ainley will provide a copy to the City for preliminary review.

**Action by Ainley**

#### **5. Next Steps**

It was agreed that the Next Steps in this Master Plan Update Process are to be as follows:

- Ainley to provide a DRAFT Update Report to the City by the end of July
- Ainley to provide PIC Presentation material (full size hard copies) to the City by the end of July
- City to publish the Notice of Study Commencement on July 18 and 19
- A PIC Notice will be prepared by the City and published on August 8 and 9 (**no mention of Recommended or Preferred Solution**)
- A memo to Council will be prepared by the City for Council on August 11
- The PIC will be held on August 21
- City to collect comment sheets from August 21 to September 5
- Ainley to be given copies of comments sheets for review and drafting of response– to be complete by September 12
- Meeting to review comments and discuss responses during week of September 15

#### **6. Other Business**

City again expressed to N. Vicano, the need to explore the use of pond LV 14. It was noted that the MOE would not provide funding for the expansion of pond LV 14 for development purposes.

Vacations were identified as follows:

- R. Mitchell, July 19 to August 4 (back August 5) – M. Neumann will respond to City comments
- N. Vicano, August 11 for one week
- R. Scheunemann, July 17 for two weeks but will be receiving and responding to email
- M. Neumann, July 7 for one week but will be receiving and responding to email

## 7. Adjournment

10:30 am

Minutes prepared by: R. Mitchell, Ainley & Associates Limited

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**PROJECT:** City of Barrie  
Bryne Drive Master Plan Update  
Ainley Project Number - 108073

**DATE:** August 14, 2008

**LOCATION:** City Offices

**TIME:** 10:30 – 12:00 noon

**ATTENDEES:** Ralph Scheunemann, City of Barrie  
Karim Khan, City of Barrie  
Nicole Vicano, Smart Centres  
Mike Neumann, Ainley Group  
Reid Mitchell, Ainley Group

**PURPOSE:** Discuss PIC Material

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### 1. Tree Survey

Ainley advised that a tree survey was underway and that the results would be available by the end of August. A preliminary assessment may be ready for the PIC. **Action by Ainley**

### 2. Geotechnical Assessment

Ainley advised that quotes were being prepared by Peto MacCallum and Golder for a geotechnical assessment of the structural capacity of the existing stormwater management pond berm to determine if a bridge can be constructed across the pond berm or if the berm can support roadway traffic without significant re-construction. The quotes will be received by Ainley on Tuesday August 19 and it is considered that the actual work will be completed by the end of September depending on the availability of a drill rig. **Action by Ainley**

### 3. Status of Highway Interchange Configuration

The MTO setback distance requirement is considered to be 360 m from centre of the Highway interchange ramp to the centre of the new Bryne Drive. MTO is willing to entertain a reduced setback, provided that an assessment of the need for vehicle storage on Harvie Road based on a future traffic analysis is completed.

### 4. Traffic Analysis at Potential Highway 400 Interchange

The City advised that they are meeting with IBI Consultants tomorrow to obtain traffic data which will be used to analyze traffic at a future Highway interchange at Harvie Road and Highway 400. A Report is being prepared by others (Harvie Road Class EA) to determine if the interchange is to be an underpass or an overpass. Ainley is not to show an interchange on any Drawings.

### 5. Status of Notice of PIC

The City is to provide copies of all related correspondence, Notices, Staff Reports etc to Ainley for

inclusion in the Master Plan Addendum.

**Action by City**

## **6. Discussion of Alignment Options**

The City asked about geometrics. Ainley advised that the geometrics for all Alignment Alternatives was based on Provincial Requirements for urban roadways and will be listed in the Master Plan Addendum. Ainley confirmed that the minimum lane width is 3.5 m and the maximum horizontal grade is 5%. Ainley noted that K values for both crest and sag curvatures is 25.

N. Vicano advised that the Developer has completed a grading assessment for the development lands which could be provided to compare with the grades proposed by Ainley. It was agreed that the Ainley grades would be adequate for the Master Plan assessment.

The City noted that the grades at the intersection of Harvie Road and the future Bryne Drive might need to be revised in the future. Ainley agreed and advised that the City had originally added a note on its Plans stating that "Configuration of intersection subject to engineering feasibility study for interchange in this area". Ainley has added a similar note to the profiles in this area.

The City requested that all Options be called Alternatives on the Drawings and in the Addendum.

The City also requested that all Plan/Profiles be extended to Essa Road.

The City also reminded Ainley that a typical 5-lane cross-section is to be included on all Plan/Profiles. Ainley had the detail available for the meeting. Ainley will also add the applicable Alternative Evaluation sheet to all Plan/Profiles.

