Appendix “K”
Notice of PIC, Related Correspondence,
Consolidated Comment Sheet
August 7, 2008

To All Area Residents / Business Owners / Tenants:

RE:  Bryne Drive Master Plan Update
     Caplan Avenue to Essa Road
     Public Information Centre

The Corporation of the City of Barrie is undertaking a Master Plan Update to address transportation issues on Bryne Drive between Caplan Avenue and Essa Road (see attached Figure 1) pursuant to the approved procedures as defined in the Municipal Class Environmental Assessment dated June 2000 as amended in 2007. This letter is to advise you of the upcoming activities for this Master Plan Update.

The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

"That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs."

The purpose of this Master Plan Update is to reassess alignment options for a proposed Bryne Drive extension as a result of the need to protect lands for a potential Highway 400 interchange at Harvie Road.

The City of Barrie is proceeding with an update of Phases 1 and 2 of a master plan for Bryne Drive which follows Approach 1 of the Master Plan Process as identified in the Municipal Class EA (October, 2000, as amended in 2007). The Corporation has retained the consulting firm Ainsley Group to develop/evaluate alternative solutions, recommend a preferred alternative solution and document the entire Class EA planning process in a report.

A Public Information Centre (PIC) will be held on Thursday, August 21, 2008, from 4:00 p.m. to 7:00 p.m. at City Hall, in Huronia Room 'B', located on the 2nd Floor, City Hall, 70 Collier Street, to receive comments regarding the proposed alternative solutions documented in the Draft Bryne Drive Master Plan Update Report. These comments will be used to develop a preferred alternative solution.

A copy of the report outlining the planning and preliminary impact assessments of the various alternatives, will be available for review on August 15, 2008, at the following locations:

City of Barrie
Clerk's Office
1st Floor City Hall
70 Collier Street

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street

Barrie Public Library
Information Desk
60 Worsley Street
The following alternatives will be presented at the Public Information Centre (please see Draft Class EA Report for additional information).

**Alternative 1 - Do Nothing**

**Alternative 2 -** Preferred alternative solution from December 2005 Master Plan. Five-lane collector road extending in a north/south direction between the existing terminus points of Bryne Drive parallel to Highway 400.

**Alternative 3 -** Five-lane collector road extending in north/south direction parallel to Highway 400 (west of Alternative 2 but east of Alternatives 4 and 5).

**Alternative 4 -** Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

**Alternative 5 -** Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred solution will be identified and appropriately documented in the report. This report and accompanying recommendations will then be submitted to City Council for approval. Those individuals and parties that requested to be kept informed of the process will be notified of the date that Council may approve the preferred solution so that deputations to Council can be made.

A comment sheet has also been included to allow the public and government review agencies the opportunity to provide input/comments regarding this study. All comment sheets are to be returned by September 5, 2008 to:

| Mr. Ralph Scheunemann, P. Eng. | Tel: (705) 739-4220, Ext. 4782 |
| City of Barrie | Fax: (705) 739-4247 |
| Engineering Department | E-mail: rscheunemann@barrie.ca |
| 70 Collier Street, P.O. Box 400 | |
| Barrie, Ontario. | |
| L4M 4T5 | |

Should you wish any further information, please contact the above.

Yours truly,

**CITY OF BARRIE**

[Signature]

R. E. Scheunemann, P. Eng.
Manager of Infrastructure Planning

Encls.
<table>
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<th>Title and Department</th>
<th>Address 1</th>
<th>Address 2</th>
<th>City, Province</th>
<th>Zip Code</th>
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Map 1 – T05-BR – Mail-out

Bryne Drive – Caplan Avenue to Essa Road
Map 2 – T05-BR – Mail-out

Bryne Drive – Caplan Avenue to Essa Road
Map 3 – T05-BR – Mail-out

Bryne Drive – Caplan Avenue to Essa Road
Map 4 – T05-BR – Mail-out

Bryne Drive – Caplan Avenue to Essa Road
MASTER PLAN UPDATE
BRYNE DRIVE (CAPLAN AVENUE TO ESSA ROAD)
Phases 1 and 2

NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie hereby notifies all interested individuals and parties, that a Public Information Centre will be held on Thursday, August 21, 2008, from 4:00 p.m. to 7:00 p.m., at the City of Barrie, in Huronia Room 'B' located on the 2nd Floor, City Hall, 70 Collier Street, to receive comments regarding Phases 1 and 2 of the Bryne Drive Master Plan Update (Caplan Avenue to Essa Road). The purpose of this Master Plan Update is to reassess alignment options for a proposed Bryne Drive extension as a result of the need to protect lands for a potential Highway 400 interchange at Harvie Road.

The City of Barrie is updating Phases 1 and 2 of a master plan for Bryne Drive which follows Approach 1 of the master plan process as identified in the Municipal Class EA (October 2000 as amended in 2007). The Corporation has retained the consulting firm Alimley Group to develop/evaluate alternative solutions, recommend a preferred alternative solution documented in the Draft Bryne Drive Master Plan Update Report.

A copy of the report, outlining the planning and preliminary impact assessments of the various alternatives, will be available for review on August 15, 2008, and thereafter at the following locations:

City of Barrie City of Barrie
Clerk's Office Engineering Department
1st Floor, City Hall 6th Floor, City Hall
70 Collier Street 70 Collier Street
Barrie, Ontario Barrie, Ontario

Barrie Public Library
Information Desk
90 Worsley Street
Barrie, Ontario

Comment sheets will be available at the above locations to interested individuals and parties unable to attend the Public Information Centre. Comment sheets are to be returned to the City of Barrie, Engineering Department - 6th Floor, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, to the attention of Mr. Ralph Scheunemann by September 5, 2008.

Subsequent to the comments received, a recommendation of a preferred alternative will be made to City Council.

Should additional information be required, please contact Mr. Ralph Scheunemann at (705) 735-4220, Ext. 4782, E-mail: rscheunemann@barrie.ca

D. McAlpine
City Clerk

Director of Engineering

The Barrie Examiner
Sat. Aug. 9, 2008
Reid Mitchell

From: Dorton, Peter (MTO) [Peter.Dorton@ontario.ca]
Sent: August 11, 2009 4:15 PM
To: neumann@alineygroup.com; Silt, Michael (MTO); Giguere, Shane (MTO)
Cc: Tom Nollet, Reid Mitchell; Karim Khan; Ralph Scheunemann; Cane, Bruce (MTO); Tupaz, Almas Rose (MTO)
Subject: RE: City of Barrie Byrne Drive Class EA-Synchro Report - 108073

MIKE:

Thanks for the reply.

Our position remains that the final decision on location of Byrne/Harvie intersection should be included in the Harvie Rd. EA. Fixing the location of the intersection in advance could limit the IC options under consideration for the Harvie EA, and we doubt there will be an urgency to construct Byrne prior to Harvie, as Byrne without Harvie crossing may result in unacceptable operations at Mapleview and Essa Interchanges.

Thanks,
Peter D.

---Original Message---
From: neumann@alineygroup.com
Sent: August 7, 2009 3:55 AM
To: Dorton, Peter (MTO); Silt, Michael (MTO); Giguere, Shane (MTO)
Cc: Tom Nollet; Reid Mitchell; Karim Khan; Ralph Scheunemann; Cane, Bruce (MTO)
Subject: RE: City of Barrie Byrne Drive Class EA-Synchro Report - 108073

Hi Peter,

We are in the process of finalizing the report (draft issue to the City today for final review and comment). We required another 4 to 6 weeks to consult with some developers/stakeholders. Included below are updates to MTO comments in bold text. Once again, thank you for your response to our study.

Regards,
Mike Neumann, P.Eng
Vice-President, Transportation Engineering
Aliney Group
260 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5

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---Original Message---
From: Dorton, Peter (MTO) [Peter.Dorton@ontario.ca]
Sent: June 25, 2009 9:05 AM
To: neumann@alineygroup.com; Silt, Michael (MTO); Giguere, Shane (MTO)
Cc: Tom Nollet; Reid Mitchell; Karim Khan; Ralph Scheunemann; Cane, Bruce (MTO)
Subject: RE: City of Barrie Byrne Drive Class EA-Synchro Report - 108073

MIKE:

We have completed our review and offer the following comments:

1) The City of Barrie recently proposed to use growth rate factors from the EMME model and apply them to baseline volumes to forecast volumes. The Ministry has agreed in principal to this proposal and asked the City to provide a summary of growth rate factors for all Hwy 400 crossing roads. We are still awaiting the summary. If the Ministry agrees with the proposed growth rates we would like to see the City use the same methodology for all EA reports. We have discussed the need to provide the growth rate factors to the Ministry with the City. The City will provide these factors.

2) With regards to the preferred Alternative A, we do not foresee any major issues or concerns with the substandard spacing of 245m between the west ramp terminal and Byrne / Harvie Rd intersection if the proposed Byrne / Big Bay Point interchange can be configured as a standard Parado A4. We recommend that a detailed operational analysis at the Byrne Dr / Harvie Rd intersection be undertaken as part of the Harvie Rd / Big Bay Point EA to determine what the ultimate lane configuration is at the intersection (partially or fully on the WB Approach) with various crossing road alternatives. Can the decision on the location of the Byrne/Harvie intersection be included as part of the Harvie Rd / Big Bay Point Rd crossing Rd EA? The intersection location was determined to conclude this master plan update EA although the ultimate lane configuration at the intersection including the WB approach which mainly concerns the Ministry for the various crossing road alternatives will be reviewed as part of the Harvie Rd / Big Bay Point Rd EA.

3) We see the need for a standard right turn channelization for the WB RT at the Harvie Rd / Byrne Dr intersection to minimize WB queuing along Harvie Rd. Please confirm if the installation of a standard RT channel with an acceleration lane on Byrne Dr is feasible. We have reviewed the standard right turn channelization including an acceleration lane on Byrne Dr which is feasible.

4) We would not permit a NB double RT lane at Harvie Rd / Byrne Dr intersection as weaving problems would occur due to the short distance to the W3 ramp. The opposing SB double RT lane would also conflict with the RT movements. We have removed the NB double RT lane per MTO comments. We have also removed the SB double RT lane per MTO comments.

5) The Harvie Rd / Big Bay Point Interchange typology and lane requirements shall be addressed in the crossing Rd EA. We acknowledge the Ministry’s comments and have advised the City of the need to undertake this work as part of the crossing Rd EA.

6) Whenever there is reference in the Byrne Dr. EA report to a new interchange the wording should include “possible interchange” as the report reads now a new interchange sounds as if it is confirmed. Also, on page 5, under Network Layout, there is mention of a TSH Highway 400 feasibility study. This should be deleted to read “January 2006 Draft TSH Highway 400 Feasibility Study.” Note also that the east ramp terminal layout shown on the figure on page 6 differs considerably from the TSH layout on Exhibit 5-B (eg. TSH Ex 5-B does not include 6 lanes exit ramp, there are no EB left turns from Harvie Rd., there are no SB left turns permitted, there is a ramp EA). We will ensure that the Byrne Dr. EA reflects the wording change to “possible interchange.” We will also review the description of the TSH report reference if noted in the EA report. We acknowledge the Ministry’s comments on the ramp terminal configuration, which will be reviewed again as part of the crossing Rd EA.

Please feel free to contact me if you have any questions.
The City of
BARRIE

Engineering Department
MEMORANDUM TO
GENERAL COMMITTEE

TO: Mayor D. Aspden and Members of General Committee
FROM: R. W. McArthur, P. Eng., Director of Engineering
NOTED: R. J. Forward, M.Sc., P. Eng., General Manager of Infrastructure Development & Culture
J. M. Babulic, Chief Administrative Officer
RE: Bryne Drive Master Plan Update
(Caplan Avenue to Essa Road)
Public Information Centre (File T05-BR)
DATE: August 11, 2008

The Engineering Department is updating Phases 1 and 2 of a master plan for Bryne Drive, between Caplan Avenue and Essa Road, which follows Approach 1 of the master plan process as identified in the Municipal Class EA (October 2000 as amended in 2007) for Bryne Drive to address the most appropriate road improvement strategy for the corridor.

A Public Information Centre is scheduled for Thursday, August 21, 2008, from 4:00 p.m. to 7:00 p.m. at City Hall, in Huronia Room 'B' to allow the public to review the information presented in the Draft Class EA document and to provide its comments. To advise the concerned public and the review agencies of this Public Information Centre, the attached letter and comment sheet were mailed on Thursday, August 7, 2008. The Public Information Centre will be advertised in the local newspaper on Friday, August 8, 2008, and Saturday, August 9, 2008. To ensure City Council has the information at the same time as the public, this memo has been provided with a copy of the mail-out information.

The Master Plan Update Report, which contains details on the alternatives considered, will be available in the Councillors' Lounge for review on August 15, 2008.

If there are any questions regarding the above information, please contact Ralph Scheunemann at Ext. 4782 or E-mail rscheunemann@barrie.ca.

R. Scheunemann, P. Eng.
Manager of Infrastructure Planning

Director of Engineering

-1-
Sent by Facsimile 1-705-739-4247

August 14, 2008

Mr. Ralph Scheunemann, P. Eng.
City of Barrie, Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5

Dear Mr. Scheunemann:

Re: Bryne Drive Master Plan Update
Caplan Avenue to Essa Road
Public Information Centre, City of Barrie

Thank you for circulating the Public Information Centre notice for the subject Master Plan Update. The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the Notice in accordance with Ontario Regulation 179/06 made under the Conservation Authorities Act and the LSRCA’s Watershed Development Policies. The study is being undertaken to address transportation issues/infrastructure deficiencies on Bryne Drive between Caplan Avenue and Essa Road.

Your project could potentially impact the Regulatory Floodplain and fishery resources of Whiskey Creek. We also note that the study area in within a Level 1 feature of the LSRCA’s Natural Heritage System (NHS). The following study requirements and designs should be considered in the study preparation:

- The road alignment should minimize impacts to the Level 1 feature of the NHS;
- Watercourse crossing should be designed as open span structures outside of the bankfull channel;
- Floodplain storage must be maintained;
- Stormwater management must be incorporated into the design;
- Erosion and sediment controls must be used both during and after construction in order to minimize erosion and migration of silt off of the site. Erosion and sediment control measures must meet or exceed the requirements outlined in the Ministry of Transportation’s Erosion and Sedimentation Control, Drainage Manual, Chapter F. Stormwater management and sediment and erosion control plans must be submitted to the LSRCA for review; and
- Exposed areas should be kept to a minimum at all times in order to minimize the potential for erosion. All exposed surfaces should be re-stabilized and re-vegetated as soon as possible after construction.
August 14, 2008
File No: T05-BR
IMS No.: PEAA257C2
Mr. Ralph Scheunemann, P. Eng.
City of Barrie
Page 2 of 2

- Parts of the lands within the study area are regulated by the LSRCA. As such, a permit under Ontario Regulation 179/06 of the Conservation Authorities Act will be required for any development within the regulated areas;
- An evaluation of any proposed works on watercourses may also be required under our Level III fish habitat agreement with the Federal Department of Fisheries and Oceans (DFO).

This office should be provided with a copy of the alternative solutions document once it has been completed.

Should you have questions regarding the above, please contact me at 905-895-128, ext 286.

Yours truly,

[Signature]
Jackie Buckert
Senior Planner

JB/ph
Reid Mitchell

From: neumann@ainleygroup.com
Sent: August 17, 2009 1:04 PM
To: Reid Mitchell
Cc: Mike McDonald
Subject: Fw: City of Barrie Bryne Drive Class EA - Realignment on CTV lands

Hello Ralph and Karim

On behalf of CTV I advise that Bryne Drive Option 3R with the alignment at the north boundary of the CTV lands matching the east limit of Part 5 of 51R-36655 as the configuration of the lot configuration of the development, is acceptable to CTV.
Part 5 is to provide a City access easement from Bryne Drive to the ravine lands to be dedicated to the City. The Option 3R other wise follows the proposed development plan and Consent to sever the CTV lands.

Attached is a pdf of the Reference Plan 51R-36655 prepared and deposited February 2009 to clear conditions of a Consent to sever the CTV development lands. I think I sent this before but it may be useful to have for City approval of the EA Master Plan Review.

Regards

Gary Bell

"Adding Value To Your Enterprise"

Gary Bell, RPP, President
Skelton, Brumwell and Associates Inc.
93 Bell Farm Road, Suite 107, Barrie, ON L4M 5G1
705-726-1141 Fax: 705-726-0331 gbell@skeltonbrumwell.ca
www.skeltonbrumwell.ca

17/08/2009
Reid Mitchell

From: neumann@ainleygroup.com
Sent: August 17, 2009 1:02 PM
To: Reid Mitchell
Cc: Mike McDonald
Subject: Fw: Bryne Drive realignment north of Caplan Avenue

Hello Ralph and Karim,

On behalf of Barrie View Farms I am pleased to advise that the realignment Option 3R with the inclusion of a 5 m extension to the west side of Block 1 is workable. Option 3R with a 5 m extension to Block 1 from surplus lands of the reconstruction of the City storm water pond is acceptable to Barrie View Farms.

I understand from our consultations that you will incorporate Council permission to convey the 5 m strip as part of the approval of the EA Master Plan Review.

Sora and Giffels provided the attached Concept Plan for Princess Auto August 12 which demonstrates that the building has been moved to respect the preferred Bryne Drive alignment and the required truck turning and parking are accommodated in the extended Block.