**Action by Ainley**

## **7. Discussion of PIC Material**

Ainley provided the City with a DRAFT copy of the PIC material for review. The City's initial comments have been addressed. The City will review the material and provide final comments to Ainley by the end of the day. The City requested at least 3 copies of the Final PIC Material by 4:30 pm tomorrow. Eventually, the City will require 5 copies and N. Vicano needs one copy. Ainley advised that the submission hinge upon receipt of the City's comments. **Action by City & Ainley**

The City questioned the weighting values used in the evaluation matrix. Ainley advised that some new criteria had been added to the evaluation matrix and that some of the weighting values had been changed from the original MP Document. The City will review the changes but noted that the values should be consistent with the original assessment. Ainley felt that some of the criteria such as Wildlife and Fisheries should be given a higher value.

**Action by City**

## **8. Discussion of MP Update Report**

Ainley also provided the City with a DRAFT copy of the Addendum to the MP Document for review. The City's initial comments have been addressed. The City will review the Addendum and provide final comments to Ainley by the end of the day. The City requested at least 3 copies of the Final Addendum by 4:30 pm tomorrow. Eventually, the City will require 5 copies and N. Vicano needs one copy. The cost estimates have been updated based on the City's latest unit prices for 5-lane road. Ainley has added allowances for large culvert structures and bridges as applicable.

**Action by Ainley**

The Addendum is to note that the work may be staged (south portion being done first). It was agreed that the Creek crossings do need to be addressed separately in the cost estimates due to the

extent of the work. It was suggested that the minor creek crossings could be done by box culvert (2m to 3 m span and 2m to 3m depth). The main crossing of the Whiskey Creek stormwater berm may require a bridge which will be more costly. Ainley determined the cost estimates based on recent experience on similar projects.

The City is to send Ainley the desired wording for the final Clause in the Addendum ("Where do we go from here?").

**Action by City**

### **9. PIC Venue, Time**

The City will provide Ainley with copies of the published PIC Notices. The PIC will be held in the 2<sup>nd</sup> Floor Huronia Room at City Hall on Thursday August 21, between the hours of 4:00 pm to 7:00 pm. Ainley will be given access to the room at 3:00 pm to set up the PIC Material. Ainley is to provide pens, sign-in sheet and PIC Material. The City has prepared a Comment Sheet, which will be handed out at the PIC. Ainley is to prepare a PIC sign-in sheet

**Action by Ainley**

### **10. Next Steps**

The public will be given two weeks to provide comment following the PIC (September 4, 2008). After September 4, the City will provide all of the comments to Ainley for review. Ainley will prepare a summary and recommend responses as necessary.

**Action by Ainley and City**

The determination of the Preferred Alternative cannot be made until completion of the geotechnical assessment and the modelling of the traffic on Harvie Road due to the potential Highway interchange (to determine the setback distance). In addition, the selection of the Preferred Alternative may be influenced by the results of the tree survey. It is anticipated that the Preferred Alternative will be selected in early October depending on the timing of receipt of the geotechnical report and background traffic data.

**Action by Ainley and City**

### **11. Other Business**

The City advised that the MOE has commented on the requirements of the future Lake Simcoe Act with respect to the Essa Road Class EA. The City will provide Ainley with a copy of that letter for reference purposes with respect to the completion of the Bryne Drive MP Update.

**Action by Ainley and City**

The City advised that the MOE has agreed to fund modifications to pond LV 14 which will be a benefit to the City and the Developer. That pond could provide both quantity and quality control for stormwater runoff from Bryne Drive. In addition, Ainley was advised that there would be a future stormwater pond within the development which may also be able to provide storage and treatment for Bryne Drive runoff. Ainley is to mention this in the Addendum Report.

**Action by Ainley**

Please report any errors and/or omissions as soon as possible.

Minutes prepared by:

Reid Mitchell  
Ainley & Associates Limited



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<b>PROJECT:</b>	City of Barrie Bryne Drive Master Plan Update Ainley Project Number - 108073
<b>DATE:</b>	October 8, 2008
<b>LOCATION:</b>	City Offices
<b>TIME:</b>	2:00 p.m.
<b>ATTENDEES:</b>	Ralph Scheunemann, City of Barrie Karim Khan, City of Barrie Mike Neumann, Ainley Group Tom Nollert, Ainley Group
<b>PURPOSE:</b>	Review Synchro traffic analysis information prior to the meeting with the Ministry of Transportation.