Barrie View Farms will, as a condition of C4 rezoning, convey the lands required for the realignment of Bryne Drive to the City and the City will convey to Barrie View Farms surplus corners of the existing drainage system and the 5 m strip to Barrie View Farms, all at no land cost, to provide for the construction of Bryne Drive by others in the City's preferred realignment and curvature of Bryne Drive.

Thank you for resolving this issue.

Regards

Gary Bell

cc Barrie View farms- Martin Caplan
Sora/ Giffels- Joe Hamadi

Gary Bell, RPP, President
Skelton, Brumwell and Associates Inc.
83 Bell Farm Road, Suite 107, Barrie, ON L4M 5G1
705-726-1141 Fax: 705-726-0331 gbell@skeltonbrumwell.ca
www.skeltonbrumwell.ca
"Adding Value To Your Enterprise"
Ralph Scheunemann

From: McNeill, Shannon (ENE) [Shannon.McNeill@ontario.ca]
Sent: August 22, 2008 1:52 PM
To: Ralph Scheunemann
Subject: Byrne Drive Master Plan Update

Hi Ralph,

This email is our response to your Notice of the first Public Information Centre for the above noted Environmental Assessment (EA), scheduled on Thursday August 21, 2008. We were not able to attend, but please forward one copy of any display materials or handouts for our file.

Should you or any members of your project team have any questions, please feel free to contact me at 416-326-6414.

Yours truly,

Shannon McNeill

Shannon McNeill
Environmental Resource Planner/EA Coordinator
Ministry of the Environment - Central Region
5775 Yonge Street
5th Floor
Toronto, ON M2M 4J1
Phone: 416-326-6414
Fax: 416-325-6347
Ralph Scheunemann

From: Pam Partridge
Sent: August 26, 2008 10:44 AM
To: Betty
Cc: Ralph Scheunemann
Subject: Byrne Drive Mail-out Information to Area Residents
Attachments: im552000808262694207.pdf

Attention: Betty Shen – Havenwood Homes Limited

Betty,

Attached is the mail-out information for area residents in the Byrne Drive area.

As discussed, I mentioned that we would like to inform all area residents in the vicinity of the Byrne Drive project of the impending changes.

We wish to notify you, and we want the residents on Megan Crescent to have this information.

Would you be able to inform the residents who have purchased lots of this initiative?

We would like to have the contact information for the residents of any sold lots.

Please address any questions or concerns to Ralph Scheunemann, Manager of Infrastructure Planning, City of Barrie.

Thank you for your help Betty.

Pam Partridge

Pamela Partridge
Office Secretary
City of Barrie
Central Ontario's Premier Waterfront Community

Engineering Department 76 Collier Street
Barrie ON L4M 4T5
Tel 705-739-4229 ext. 4728
Fax 705-739-4241

This E-mail communication (including attachments) is intended for the use of the individual or entity to whom it is addressed, and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and delete the E-mail message immediately.

*Please consider the environment before printing this email.*

08/26/2008
Welcome to the Public Information Centre (PIC) for Bryne Drive Master Plan (Caplan Avenue to Essa Road)

Staff from the City of Barrie and the consultant, Ainley & Associates Limited, are available today to answer any questions you may have regarding the display material, or any other aspect of the study, and to listen to your ideas and comments.
Comments and information regarding this study are being collected to assist the City of Barrie in meeting the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in the study documentation. All comments will become part of the public record.

You are encouraged to contact the City if you have questions or concerns regarding the above information.
This Master Plan Update (MP) is being undertaken to update the City's Bryne Drive MP dated December 2005. The original MP identified the need to protect for a potential future Highway 400 interchange at Harvie Road. The setback from a potential Highway interchange has now been established and a realignment of Bryne Drive may be required to accommodate this setback. The purpose of this MP Update is to identify and assess other alignment options for a five-lane roadway extension of Bryne Drive between Caplan Avenue and Essa Road.
The Master Plan Update is following approach #1 of the Master Planning Process as outlined in the Muncipal Engineers Association Class Environmental Assessment Document, October, 2000 as amended in 2007. The purpose of the MP Update has been established and alternative solutions (roadway alignments for a five-lane road) have been identified. This Public Information Centre (PIC) is being held to obtain public and review agency comment prior to the selection of the Preferred Solution. Any comments received as a result of this PIC will be reviewed as part of the planning process.

Comments and concerns received through the public consultation process will be considered in the selection of the preferred roadway alignment.
DESCRIPTION OF ALTERNATIVE OPTIONS

OPTION 1 - Do Nothing, Direct future traffic onto surrounding streets

Under this option, existing and future traffic would be required to use existing roadways such as Highway 400, Mapleview Drive West, Veteran's Drive and Essa Road. There would be no direct traffic access into and through the Study Area lands. Traffic congestion on the existing (above-mentioned) roads would increase due to future development in the area.
The five-lane roadway alignment connects to the existing Bryne Drive south and north extents off of Essa Road and Caplan Avenue respectively. The alignment runs in a north/south direction parallel to and just west of Highway 400. It would cross Harvie Road at a location that would conflict with a future Highway interchange. The alignment would cross both Lover's Creek and Whiskey Creek at close to 90° angles, which is considered to cause the least amount of environmental impact. In addition, the crossing of Whiskey Creek is downstream of the confluence of the southern and northern branches of the Creek, thus eliminating the need for an extra Creek crossing (required for other options). The alignment requires removal of trees north of Harvie Road (common to Options 2 to 5).

This five-lane roadway alignment is located approximately 180 m (measured along Harvie Road) west of Option 2. The southern half begins part way along the existing Bryne Drive dead-end, which is north of Caplan Avenue, and extends north to Harvie Road just west of the existing satellite dish. The alignment would require modification of the storm water management pond berm or a possible bridge construction. The northern half of the proposed alignment would start at Harvie Road and would extend north to the end of existing Bryne Drive at the current location of Leon's Furniture. It would cross Harvie Road at a location that may conflict with a future Highway interchange. This option includes the same number of creek crossings as Option 2.
This five-lane roadway alignment is located approximately 260 m (measured along Harvie Road) west of Option 2. The southern half begins part way along the existing Bryne Drive dead-end, which is north of Caplan Avenue, and extends north to Harvie Road at a point that allows for the possibility of a future Harvie Road/Highway 400 interchange. The northern half of the proposed alignment would start at Harvie Road and would extend north to the end of existing Bryne Drive at the current location of Leon's Furniture, avoiding the existing "A" Channel communications tower. The alignment would require modification of the storm water management pond berm or a possible bridge construction. A crossing of the north branch of Whiskey Creek would be necessary.

This five-lane roadway alignment is similar to Option 4 with the exception of the intersection proposed at Harvie Road, which would include a deflection angle of 70 degrees. The intersection angle is intended to align Harvie Road with a potential future Highway 400 Interchange. The alignment reduces impacts to the existing water management pond berm but still may require a possible bridge construction over the berm.
Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred solution will be identified and appropriately documented in an Addendum to the Original Master Plan Report. That Report and accompanying recommendations will then be submitted to City Council for approval. Those individuals and parties that requested to be kept informed of the process will be notified of the date that Council may approve the preferred solution so that deputations to Council can be made.
ESSA ROAD
INTERTAN DR - CLOSED
MYERS CT.
EXISTING HOUSE
EXISTING SATELLITE DISH
30.0m
R = 130m
R = 237.5m
R = 237m
R = 190m
HARVIE ROAD
BRYNE DRIVE
CLOSED
30.0m
R = 130m
R = 190m
BRYNE DRIVE
SUPPORT CABLE
CAPLAN AVENUE
BARRIE VIEW DR
EXISTING TRAIL
PARALLELS
EXISTING SANITARY SEWER
STORM WATER POND LV14
POND OUTLET
30.0m
R = 130m
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<tr>
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<th>Address</th>
<th>Telephone No.</th>
<th>Email Address</th>
<th>Sign in Sheet - Please Print</th>
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<tr>
<td>F. St. John</td>
<td>301 Maple Street</td>
<td>555-1234</td>
<td><a href="mailto:john@barrie.ca">john@barrie.ca</a></td>
<td></td>
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<tr>
<td>D. Thompson</td>
<td>123 Oak Road</td>
<td>555-5678</td>
<td><a href="mailto:thompson@barrie.ca">thompson@barrie.ca</a></td>
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<tr>
<td>L. Harris</td>
<td>456 Pine Avenue</td>
<td>555-9876</td>
<td><a href="mailto:harris@barrie.ca">harris@barrie.ca</a></td>
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<tr>
<td>R. Wilson</td>
<td>789 Cedar Drive</td>
<td>555-4321</td>
<td><a href="mailto:wilson@barrie.ca">wilson@barrie.ca</a></td>
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<tr>
<td>J. Johnson</td>
<td>012 Elm Street</td>
<td>555-2345</td>
<td><a href="mailto:johnson@barrie.ca">johnson@barrie.ca</a></td>
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THE CITY OF BARRIE

BRYNE DRIVE MASTER PLAN UPDATE
CAPLAN AVENUE TO ESSA ROAD

Public Information Centre – Thursday, August 21, 2008
4:00 p.m. to 7:00 p.m. in Huronia Room "B"

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to Ralph Scheunemann, P.Eng., City of Barrie, Engineering Department, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

NAME OF RESPONDENT:

Please print all responses.