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## 1. Traffic Analysis

The traffic analysis is intended to review the impacts of a future intersection of Bryne Drive/Harvie and its separation to a future Highway 400 off ramp (new interchange) with respect to vehicle queuing. The results of the traffic analysis produced to date were reviewed at the meeting. Various synchro input parameters were discussed. The City requested clarification on which version of Synchro was utilized. Ainley will confirm which version and use the latest version (version 763).

### Action by Ainley

Ainley has assumed a 5% commercial volume in the traffic analysis. The City agreed that default vehicle types may be applied using the program. Traffic was forecasted to 2012 assuming that the full interchange could be constructed by that date.

The City requested a 3.5% growth rate compounded over 10 years be applied to 2022. The City will confirm with IBI Group regarding the appropriateness of the growth rates since IBI is currently working on a traffic model for the City.

### Action by City

Ainley will maximize the traffic signal cycle length to 120s.

Ainley has introduced the interchange geometric configuration for the synchro analysis.

Ainley inquired if the City would agree that it would be worth inquiring with MTO if clarification is necessary on whether a core/collector system is still planned throughout Barrie in this area. The City advised that at this time this discussion is not necessary.

Ainley presented the methodology applied for the traffic distribution. The City suggested a further review of the traffic distribution at the intersection of Bryne Drive/Harvie Road and will ask IBI

Group to comment using the model being developed on behalf of the City.

**Action by City**

**2. Memo Report**

Ainley will develop a memo report to accompany the traffic analysis, which will be forwarded to the Ministry prior to the meeting. Ainley will circulate the report to the City for review and comment prior to the submission to the Ministry.

**Action by Ainley**

**3. Other**

The City requested a budget update from Ainley including value of original assignment and approved extra work fees as separate items. Ainley will review scope change letters approved separately by the City and forward the information following the meeting.

**Action by Ainley**

Ainley and the City will bring a laptop computer and project to the meeting to display the results of the Synchro model.

**Action by Ainley and City**

Please report any errors and/or omissions as soon as possible.

Minutes prepared by:

Mike Neumann, P.Eng.  
Ainley & Associates Limited

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<b>PROJECT:</b>	City of Barrie Bryne Drive Master Plan Update Ainley Project Number - 108073
<b>DATE:</b>	October 14, 2008
<b>LOCATION:</b>	Ministry of Transportation – Downsview 4 <sup>th</sup> Floor Boardroom
<b>TIME:</b>	2:00 p.m.
<b>ATTENDEES:</b>	Peter Dorton, Ministry of Transportation Mike Sit, Ministry of Transportation Shane Giguere, Ministry of Transportation Ralph Scheunemann, City of Barrie Karim Khan, City of Barrie Mike Neumann, Ainley Group Tom Nollert, Ainley Group
<b>PURPOSE:</b>	Review Synchro traffic analysis completed to review the separation of an intersection at Harvie Road/Bryne Drive and its separation to a future interchange at Highway 400.

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## 1. Background

Ainley initiated the meeting by providing a review of the class environmental assessment process and alternative options developed for the project using full size alternative option plan and profile drawings. Alternative option 1 is the do nothing alternative, alternative option 2 is the original master plan alignment and alternative options 3 to 5 are new alignments developed west of Highway 400. Ainley advised that this information has been presented in the traffic analysis memo report provided in advance of the meeting. Ainley also noted that there are varying degrees of impact and constraints including major constraints such as Highway 400, the stormwater management ponds, watercourse crossings, CTV towers and anchor cables, existing residential properties etc.

Ainley advised that the master plan update assignment being developed for the City includes Phases 1 and 2 of the Class EA Master Plan process

## 2. Traffic Analysis Results

Ainley presented the traffic analysis results using a Synchro model, which was displayed using a laptop computer and projector. Background traffic data was based on reports provided by the City including data from a TSH report where an EMME 2 model was utilized (the EMME2 model was created by Itrans on behalf of TSH). Ainley advised that 5% commercial traffic volume was applied, peak hour factor of 0.92 and a lane saturation rate of 1900vph.

Ainley inquired if MTO uses standard synchro parameters or if default values are normally applied. MTO will review and advise.

**Action by MTO**

Ainley and the City advised that the traffic analysis represents a worst cast scenario based on available traffic data. The effects of a reduced separation of an intersection from a Highway 400 off-ramp are presented with the traffic model developed by Ainley. The Ministry advised that a minimum separation of 360m for an intersection to the Highway 400 off-ramp would be acceptable and a traffic queue length review of any separation less than this requirement would need to be presented as reviewed during the meeting. The Ministry concluded that background traffic information originally produced through the EMME 2 analysis by Itrans documented in the TSH report were not endorsed by the Ministry. The Ministry cannot support the findings outlined in the work by Ainley due to the background information. The City indicated that IBI Group is presently developing an EMME3 model under a separate assignment. MTO advised that once the EMME3 data has been reviewed and endorsed by MTO it could be applied in the Synchro analysis for final review and acceptance. The City will review the status of the work being completed by IBI Group.

**Action by City**

MTO advised that once the EMME3 model has been completed, it would not require a sensitivity analysis.

MTO concluded that the City and Ainley may complete the Master Plan evaluation, which provides an acceptable offset to MTO for alternative options 4 and 5 only. Alternative option 3 is not acceptable to MTO at this time.

**3. Other**

MTO advised that the final submission of the Master Plan update or traffic analysis may be submitted through Peter Dorton. Peter will circulate the information for comment to Michael Sit and Shane Giguere.

**Action by Ainley**

Please report any errors and/or omissions as soon as possible.

Minutes prepared by:

Mike Neumann, P.Eng.  
Ainley & Associates Limited

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**PROJECT:** City of Barrie  
Bryne Drive Master Plan  
Ainley Project Number - 108073

**DATE:** October 28, 2008

**LOCATION:** City Office, 2<sup>ND</sup> Floor Huronia Room 2B

**TIME:** 10:30 – 12:00

**ATTENDEES:** Karim Khan, City of Barrie  
Nicole Vicano, Smartcentres  
Jim Bacchus, Sernas Transtech  
James Stevenson, Sernas Transtech  
Scott Brumwell, Skelton Brumwell & Associates Inc.  
Peggy Hebton, CTV  
Mike Dejean, BIN Management Inc.  
Garry Pappin, AECOM  
Mike Neumann, Ainley Group  
Reid Mitchell, Ainley Group

**PURPOSE:** Project Meeting # 6 – To Determine Preferred Alignment Option

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## 1. Previous Minutes

Following introduction, it was noted that the most recent meetings included:

- Meeting # 3 – August 14, 2008 (Project Team meeting prior to PIC)
- Meeting # 4 – October 8, 2008 (meeting with City prior to present traffic simulation)
- Meeting # 5 – October 14, 2008 (meeting with MTO to discuss future interchange)

Ainley provided a brief summary of the PIC noting that five Options were presented on August 28. Subsequent to the PIC, Ainley completed a Synchro analysis of Harvie Rd. to determine impacts of a reduced setback from a future highway interchange with respect to Option # 3. Ainley used a background report prepared TSH (AECOM) including traffic data prepared by Itrans.

## 2. Tree Survey

Ainley noted that a Tree Survey had been completed and that there was no significant difference between any of the Alignment Options. Therefore, the issue of tree loss should not be a factor in comparing the four Alignment Options.

## 3. Geotechnical Assessment

Ainley advised that Peto MacCallum has not yet finalized their Geotechnical Report on the feasibility of crossing the existing Whiskey Creek stormwater management pond berm. However, it was reported that Peto MacCallum has advised that it is feasible to construct the road over the berm (Option # 3 across the existing outlet structure) and to build bridge foundations in the berm (Options 4 and 5). **Action by Ainley**

#### **4. Noise Assessment**

Ainley advised that a Noise assessment has been completed and that it was determined that noise will not be a factor for any of the Alignment Options. Therefore, the issue of noise should not be a factor in comparing the four Alignment Options.

#### **5. Traffic Analysis**

It was noted that the MTO advised the City that a future highway interchange at Harvie Rd. was not an MTO initiative but rather a potential City project. The MTO would simply review the application. The purpose of the October 14, 2008 meeting with the MTO was to present the traffic simulation to provide proof that a new intersection (Harvie Rd. at Bryne Dr.) would function with a reduced (260 m instead of 360 m) setback from a future highway off ramp. The MTO required that modelling of the proposed intersection be completed before they would comment on the feasibility of a reduced setback.

The City advised that IBI is currently undertaking an EMME3 macro model of the entire City and that Delcan is undertaking a micro model of the southern portion of the City to assess existing and future traffic conditions. The City also advised that there are some discrepancies in the model AADT data that need to be addressed. Once the modelling is complete, Ainley will reassess the Synchro analysis to confirm the feasibility of a reduced setback. If deemed necessary, the analysis will be submitted to the MTO for review. **Action by City and Ainley**

It was noted that the MTO is currently reviewing its setback requirement for interchange design and that the distance may be increased to 390 or 400 m from 360 m.