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):

The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.

A copy of the Draft Class EA document outlining the planning and preliminary impact assessments of the various alternatives, will be available for review on August 15, 2008, at the following locations:

City of Barrie
Clerk’s Office
1st Floor City Hall
70 Collier Street

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street

Barrie Public Library
Information Desk
60 Worsley Street

Which of the following alternatives do you feel best addresses the transportation problems and generates the greatest positive impact? Please rank the following alternatives from 1 to 4, with 1 being the most preferred.

1 Alternative 1
Do Nothing.

2 Alternative 2
Preferred alternative solution from December 2005 Master Plan. Five-lane collector road extending in a north/south direction between the existing terminus points of Bryne Drive parallel to Highway 400.

3 Alternative 3
Five-lane collector road extending in north/south direction parallel to Highway 400 (west of Alternative 2 but east of Alternatives 4 and 5).
Alternative 4

Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

Alternative 5

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

1. Alternatives 4 or 5 show alignment of Bryne Drive consistent with that established on Barric View Farm property, over end of swamp.
2. Exact location of Bryne Drive at property line with Smart Centres established in meetings and drawings exchanged, starting at 161.99 m from existing Bryne Drive traffic. See attached drawing.

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative that will be submitted to Council?

☐ Yes  ☐ No

Signature: _____________________________

Are you satisfied with the information presented at the Public Information Centre? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required)  ☐ Marginal (Some Improvement Required)  ☐ Good  ☐ Very Good  ☐ Excellent

Please submit this comment sheet by Friday, September 5, 2008 to:

Mr. Ralph Scheunemann, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, Ontario
L4M 4T5

Tel: (705) 739-4220, Ext. 4782
Fax: (705) 739-4247
E-mail: rscheunemann@barrie.ca

Thank you for your comments.
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Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

Alt. 4 - consistent with submissions at stakeholder meetings and plans by CTV. See attached Concept Draft Plan.
This Plan meets the MTO criteria for separation from

Do you wish to continue to be informed of the staff assessment considering the preferred Alternative 4? Yes No

Signature: __________________________ Date: Aug 2008

Are you satisfied with the information presented at the Public Information Centre? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required)
☐ Good
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Thank you for your comments.
THE CITY OF BARRIE

BRYNE DRIVE MASTER PLAN UPDATE
CAPLAN AVENUE TO ESSA ROAD

Public Information Centre – Thursday, August 21, 2008
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COMMENT SHEET

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NAME OF RESPONDENT:

Please print all responses.

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):

The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.

A copy of the Draft Class EA document outlining the planning and preliminary impact assessments of the various alternatives, will be available for review on August 15, 2008, at the following locations:

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  - Information Desk
  - 60 Worsley Street

Which of the following alternatives do you feel best addresses the transportation problems and generates the greatest positive impact? Please rank the following alternatives from 1 to 4, with 1 being the most preferred.

☐ Alternative 1
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Alternative 5

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

- Connection to North end Bryne would be less confusing to customers on Hwy 400
- Allows safe access to dealership without added truck traffic to Home Depot being a concern (we like the deadend cul-de-sac)
- Alternative 4-5 are preferred as it leaves “stub” for additional truck traffic.

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative that will be forward to Council?

☑ Yes ☐ No

Signature: [Signature]

Date: [Date]

Are you satisfied with the information presented at the Public Information Centre? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required)
☑ Good
☐ Very Good
☐ Excellent

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Engineering Department
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Please print all responses.

NAME OF RESPONDENT:

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ADDRESS (Including Postal Code & Telephone Number):

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Alternative 5
Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

- Leave stub road for our use.
- Truck access (Home Depot) - like cul-de-sac for hassle free access
- Front parking would be expanded as per letter with city if cul-de-sac is removed.

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative that will be forward to Council?

☐ Yes ❌ No

Signature: [Redacted] Date: Aug 22/08

Are you satisfied with the information presented at the Public Information Centre? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required) ❌ Good
☐ Very Good
☐ Excellent

Please submit this comment sheet by Friday, September 5, 2008 to:

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Fax: (705) 739-4247
E-mail: rscheunemann@barrie.ca

Thank you for your comments.
The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

"That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs."

A copy of the Draft Class Environmental Assessment (EA) document outlining the planning and preliminary impact assessments of the various alternatives is available for review at the following locations:

- City of Barrie Clerk's Office
  1st Floor City Hall
  70 Collier Street
- City of Barrie Engineering Department
  6th Floor City Hall
  70 Collier Street
- Barrie Public Library Information Desk
  60 Worsley Street

Which of the following alternatives do you feel best addresses the transportation problems and generates the greatest positive impact? Please rank the following alternatives from 1 to 4, with 1 being the most preferred.

1. Alternative 1
   Do Nothing.

2. Alternative 2
   Preferred alternative solution from December 2005 Master Plan. Five-lane collector road extending in a north/south direction between the existing terminus points of Bryne Drive parallel to Highway 400.

3. Alternative 3
   Five-lane collector road extending in north/south direction parallel to Highway 400 (west of Alternative 2 but east of Alternatives 4 and 5).
Alternative 4

Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

Alternative 5

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

We would like to keep traffic as far away from the neighborhood as possible while preserving the treated wildlife in our area.

Do you wish to continue to be informed of the staff recommendations for the preferred Alternative that will be forwarded to Council?

☐ Yes ☐ No

Signature: __________________________ Date: 11/1/2008

Are you satisfied with the information presented? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required) ☐ Marginal (Some Improvement Required) ☑ Good ☐ Very Good ☐ Excellent

Map is not updated - our neighborhood is not on it.

Please submit this comment sheet by Friday, November 7, 2008 to:

M. Karim Khan, M.Sc.
Transportation Planning Engineer
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, Ontario
LAM 4T5

Tel: (705) 739-4220, Ext. 4438
Fax: (705) 739-4247
E-mail: kkhan@barrie.ca

Thank you for your comments.
Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to Ralph Scheunemann, P.Eng., Manager of Infrastructure Planning, City of Barrie, Engineering Department, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 739-4207, Ext. 4782.

Please print all responses.

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):

The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

“That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.”

A copy of the Draft Class Environmental Assessment (EA) document outlining the planning and preliminary impact assessments of the various alternatives is available for review at the following locations:

City of Barrie
Clerk’s Office
1st Floor City Hall
70 Collier Street

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street

Barrie Public Library
Information Desk
60 Worsley Street

Which of the following alternatives do you feel best addresses the transportation problems and generates the greatest positive impact? Please rank the following alternatives from 1 to 4, with 1 being the most preferred.

1 Alternative 1

Do Nothing.

2 Alternative 2

Preferred alternative solution from December 2005 Master Plan. Five-lane collector road extending in a north/south direction between the existing terminus points of Bryne Drive parallel to Highway 400.

3 Alternative 3

Five-lane collector road extending in north/south direction parallel to Highway 400 (west of Alternative 2 but east of Alternatives 4 and 5).
Alternative 4

Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

Construction of this proposed alternative will reduce the natural barrier we between our residential community and Highway 400 and will increase sound/noise levels due to increased road traffic which is not neither environmentally nor healthy for residents.

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative that will be forwarded to Council?

☐ Yes ☐ No

Signature ___________________________ Date _____________

Are you satisfied with the information presented? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required) ☐ Marginal (Some Improvement Required) ☐ Good ☐ Very Good ☐ Excellent

Please submit this comment sheet by Friday, November 7, 2008 to:

M. Karim Khan, M.Sc.
Transportation Planning Engineer
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, Ontario
L4M 4T5

Tel: (705) 739-4220, Ext. 4438
Fax: (705) 739-4247
E-mail: kkhan@barrie.ca

Thank you for your comments.
The Problem Statement, which sets the framework for this Master Plan Update, is as follows:

That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.

A copy of the Draft Class EA document outlining the planning and preliminary impact assessments of the various alternatives, will be available for review on August 15, 2008, at the following locations:

- City of Barrie
  Clerk’s Office
  1st Floor City Hall
  70 Collier Street
- City of Barrie
  Engineering Department
  6th Floor City Hall
  70 Collier Street
- Barrie Public Library
  Information Desk
  60 Worsley Street

Which of the following alternatives do you feel best addresses the transportation problems and generates the greatest positive impact? Please rank the following alternatives from 1 to 4, with 1 being the most preferred.

☐ Alternative 1
  Do Nothing.

☐ Alternative 2
  Preferred alternative solution from December 2005 Master Plan. Five-lane collector road extending in a north/south direction between the existing terminus points of Bryne Drive parallel to Highway 400.