#### **6. PIC Summary of Comments and Responses**

The meeting attendees were advised that as a result of the PIC, comments were received from:

- a. MOE - letter dated September 8, 2008 (response letter issued September 29, 2008)
- b. G. Bell – comment sheets (response letter issued September 29, 2008) A copy of the letter was provided to S. Brumwell who advised that G. Bell did not receive the letter.
- c. Kate Insley – comment sheets (response letter issued September 29, 2008)
- d. Mike Dejean – comment and letter dated September 5, 2008 (response letter issued September 29, 2008)

A summary of PIC comments was prepared by Ainley and a copy of a memo dated August 21, 2008 and updated October 24, 2008 with Summary of Comments dated September 16, 2008 is attached to these minutes.

#### **7. LSRCA letter August 14, 2008**

A letter dated August 14, 2008 was received from the LSRCA. Ainley advised that the requirements of the Conservation Authority apply equally to Options # 3, 4 and 5 and therefore, the issue of creek crossing impacts should not be a factor in comparing the Alignment Options.

## **8. Amos Letter January 29, 2008**

Prior to the meeting, the City provided Ainley with a copy of a letter dated January 29, 2008 from Amos with respect to the Master Plan process. This was for information purposes only and was instrumental in the City's decision to update the Master Plan.

## **9. Selection of Preferred Alignment**

A discussion of Alignment Options 3, 4 and 5 resulted in the following observations:

- a. Where Option 3 crosses the existing SWM pond berm, the Road Allowance may need to be reduced from 30 m in order to avoid encroaching into the SWM pond outlet structure inlet. Parapet walls may also be necessary.
- b. If a bridge is not constructed as part of Options 4 and 5, the SWM pond will have to be partially filled in order to construct Bryne Dr. across the pond. The pond capacity may be affected but Sernas noted that the capacity would not be affected due to the fact that the pond was designed for the Regional storm.
- c. The LSRCA will require box culverts for the crossings of Whiskey Creek and Lover's Creek. Compensation for lost fish habitat will be required.
- d. Lover's Creek is an important Brook Trout watercourse.
- e. The Harvie Island Development residents have been given until November 7, 2008 to comment on the project.
- f. There is no appeal process under the Master Plan process. An appeal can be made to City Council however. Since the Developer will be designing and building the road under the Planning Act, a Class EA is not necessary to determine final design.
- g. All parties would agree with selecting Option 3 (best geometric Option) if it were not for having to wait for an MTO decision re: a reduced setback distance.

S. Brumwell felt that the MTO should consider cost sharing for the interchange due to the requirements of the Provincial Document "Places to Grow". K. Khan noted that the decision to proceed with an interchange at Harvie Road would be made by City upper management.

M. Dejean explained his preference for Option 3 and advised that Options 4 and 5 would result in a greater amount of loss of developable land with respect to his property (located south of Harvie Road). He felt that the resulting small piece of land to the east of Options 4 and 5 would not be viable. The loss of developable land is due to setback requirements from Whiskey Creek, coupled with driveway entrance restrictions. M. Dejean confirmed that he would be looking for compensation for loss of land as a result of the construction of any of Options 3, 4 or 5. He noted that the project was initiated by others who have development interests in the area and therefore, compensation should be paid. Ainley noted that land compensation was not allowed for in any of the capital cost estimates.

M. Neumann suggested that a new road could be built from the south up to the SWM pond with a cul-de-sac at the end to allow development to proceed in that area. That would give the City time to consider the remainder of the alignment (MTO review of traffic Synchro analysis). However, the City advised that they did not want to proceed in that manner because it is not good planning

(example of current Bryne Dr. cul-de-sac was noted).

P. Hebton advised that she would be in favour of Option 3 (prefers either Option 4 or 5) if the MTO was agreeable to the reduced setback. However, since the MTO decision may not be reached for 3 to 4 months, she is concerned about timing.

G. Pappin was concerned about the interchange considerations at Harvie Road and warned that the MTO decision, when it is given, may not be favourable to a reduced setback. He asked how many intersections had been assessed in the traffic Synchro analysis. Ainley responded that four intersections had been assessed including Veterans Rd. at Harvie Rd. along with highway ramps.

After further discussion, it was agreed that there were two possible options that could be taken as follows:

1. Complete all traffic modelling and revise the traffic Synchro analysis for submittal to the MTO. Wait for MTO to review the submission (3 to 4 months estimated time frame) and hope that the MTO will approve a reduced setback distance between Option 3 and a future highway interchange. This may result in having to revert back to either Option 4 or 5 if the MTO does not approve of the setback reduction.
2. Select either Option 4 or 5 now and proceed with final planning, design and construction in a more timely manner.

It was noted that the criteria for selection of the Preferred Alignment are largely limited to the following (other impacts/criteria are similar to all alternatives):

1. Capital cost
2. Road Geometry
3. Project Timing re: MTO review

Option 3 is the least costly Option (about \$1.3 million less than Options 4 and 5) and is considered to be the preferred with respect to geometry. However, it may not be acceptable to the MTO with respect to a future interchange.

N. Vicano requested that Smartcentres be allowed to consider the timing issue and promised to advise the City by the end of the week (Oct. 31, 2008). Therefore, the selection of a Preferred Alignment Option was deferred.

**Action by Smartcentres**

## **10. Other Business**

N. Vicano noted that the City prepared a Report dated October 20, 2008 with respect to a revised outlet for the Lover's creek SWM pond. She expressed concern with respect to the proposed outlet reconfiguration. K. Khan advised her to discuss the Report with R. Sheunemann.

**Action by Smartcentres**

G. Bell asked if the existing Bryne Dr. south end would be reconstructed to provide a proper intersection with the proposed Bryne Dr. alignment. The City and Ainley confirmed that it would be done as part of the overall development.

**Action by City and Ainley**

## **11. Adjournment**



11:50 am.

Agenda prepared by:

R. Mitchell  
Ainley & Associates Limited

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## MINUTES OF PROJECT MEETING NO. 7 – REVISED APRIL 24, 2009

**PROJECT:** City of Barrie  
Bryne Drive Master Plan  
Ainley Project Number - 108073

**DATE:** April 15, 2009

**LOCATION:** City Office, 2<sup>ND</sup> Floor Georgian Room

**TIME:** 9:30 to 10:30 am

**PRESENT:** Karim Khan, City of Barrie  
Ralph Scheunemann, City of Barrie  
Ornella Richichi, Smartcentres  
Nicole Vicano, Smartcentres  
Gary Bell, Skelton Brumwell & Associates Inc.  
Peggy Hebden, CTV  
Mike Dejean, BIN Management Inc.  
Tom Nollert, Ainley Group  
Reid Mitchell, Ainley Group

**DISTRIBUTION:** All Present

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### **1. Purpose of Meeting**

The City advised that the purpose of the meeting was to update the Stakeholders on the status of the synchro model and to discuss an alignment adjustment to Option 3.

### **2. Synchro Model**

Ainley is to finalize the synchro model Report to include printouts from IBI with respect to traffic volumes. Ainley is to submit the Report to the City by April 24, 2009 and to Mike Sit of the MTO. The submission is to include a CD of the Report and the synchro analysis. Ainley will also provide a copy of the basic information (excluding the data tables) to the stakeholders. **Action by Ainley**

Ainley was asked if double left turns would be needed from Harvie south onto Bryne. Ainley responded that would not be necessary according to the model results.

It was noted that assumptions were made based on data provided by IBI and on macro data provided by the City. No actual traffic counts were undertaken. The City noted that the direction splits made by the EMME 3 program were not the best but acknowledged that was all that is

available. It was agreed that since the MTO has verbally accepted the macro results (volumes only), they will likely accept the synchro results. The City is pursuing written MTO approval of the macro model results.

**Action by City**

It was noted that the synchro analysis is based on the peak traffic projection for 2031 and that the model shows no conflicts with respect to a future off-ramp from Hwy 400. The criteria is that traffic can back up on the Highway off ramp to 75% of the length of the off ramp. The model predicts that the traffic backup will be less than 75% of that length. In addition, an acceptable maximum queue length must be met with respect to the length between the future Bryne Dr/Harvie Rd. intersection and the future Highway off ramp such that the off ramp queue is not impacted.

It is hoped that the MTO will approve the synchro model by June 1, 2009 so that City staff can finalize the alignment and make a presentation to Council before the summer break. It was noted that the City Planning Department will not accept any Site Plan submissions prior to Council's approval of the Bryne Dr. alignment.

Subsequent to the meeting, G. Bell requested that a City staff member from the Planning Department either be in attendance at the next meeting or be informed of the status of the Master Plan Updated to facilitate the review and processing of future Development Applications.

### **3. Revised Alignment**

The City requested that Ainley review the cost benefits of a revised Option 3 alignment to avoid going over the existing berm at the east end of the stormwater management pond. The revised alignment would turn east, cross the pond outlet water course and then turn back up to the proposed Harvie Road crossing. That crossing would be at an angle (no more than 70 degrees.) Bryne Dr would be 5 lanes (centre turn lane). The Harvie Road crossing is located at a point that is 245 m from the future Highway off ramp, which is less than the MTOs requirement of 365 m but the model shows that is not an issue. It was noted that the MTO intends to increase that requirement to 400 m in the future.