☐ Alternative 3
  Five-lane collector road extending in north/south direction parallel to Highway 400 (west of Alternative 2 but east of Alternatives 4 and 5).
Five-lane collector road extending in a north/south direction parallel to Highway 400 (the farthest westerly alignment from Alternative 2). The proposed alignment is over the berm of the existing stormwater management pond.

Five-lane collector road extending in a north/south direction parallel to Highway 400, east of the existing Whiskey Creek stormwater management pond berm and west of the alignment proposed in Alternative 2.

Please list below the issues in support of your preferences and any specific concerns you have with any and/or all of the alternatives.

See attached letter.

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative that will be forwarded to Council?

☑ Yes  ☐ No

Signature: [Signature]  Date: Sept 5, 2008

Are you satisfied with the information presented at the Public Information Centre? Please add a comment in support of your indicated level of satisfaction below.

☐ Poor (Much Improvement Required)  ☐ Marginal (Some Improvement Required)  ☑ Good  ☐ Very Good  ☐ Excellent

Please submit this comment sheet by Friday, September 5, 2008 to:

Mr. Ralph Scheunemann, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, Ontario L4M 4T5

Tel: (705) 739-4220, Ext. 4782
Fax: (705) 739-4247
E-mail: rscheunemann@barrie.ca

Thank you for your comments.
A Public Information Center (PIC) was held on August 21, 2008 at the City of Barrie Municipal Office from 4:00pm to 7:00pm. Ralph Scheunemann represented the City of Barrie, Nicole Vicano and Ornella Richichi represented Smart Centres and Mike Neumann and Mark MacLeod represented Ainley Group. Ten members of the public and stakeholders or their representatives signed the PIC attendance sheet although it is estimated that actual attendance was between fifteen and twenty persons. Further to the public notice and letters sent to local property owners, comments will be received until September 5, 2008. A response to comments will be prepared and issued following the City’s review.

As of October 24, 2008, comments were received from:

- Mike Dejean, 1074243 Ontario Limited complete with letter dated September 5, 2008
- Kate Insley, Barrie Harley-Davidson and 1693311 Ontario Limited (2 comments sheet)
- Gary Bell, Skelton Brumwell & Associates Inc. for Barrie View Farms and CTV A Channel (2 comment sheets)
- LSRCA – letter dated August 14, 2008

The following are the main verbal comments provided in relation to the project at the PIC:

<table>
<thead>
<tr>
<th>Person / Agency</th>
<th>Comments / Discussions</th>
</tr>
</thead>
</table>
| Planner Representing A-Channel - CTV | C – Will natural environment be a criteria considered in the evaluation ?  
  R – Yes, areas of potential consideration/concern are watercourses, creeks and the forested areas. Background reports are available, an arborist has completed a draft tree inventory report (available for review at the PIC), and consultation with the conservation authority is ongoing. 
C – Is a geotechnical study being undertaken near the stormwater management pond at the south end of Bryne Drive ? 
R – A geotechnical study is being carried out for the alignments crossing the berm just south of Harvie Road. The study is not anticipated for the pond at the south end of Bryne Drive since the footprint of the future roadway is not very close to the pond. |
Employee of Days Inn

| C – What is the expected start of construction? | R – This study does not include detail design and contract administration. At the completion of our project, a recommendation will be made by City staff for council endorsement of the preferred option. Following the acceptance, the City may authorize the work to be initiated for detail design. |
| C – When is the study expected to be concluded? | R – Pending completion of geotechnical work and traffic analysis, which has been, added to the assignment for analysis and agency approvals, a document should be ready for presentation to City Council at the end of October. |
| C – Is a new interchange planned to be constructed at Harvie Road / Highway 400? | R – The various Bryne Drive Options have consideration for an interchange with varying degrees of impact. The City is undertaking separate studies to identify the need for an interchange, which would undergo a separate class environmental assessment in the future. It is expected that an interchange will be required at this location due to traffic volume increases. |

Local Property Owner

| C – The preference is Option 4 or 5. | R – An evaluation will be conducted following the meeting although a preferred option as not been selected to date. |

Representative of Barrie Harley Davidson

| C – Preference to Option 4 or 5. Option 2 is not preferred since it would bring Bryne Drive traffic too close to the dealership. | R – Smart Centres has preliminary development plans, which would extend the current Bryne Drive into the development. The main entrance to the development would be from the 5-lane Bryne Drive. |

Representative of Parts Source Business

| C – How do the Alternatives differ? | R - General discussion about the differences between Alternatives 2, 3, 4 and 5, with a brief explanation of the advantages and disadvantages associated with each alternative. |
| C – When is the study expected to be concluded? | R – A document should be ready for presentation to City Council at the end of October. |
| C – What is the expected start of construction? | R – Explained that this study does not include detail design and contract administration and that the exact construction timing for Bryne Drive was not known at this time. Also explained that due to the stream crossings and other design considerations that the detail design phase could take up to 2 years to complete. |

Representative of Georgian Car Dealership

| C – How do the Alternatives differ? | R - General discussion about the differences between Alternatives 2, 3, 4 and 5, with a brief explanation of the advantages and disadvantages associated with each alternative. |

The general consensus by all attendees was that the work is welcomed and should improve traffic flow in the area. The main questions or comments provided at the meeting were associated with the environmental impact, timing of construction and if an new interchange would be introduced at Harvie Road/Highway 400.
Attachment: PIC Attendance Sheet.

A summary of the written and verbal comments is attached.

S:\108073\Reports\PIC Summary August 21, 2008\108073 PIC Summary August 21, 2008.doc
<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>COMMENTS/CONCERNS</th>
<th>MP RESPONSE</th>
<th>WRITTEN RESPONSE SENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 14, 2008-</td>
<td>Project could potentially impact the Regulatory Floodplain and fishery resources of Whiskey Creek</td>
<td>Mitigation of the negative environmental effects will be incorporated into the detailed design stage and subject to review and approval from the LSRA. Water balance calculations will be undertaken at the detailed design stage to ensure that the volume of groundwater recharge, prior to road construction, is maintained. Alternative impacts were assessed in Section 4 of LGL’s Report, (see Appendix “C” in the Bryne Drive &amp; Commerce Park Drive Master Plan Municipal Class Environmental Assessment Document) and conclusions used to complete Tables 1 to 4 in the Master Plan Document. Evaluation of impacts on the watercourse associated with the preferred alternative solution, in consideration of the proposed stormwater management, will be further developed in the next phases of the Class EA.</td>
<td>June 10, 2009 In a letter to the LSRA the City of Barrie confirms that SmartCentres is working with the City of Barrie to update the Master Plan. City of Barrie also confirms that location of the road alignment crossing Lover’s Creek does match the proposed road location in Master Plan.</td>
</tr>
<tr>
<td></td>
<td>Study area is within a Level 1 feature of their Natural Heritage System</td>
<td>This comment is noted. Mitigation measures will be developed in the next phases of the Class EA and incorporated into the detailed design for review and approval of the LSRA.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Choose road alignment alternative that minimizes impact to NHS</td>
<td>Alt 3R addresses this concern.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maintain floodplain storage</td>
<td>As noted above, the City will address this concern during detailed design of the various identified Projects.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Incorporate stormwater management</td>
<td>The City will address this concern during detailed design of the various identified Projects.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install erosion and sediment controls</td>
<td>The City will address this concern during detailed design of the various identified Projects.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Keep exposed areas to a minimum</td>
<td>The selected alignment (Alt 3R) is deemed to be the best Option with respect to minimizing environmental impact.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Attain appropriate permits</td>
<td>The City of Barrie will obtain all necessary Approval Permits during the detailed design phase of the various identified Projects.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Evaluate proposed works on watercourses</td>
<td>The impacts to the watercourses (Lover’s Creek and Whiskey creek) have been considered in the selection of the Preferred Alignment (Alt 3R). Mitigation measures will be developed by the City as part of the detailed design of the various identified Projects.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Provide office a copy of the alternative solutions document once complete</td>
<td>The City’s policy is to provide digital versions of all Class EA Documents on the City of Barrie web site.</td>
<td></td>
</tr>
<tr>
<td>August 18, 2008-</td>
<td>Gary Bell (Representative of Barrie View Farms Inc.) Preference for Alternative #4 or #5</td>
<td>Mr. Bell’s preference is noted, however, based on a detailed assessment of Options, Alt 3R was selected as the Preferred Alignment. It is understood that Mr. Bell is in agreement with this selection.</td>
<td>September 29, 2008 Response from Mike Neumann: Advised of additional assessments (i.e. geotechnical assessment of SWM pond berm, and required vehicle storage capacity assessment) Informed that his preference for Alternatives #4 and #5 are understood Ensured that City of Barrie would consider comments prior to selecting</td>
</tr>
</tbody>
</table>
Alignment of Bryne Dr. would be consistent with that established on Barrie View Farm property over end on SWM pond berm. It is considered that the selection of Alt 3R addresses this concern. A preferred alternative. Provided a drawing

August 20, 2008- Bryne Dr. Master Plan Update Comment Sheet (Prior to PIC)

Gary Bell (Representative of CTV A Channel, Barrie): Preference for Alternative #5. Mr. Bell’s preference is noted, however, based on a detailed assessment of Options, Alt 3R was selected as the Preferred Alignment. It is understood that Mr. Bell is in agreement with this decision.