Ainley will assess the revised Option 3, prepare a cost evaluation and submit the alignment as a PDF to all concerned to assess whether or not there is a cost saving by turning Bryne Dr. to the east to avoid the berm. Smartcentres is concerned that the new alignment may impact their development layout. CTV has provided a road layout for its lands that seems to be acceptable and Ainley will revise Option 3 to show that alignment.

The City expressed the opinion that if Bryne Dr. were to be constructed over the berm the volume of the SWM pond would be impacted. Ainley will review this. Ainley will provide the re-assessment by April 24, 2009.

**Action by Ainley**

Any errors and/or omissions from these Minutes should be reported to the undersigned as soon as possible.

Minutes prepared by: Reid Mitchell  
Ainley & Associates Limited

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**PROJECT:** City of Barrie  
Bryne Drive Master Plan  
Ainley Project Number - 108073

**DATE:** May 7, 2009

**LOCATION:** City Office, (4<sup>th</sup> Floor Conference Room)

**TIME:** 1:00 pm-2:30 pm

**ATTENDEES:** Karim Khan, City of Barrie  
Bob Kahle, City of Barrie  
Lorne Cooney, City of Barrie (by phone)  
Mike Neumann, Ainley Group  
Richard Sloan, Ainley Group  
Michael McDonald, Ainley Group

**PURPOSE:** Project Meeting # 8 – Discuss Bryne Drive Alternatives

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## 1. Highway 400 Interchange Separation from Bryne Drive and Harvie Road Intersection

K. Khan asked if we could reduce the distance between the intersection of Bryne Drive (Alternative 3) and Harvie Road and the proposed interchange for Hwy 400. M. Neumann explained that the MTO has never changed its position on the separation being a minimum of 360m. If the intersection is to be closer we are required to provide proof that traffic would not back up onto Hwy 400, which M. Neumann explained we have already done, as the intersection is less than 360m away from the interchange as designed for Alternative 3. The analysis done shows the intersection could move another 120m closer to Hwy 400 and still have the proper amount of storage for cars coming off of Hwy 400. He also pointed out that the separation would require a review of geometric configuration with the interchange ramp and Harvie Road (%grade).

**No Action Required**

## 2. Bridge vs. Causeway over Berm

K. Khan asked why we need a bridge over the berm in Alternative 3, and why does the bridge need to be 60m. M. Neumann said the bridge spans 60m to allow the road to clear the spillway of the berm. R. Sloan explained that the spillway is part of the berm design to allow for an emergency overflow if the flow of water through the culvert and inlet structures was blocked or if there was a storm in the magnitude of the Probable Maximum Flood as required by the MNR for the original dam design. The culvert is designed to allow regional flood levels and 100-year storm levels to pass through the culvert without overtopping the emergency overflow of pond A. M. Neumann added that the design of the overflow is to address the risk of flooding a sub-division that has been constructed in close proximity to pond A of the Whiskey Creek, and that the City will always need to allow for the same amount of spill because the design capacity of the berm can not be

reduced. K. Khan asked if it would be cheaper to either increase capacity of pond A or potentially build a causeway rather than a bridge. R. Sloan explained that this would result in changing the original design of the berm and would require approvals from the MNR and local conservation authority (LSRCA). It was uncertain, if the overflow where to be obstructed as part of the selected alternative, if the MNR would require that the obstruction be classified as construction of a secondary dam and be subject to approval by the MNR under their standard dam design requirements. Also the city would have to be ok with the roadway being flooded in the event of the culvert being blocked or a major storm. K. Khan decided that Ainley Group on behalf of the City of Barrie should pursue the possibility of a causeway by contacting MNR for approval. M. Neumann advised that this would also allow a full spill across a new S-lane arterial roadway and Ainley Group would seek approval/agreement from the City for this proposal.

**Action by Ainley Group**

### **3. Ranking and Scoring of all Bryne Drive Alternatives**

K. Khan specified that once Ainley Group has confirmed the possibility of a causeway with the MNR, they should prepare a cost estimate for the causeway to present at the next meeting with the City of Barrie so the ranking and scoring process can be carried out. Ainley Group provided copies of the ranking and scoring forms at the meeting and agreed to check if the public has already seen the weighting of each item to ensure there would be no problems if the City decides to change the weighting structure.

**Action by Ainley Group**

### **4. Recent Correspondence with LSRCA**

A recent email from LSRCA stated that option 2 is the desired alignment because it only has one crossing of Whiskey Creek and has the least impact on tree de-fragmentation. M. Neumann mentioned that the independent tree study carried out recently as part of Ainley Group's project shows that the impact on tree de-fragmentation is the same for all alternatives proposed for Bryne drive.

**No Action Required**

### **5. Impact on SWM Pond Drainage**

M. Neumann asked which report should Ainley Group use as an approved background document. K. Khan put L. Cooney on speaker phone who answered the question saying the 2008 updated document being worked on by another consulting firm would be the best one to use. He said in order for us to have access to this document we will be required to sign a sharing of information contract. K. Khan agreed to pursue this document for the use of Ainley Group.

**Action by City of Barrie**

### **6. Other**

K. Khan requested that Ainley provide the City of Barrie with digital AutoCAD drawings of

alternative 3 and 6 with plan, profiles and cross sections. M. Neumann agreed however he expressed to K. Khan that the cross sections are at the master plan stage only, and will not show cross sections of the bridge.

**Action by Ainley Group**

**5. Adjournment**

2:30 pm.

Agenda prepared by:

Michael McDonald  
Ainley & Associates Limited

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**PROJECT:** City of Barrie  
Bryne Drive Master Plan Update  
Ainley Project Number - 108073

**DATE:** June 25, 2009

**LOCATION:** City Offices (3rd Floor Board Room)

**TIME:** 10:30am-12:00pm

**ATTENDEES:** Ralph Scheunemann, City of Barrie  
Karim Khan, City of Barrie  
Mike Neumann, Ainley Group  
Reid Mitchell, Ainley Group

**PURPOSE:** Rank and Score Bryne Drive Alternatives

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**1. Previous Minutes**

Not discussed.

**2. Ranking and Scoring of all Bryne Drive Alternatives**

Ainley provided an excel spreadsheet titled "Evaluation Summary of Alignment Options" to City staff. Following a review of all criteria and public/agency comments, the evaluation was finalized with the following results:

Option 1 – Do Nothing	Total score = 108
Option 2 – Original East Alignment	Total score = 115
Option 3 – spill flood over the berm and road	Total score = 155
Option 4 – bridge over SWM pond	Total score = 144
Option 5 – bridge over SWM pond and angled crossing of Harvie Rd.	Total score = 149
Option 3 R – same as #3 with G. Bell alignment revisions	Total score = 158

It was agreed that Option 3 R would be selected as the Preferred Solution due to the fact that it was the highest ranked Option and it met all of the requirements with respect to geometry, possible future Highway 400 interchange and Developer needs. A copy of the final Evaluation Matrix was provided to K. Khan and R. Scheunemann following the meeting.

**3. Next Steps**

Ainley will undertake the following:

- Compare the Evaluation Matrix with the evaluation table that was presented at the PIC

- Check to see if any Butternut trees or other species protected under the ESA will be lost as a result of the road construction using the Study completed by the Project Arborist
- Document rational notes for the evaluation process
- Revise the Consolidated Comments Sheet to show all comments in bullet format with our responses. Provide written responses Edison Cuenca, Dino Scioscia and G. Bell (?).
- Complete the final Draft Master Plan Document for City review.
- Complete the Master Plan Document.

It was agreed that the City would conduct a meeting with the Stakeholders for the purpose of presenting Option 3R as the Preferred Solution. Ainley need not attend.

#### **4. Other Business**

R. Mitchell noted that the original budget of \$72,341 has been exceeded (approximately \$87,000 to June 19, 2009). Ainley asked if the City has approved the request to increase the budget to \$90,716. K. Khan advised that Purchasing will be issuing a revised PO for that new budget. It was noted that depending on the nature and extent of future City comments on the Master Plan Document, Ainley anticipates that the Project can be completed for the revised budget of \$90, 716.

An email was received from MTO – P. Dorton. A copy is included with the Minutes. The MTO approved the proposed location of the Bryne Dr. crossing of Harvie Rd. as it applies to a possible future interchange on Hwy 400. Other comments need to be noted in the Master Plan Document for future assessment of Harvie Rd. (separate City Class EA). Ainley will respond to Mr. Dorton.

**Action by Ainley**

#### **5. Adjournment**

12:30 pm

Minutes prepared by:

Reid Mitchell  
Ainley & Associates Limited

Attachments - email dated June 25, 2009 from P. Dorton, MTO  
- evaluation matrix spreadsheet