September 29, 2008 Response from Mike Neumann: Advised of additional assessments (i.e. geotechnical assessment of SWM pond berm, and required vehicle storage capacity assessment) to be conducted in the near future.

Gary Bell (Representative of CTV A Channel, Barrie): Preference for Alternative #5. Mr. Bell’s preference is noted; however, based on a detailed assessment of Options, Alt 3R was selected as the Preferred Alignment. It is understood that Mr. Bell is in agreement with this selection.

September 29, 2008 – Response from Mike Neumann Mitigation measures taken regardless of alignment option chosen. All 3 options (3, 4 & 5) are understood. Ensured that City of Barrie will consider comments prior to selecting a preferred alternative.

Connection to North end Bryne Dr. would be less confusing to customers off Hwy 400. There is a need for through traffic flow (north/south) and this need is addressed by the selected Alternative 3R.

August 22, 2008- PIC Meeting

Representative of Barrie Harley-Davidson: Preference for Alternative #3, #4, or #5. Representatives preference is noted, however, it is considered that Alt #3 addresses this concern.

September 29, 2008 – Response from Mike Neumann Mitigation measures taken regardless of alignment option chosen. All 3 options (3, 4 & 5) are understood. Ensured that City of Barrie will consider comments prior to selecting a preferred alternative.

Alternatives 3R were selected which addresses Ms. Insley’s concern. Alternatives 3R has been selected. This point is noted.

September 5, 2008 - Letter from Business Representative

Preference for Alternative #3. This point is noted. It is considered that the alignment of Alternative 3R provides for all elements of the alignment. The City agrees with this point.

September 29, 2008 – Response from Mike Neumann Mitigation measures taken regardless of alignment option chosen. All 3 options (3, 4 & 5) are understood. Ensured that City of Barrie will consider comments prior to selecting a preferred alternative.
<table>
<thead>
<tr>
<th>September 8, 2008 - Letter from the Ministry of the Environment (MOE) re: Master Plan Update</th>
<th>MOE advised of additional assessments (i.e. geotechnical assessment of SWM pond berm, and required vehicle storage capacity assessment) Ecosystem Protection and Restoration: All of the four alignment options are within green field area with scrub bush in south and treed area in north. The following reports are included in the Master Plan Update and were used by the City to identify the natural environment of study area, as well as to assess impacts and suggest mitigation measures: Traffic study (June 2, 2005) Report on 2005 Stage 1 Archaeological Background Research (December 2005) Natural Heritage Report (December 2005) Hydrogeologic Investigation (November 30, 2005) Kempferfert Bay Water Quality Data (Provincial Information) Bayne Drive Meander Belt Study (October 25, 2005) DFO, Environment Canada, the Lake Simcoe Conservation Authority and the MNR notified of planning process, with no responses received to date</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.5 million less than Alternative #4 and #5</td>
<td>Alt 3R was selected by the City based on the assessment of all criteria.</td>
</tr>
<tr>
<td>Straighter, smoother, more efficient alignment option</td>
<td>Alt 3R was selected by the City based on the assessment of all criteria.</td>
</tr>
<tr>
<td>Location of Bryne Dr. would not impact required level of service for traffic</td>
<td>Alt 3R was selected by the City based on the assessment of all criteria.</td>
</tr>
<tr>
<td>Alternative #3, #4, and #5 will bisect parcel of land in such a way that will restrict the viability of future development of the property</td>
<td>Alt # 3R will also bisect the property north of the SWM pond but allows for better use of the two portions in the future. Compensation will be made for loss of land due to the construction of the new road.</td>
</tr>
<tr>
<td>Complete study to confirm details regarding necessity/type of interchange</td>
<td>The City is in the process of commencing to undertake a Class EA for Harvie Road which will address this concern.</td>
</tr>
<tr>
<td>Complete analysis of access points to Harvie Rd</td>
<td>The City is in the process of commencing to undertake a Class EA for Harvie Road which will address this concern.</td>
</tr>
<tr>
<td>Obtain geotechnical confirmation that outlet berm for Whiskey Creek has been built structurally strong enough to accommodate 5-lane arterial road</td>
<td>The City retained Peto-MacCallum to complete this assessment and it was determined that the existing berm is structurally sufficient to accommodate the proposed road.</td>
</tr>
<tr>
<td>Will City require additional land?</td>
<td>It is noted that land will be needed for the proposed new road allowance. Additional fill will be needed at the SWM pond berm to accommodate the new roadway.</td>
</tr>
<tr>
<td>Will retaining wall be constructed?</td>
<td>Consideration will be given to the need for a retaining wall at the berm during detailed design stage. A retaining wall is likely necessary.</td>
</tr>
<tr>
<td>All costs must be paid by others – 1074243 Ontario Ltd. refuses responsibility for payment</td>
<td>This comment is noted and the City will assess costs to all benefiting property owners as part of the detailed design process.</td>
</tr>
<tr>
<td>A-Channel satellite dishes close to potential route of Alternative #3. Relocating dishes better solution than to cut through adjacent wetland</td>
<td>An allowance has been made to relocate the satellite dish to accommodate the proposed intersection of Bryne Dr. with Harvie Rd.</td>
</tr>
</tbody>
</table>

### Ecosystem Protection and Restoration:

- Avoid impact to ecosystem's form and function
- Where unavoidable, state proposed mitigation measures in EA
- Identify Describe all natural features
- Consult with MNR, DFO and local conservation authority for advice on further measures and or study are necessary

### Surface Water:

- Include in EA sufficient level of information to demonstrate there will be no negative impact on natural features/ecological functions of watercourses
- Propose mitigation measures consistent with Ontario Regulation 60/08 and OWRA
- Plan and construct using MOE Guideline B-6 Evaluating Construction Activities Impacting on Water Resources

### Appendix C of Original Master Plan Document identifies and describes the natural heritage features of the Study Area.

### Consultation will be undertaken during Phases 3 and 4 for each of the identified Projects.

### The Class EA identifies mitigation measures in Table 9.

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### This Guideline will be reviewed as part of the detailed design.
Utilize and reference MOE Stormwater Management Planning and Design Manual to assess potential water quantity and quality issues and erosion impacts. This Manual will be reviewed as part of the detailed design.

Surface Water: Above-mentioned reports to be used to ensure minimal impact to existing water courses. Mitigation measures defined to ensure protection during construction.

Groundwater: No existing well water supplies within the Study Area. Requirements of Ontario Regulation 60/08 will be addressed.

Infrastructure to Support Growth:

Class EA Process:
- City of Barrie obtained advice on Class EA process from Amos Environmental + Planning in letters (Sept. 20, 2005; Jan. 28, 2008) on the potential impacts to well water supplies and injection or disposal of water.
- No impacts have been identified since there are no private wells in the Study Area.

Mitigation and Monitoring:
- Mitigation measures identified as part of the identified Projects.
- No underground storage tanks were found. Additional geotechnical assessment will be undertaken during Phases 3 and 4 as necessary for each of the identified Projects.
- Existing underground utilities are shown on the Alternative Alignment Drawings.

This requirement will be assessed as part of the detailed design for each of the identified Projects.
<table>
<thead>
<tr>
<th>Contractors made aware of all environmental considerations</th>
<th>This requirement will be met as part of the detailed design for each of the identified Projects.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearly reference mitigation measures in EA</td>
<td>The Class EA identifies mitigation measures in Table 9.</td>
</tr>
<tr>
<td>Conduct post-construction monitoring</td>
<td>Requirements for post-construction monitoring will be identified as part of Phases 3 and 4 for each of the identified Projects. The City will undertake to complete a monitoring program following construction.</td>
</tr>
<tr>
<td>Prepare and describe in EA a Contingency Plan to address potential adverse effects on surface water and groundwater</td>
<td>The Class EA identifies mitigation measures in Table 9. A Contingency Plan will be prepared as part of Phases 3 and 4 for each of the identified Projects.</td>
</tr>
<tr>
<td>Planning and Policy: Reference, and demonstrate consistency with applicable policies in EA</td>
<td>Please refer to the Original Master Plan Document.</td>
</tr>
<tr>
<td>Demonstrate how project adheres to relevant policies in Places to Grow Plan, including, Infrastructure to Support Growth</td>
<td>Please refer to the Original Master Plan Document.</td>
</tr>
<tr>
<td>Class EA Process: Clearly indicate selected approach for conducting plan</td>
<td>The Master Plan Process was followed in accordance with the MEA Class EA Document to satisfy Phases 1 and 2. The City is planning to undertake Phases 3 and 4 of the MEA Class EA planning process for each of the identified Projects. A detailed explanation of the rational for the planning process is outlined in AMOS letter dated January 29, 2008 – copy included in the Addendum Document.</td>
</tr>
<tr>
<td>Identify whether project fulfills requirements for Schedule B or C projects which are subject to Part II Order requests under Environmental Assessment Act</td>
<td>The Master Plan fulfills the requirements of Phases 1 and 2 for all of the identified Projects. All the Projects are Schedule C activities and additional assessment will be undertaken by the City as part of Phases 3 and 4.</td>
</tr>
<tr>
<td>Clear and complete documentation of planning process</td>
<td>The Original and Addendum Master Plan Reports provide clear and complete documentation.</td>
</tr>
<tr>
<td>Demonstrate how consultation provisions have been fulfilled</td>
<td>Public and Review Agency consultation was undertaken throughout the original Master Plan process and continued through the Addendum Master Plan. Refer to Appendices G and H of the Original Document and Appendix I of the Addendum.</td>
</tr>
<tr>
<td>Identify concerns that were raised and how they were addressed throughout planning process</td>
<td>This Consolidated Comment Sheet, coupled with the Original Table 7, responds to this request.</td>
</tr>
<tr>
<td>Include copies of any comments submitted and responses to these comments</td>
<td>Please refer to Appendices G, H of the Original Document and Appendix I of the Addendum Document.</td>
</tr>
<tr>
<td>Consider effects of each alternative on all aspects of environment</td>
<td>Environmental Impacts were assessed in Appendix C of the Original Master Plan and in the Evaluation Summary of Alignment Alternatives – Appendix B of the Addendum Report.</td>
</tr>
<tr>
<td>Supporting studies should be referenced and included in document</td>
<td>A complete list of supporting studies is as follows: Traffic Study – Appendix A Original Master Plan Archaeological Assessment – Appendix B Original Master Plan Natural Environment Assessment – Appendix C Original Master Plan Hydrogeological Investigation – Appendix F Original Master Plan Kempenfelt Bay Water Quality Data – Appendix J Original Master Plan Meander Belivthth Assessment – Appendix K Original Master Plan Tree Report – Appendix C – Addendum #1 to Master Plan Geotechnical Investigation – Existing SWM Pond Beem -</td>
</tr>
</tbody>
</table>
Include list of permits and approvals

A complete list of permits and approvals will be prepared during Phases 3 and 4 for each of the identified Projects.

First Nations Consultations:

Contact Ministry of Aboriginal Affairs and Dept. of Indian and Northern Affairs

Refer to Appendix I of the Addendum #1 Master Plan – no comments were received.

Provide notification directly to Aboriginal communities who may be affected and provide them with an opportunity to participate in any public consultation sessions on project

Refer to Appendix I of the Addendum #1 Master Plan – no comments were received.

Submissions:

To facilitate review of project, submit the following
Copies of PIC materials/handouts
Draft copy of EA 30 days prior to filing
Copy of Notice of Completion and final EA document

The City’s policy is to provide digital versions of all Class EA Documents on the City of Barrie website. The City of Barrie will ensure that a digital copy of the ESR is placed on the web site as part of the Phase 4 Class EA planning process for each of the identified Projects. Copies of all Notices will be provided to all review agencies during Phases 3 and 4 for each of the identified Projects.

October 25, 2008- PIC Meeting
Representative of Property Owners: Preference for Alternative #1

This preference is noted but Alt # 1 does not address the identified problem. The City has selected Alt 3R as the preferred alignment.

Construction will bring traffic closer to neighbourhood

It is noted that the land is slated for development and that the extension of Byrne Drive is necessary in order to support development.

Interference with trees/wildlife

The land is slated for development. Mitigation measures have been identified. Compensation will be made for loss of trees.

Neighbourhood not on map

The neighbourhood is beyond the limits of the Study Area.

October 26, 2008- PIC Meeting

Representative of Property Owners: Preference for Alternative #1

This preference is noted but Alt # 1 does not address the identified problem. The City has selected Alt 3R as the preferred alignment.

Construction of road using other alternatives would reduce natural barrier between residential dwellings and Hwy 400

It is noted that the land is slated for development and that the extension of Byrne Drive is necessary in order to support development.

Unwanted increased noise levels due to increased traffic

The Noise Review determined that the impact will not increase the current noise levels due to the close proximity of Highway 400.

Environmentally unfriendly and unhealthy

Mitigation measures as outlined in Table 9, will be employed to reduce the environmental impacts.

November 12, 2008- Email
Member of Public asks to be added to contact list

Noted

Primary interest is future of interchange at Big Bay Point Rd./Harvie Rd.

The City of Barrie is in the process of completing a Class EA for an upgrade of Harvie Road/Big Bay Point Road including the need for a future interchange.

January 26, 2009- Email
Mr. Bell sends e-mail attachment with preferred road alignment

Alt 3R was selected as the preferred alignment. Mr. Bell is in agreement.

Asks that Ainley Group use it for representation of Alternative #3 on CTV lands

Alt 3R was selected as the preferred alignment. Mr. Bell is in agreement.

Mr. Bell sends revised e-mail attachment of realignment in a location preferred by Barrie View Farms and SmartCentres

Alt #3R was selected as the preferred alignment.

Centre lane radius = 215m

Noted
Existing Bryne Dr. to become separate street at a "T" intersection with realigned Bryne Dr.

Requests that drawing be used in reports to Council on the Master Plan Review

Noted

April 8, 2009 - Letter from Lake Simcoe Region Conservation Authority

Preference for Alternative #2

Alt 2 does not address the identified problem.

Alit # 3R addresses this concern by including a "T" intersection.

July 7, 2009 – Response from Mike Neumann

Advised that although Ainley Group can appreciate preference for Option 2, it is likely that a variation of Option 3 will be selected as Preferred Alignment.

Option 2 not likely because:
Does not meet setback requirements for future interchange on Hwy 400
Not conducive to development plans for area

Noted

Alit 3R proposes a single crossing of Lover's Creek.

Results in less fragmentation of woodland North of Whiskey Creek

Agreed, but Alt 2 does not address the identified traffic problem.

Noted

Any loss of woodland feature should be compensated at rate of 2:1 within Whiskey Creek Watershed

The City will consider this request during Phases 3 and 4.

Agreed, but Alt 2 does not address the identified traffic problem.

Any loss of woodland feature should be compensated at rate of 2:1 within Whiskey Creek Watershed

The City will consider this request during Phases 3 and 4.

Permits required for any works in regulated areas

Permits will be obtained during Phases 3 and 4 or during detailed design.

Permits will be obtained during Phases 3 and 4 or during detailed design.

June 25, 2009 - E-mail reference July 7 2009 email from Ainley to City

If Ministry agrees with proposed growth rates, it would like City to use same methodology for all reports

The City of Barrie will consider this request in the future.

August 7, 2009 – Response from Mike Neumann

Acknowledged need to provide growth rate factors to the Ministry with the City.

Advised that the City will issue these factors.

Advise that the intersection location was determined to conclude this Master Plan Update EA, although the ultimate lane configuration at the intersection (including the WB approach, which mainly concerns the Ministry for various crossing road alternatives) will be reviewed as part of the Harvie Rd / Big Bay Point Road EA.

Advised that it is feasible to have a standard right hand turn channelization, including an acceleration lane on Byne Drive.

Advised that the NB double RT lane and the SB double LT lane were removed as per MTO comments.

Informed that the City of Barrie has been advised of the need to address the Harvie Rd / Big Bay Point interchange type and requirements as part of the crossing Rd EA.

Ensured that the Byne Dr. EA reflects the wording change to "possible future interchange."

Informed that the description of the TSH report reference would be revised as noted in the EA report.

Acknowledged the Ministry's comments on the ramp terminal configuration, and advised that it will be reviewed again as part of the crossing Rd EA.

MTO recommends that a detailed operational analysis at the Byne Dr. / Harvie Rd. intersection be undertaken as part of EA to determine the ultimate lane configuration for the intersection (particularly on WB approach) with various crossing road alternatives

The City will consider this recommendation as part of the Class EA for the Harvie Road/Big Bay Point Road Study.

MTO does not foresee any major issues of concern with preferred Alternative #3 w/ regards to substandard spacing of 24.5m between west ramp terminal and Byne / Harvie Rd intersection as long as Harvie Rd / Big Bay Point Rd interchange can be configured as a standard Parclo A4

The City is in the process of completing a Class EA for Harvie Road including the need for an interchange on Hwy 400.

MTO inquires if decision on location can be included as part of Harvie Rd / Big Bay Point Rd crossing Rd EA

The City will consider this request.

The City will consider this request.
<table>
<thead>
<tr>
<th>Date</th>
<th>Author</th>
<th>Message</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 11, 2009</td>
<td>P. Dorton, MTO</td>
<td>Position remains that final decision on location of Bryne Dr./Harvie Rd. intersection be determined as part of the Harvie Road Class EA.</td>
<td>Agreed</td>
</tr>
<tr>
<td>August 17, 2009</td>
<td>G. Bell, on behalf of Barrie View Farms</td>
<td>Advises that Option 3R, including inclusion of 5 m extension to west side of Block 1, is acceptable. Lands to be conveyed as part of Re-zoning.</td>
<td>Noted</td>
</tr>
<tr>
<td>December 8, 2009</td>
<td>S. Brumwell</td>
<td>Believes that with all 3K, major storm flows would now completely bypass the existing SWM pond and continue flowing northward. There needs to be a low point in the new road opposite the storm pond to divert the major storm to the pond.</td>
<td>March 8, 2010 response.</td>
</tr>
<tr>
<td>December 11, 2009</td>
<td>G. Bell, on behalf of Barrie View Farms</td>
<td>Provides a copy of the boundary plan for Princess Auto revised as per the Ministry's comments on the ramp terminal configuration, and advised that it will be reviewed again as part of the Harvie Road Class EA.</td>
<td>Noted</td>
</tr>
<tr>
<td>G. Bell</td>
<td>Preferred Byrne Drive Option 3R. Request confirmation that the new boundary conforms to the preferred design option (3R).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
September 5th, 2008

Mr. R. Scheunemann, P. Eng.
Manager of Infrastructure Planning
City of Barrie
Engineering Department
70 Collier Street, Box 400
Barrie, Ontario
L4M 4T5

Dear Sir:

RE: Bryne Drive Master Plan Update
Caplan Avenue to Essa Road

Further to the recent Public Information Centre for the above noted project, this letter is to advise of our concerns. Our preferred Alternative is Alternative 3, which is located west of Alternative 2 but east of Alternative 4 and 5. As you may be aware, Alternatives 3, 4 and 5 will bisect our parcel of land which is located immediately north of the existing Whiskey Creek SWM Pond and immediately south of Harvie Road. Our preference is to bisect the property such that there is one large piece and a one smaller piece of land. Alternatives 4 and 5 will bisect the lands such that two small parcels of land are created which will severely restrict the viability of the future development of the property.

The location of Alternative 3 will have a lesser impact to the Whiskey Creek SWM Pond and downstream tributary when compared to Alternative 4 and 5. Has the City obtained Geotechnical confirmation that the outlet berm for the Whiskey Creek SWM Pond has been built structurally strong enough to accommodate a 5-lane arterial road? This is fundamental to all Alternatives and the potential environmental impacts of the future Bryne Drive location. With respect to the crossing at Harvie Road, Alternative 3 could be situated so the crossing is located above the existing Harvie Road crossing culvert and east of the adjacent wetland, which again would be a lesser impact than Alternative 4 and 5 which are proposed to cut through the existing wetland area on the north side of Harvie Road. We understand that the A-Channel satellite dishes are located north of Harvie Road and close to the potential route of Alternative 3, however, since the City of Barrie is trying to be at the forefront of environmental protection, relocating the satellite dishes, if necessary, would be much less of an impact to the environment than cutting through the adjacent wetland.

705-737-4463  fax: 705-737-5782
41 Commerce Park Drive, Unit C, Barrie Ontario, L4N 8X1
With regard to the geometry of the road alignment, Alternative 3 is far superior to Alternative 4 and 5 whereby a straighter, smoother, more efficient system for movement of traffic is created.

As noted in the Bryne Drive Master Plan Update Report, the capital cost for Alternative 3 is about $1.5 million less than Alternative 4 or 5. If Alternative 4 or 5 is ultimately chosen, there will be an additional financial expense placed on the City taxpayer when compared to Alternative 3.

With respect to the possible future Highway 400 interchange at Harvie Road, has a study been completed to confirm that the interchange is in fact required as well as the type and geometry of the interchange? For all Alternatives, the number of access points to Harvie Road should be analyzed on both sides of the possible future interchange as well as the distance to Bryne Drive. For Alternative 3, we presume there won't be any access points to Harvie Road to the east of the possible future interchange (due to elevation and location of Highway 400) until Fairview Road, which is about 350m east. From the possible future interchange to Bryne Drive, it appears there may be one access point to Harvie Road on the south and north side of Harvie Road. West of Bryne Drive, the next intersection is Thrushwood Drive/Beacon Road, which is located about 500m to the west. There will be minimal access points for the existing daycare, water reservoir and future development along this stretch of Harvie Road. Therefore, the location of Bryne Drive for Alternative 3 will not impact the required level of service for traffic. The location of Bryne Drive for Alternative 3 and the possible future interchange are not similar to other interchanges that have traffic issues, such as Mapleview Drive, due to the number of adjacent intersections and the distance to these intersections.

We are requesting that compensation be provided for the required amount of land needed for the Bryne Drive ROW. The cross sections provided in the Report shows the centerline road profile lower than the existing ground profile in some areas. Will the City require additional land in these areas or will retaining walls be constructed such that the remaining useable land is not impacted? 1074243 Ontario Limited will not be paying for the construction of Bryne Drive, in fact, all costs associated with the road (construction, engineers/surveyors, R-Plans, lawyers fees, etc.) should be paid for by others.

We trust the above outlines our position, however, we remain available to meet with you to discuss our concerns at your convenience.

Yours Truly,

Mike Dejean, P. Eng.

705-737-4463 fax: 705-737-5782
41 Commerce Park Drive, Unit C, Barrie Ontario, L4N 8X1
September 8, 2008

Ralph Scheunemann, P. Eng
City of Barrie
Engineering Department
70 Collier Street, PO Box 400
Barrie, ON L4M 4T5

RE: Bryne Drive Master Plan Update
City of Barrie
Class Environmental Assessment – Phase 1 & 2 Master Plan
Response to Public Information Centre Notice - Technical Support Section
Comments

Dear Mr. Scheunemann:

The Ministry of the Environment (MOE), Central Region Technical Support Section has received your notice for the above noted Environmental Assessment (EA).

It is our understanding that this study involves reassessing the alignment options for the Bryne Drive extension as a result of a need to protect lands from a potential Highway 400 interchange at Harvie Drive. This response acknowledges that the study is following the approved environmental planning process for a Master Plan project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

Based on the information submitted, we have identified the following issues of concern with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water
- Groundwater
- Dust and Noise
- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- First Nations Consultation

We are providing the following general comments to assist you and your project team members in effectively addressing these issues:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The EA Document should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- All natural heritage features should be identified and described in detail to assess potential
impacts and to develop appropriate mitigation measures. Our records confirm that the following sensitive environmental features are located within or adjacent to the study area:

- Watercourses
- Woodlots

We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features.

**Surface Water**

- The EA Document must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, and pollution) are mitigated as part of the proposed undertaking. The MOE Guideline B-6, *Evaluating Construction Activities Impacting on Water Resources* should be used to plan and construct this project.

- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. MOE's *Stormwater Management Planning and Design Manual* (2003) should be referenced in the EA Document and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments

- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. The EA Document should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

**Groundwater**

- The status of, and potential impacts to, any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the EA Document.

- If the potential construction or decommissioning of water wells is identified as an issue, the EA Document should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act.*
• Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

• Any potential approval requirements for groundwater taking or discharge should be identified in the EA Document. In particular, a Permit to Take Water (PTTW) under the Ontario Water Resources Act will be required for any water takings that exceed 50,000 litres per day. A PTTW application must be accompanied by an assessment of potential effects as noted above, and may require a higher level of detail than what is provided in the EA Document. Please note that when significant long-term water taking is proposed, the maximum rate identified in the EA Document must not be exceeded in any subsequent PTTW applications. For more information on the application and approval process, we suggest you refer to the MOE Permit to Take Water Manual (April 2005).

Dust and Noise

• The EA Document should consider the potential impacts of increased dust and noise levels on residential or other sensitive land uses resulting from this project during construction and operation. The EA Document should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives. If dust suppressants are proposed to be used, we recommend the use of non-chloride based compounds to protect water quality.

Contaminated Soils

• If the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. We recommend contacting the MOE Barrie District Office for further consultation if contaminated sites are present.

• The location of any underground storage tanks should be included in the EA Document. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The MOE Spills Action Centre must be contacted in such an event.

• Any current or historical waste disposal sites should be identified in the EA Document. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the Environmental Protection Act may be required for land uses on former disposal sites.

• The EA Document should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

• Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment,
and opportunities for rehabilitation and enhancement of any impacted areas.

- All waste generated during construction must be disposed of in accordance with MOE requirements.

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the EA Document and regularly monitored during the construction stage of the project. In addition, we encourage you to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The construction and post-construction monitoring plans should be documented in the EA Document.

- We recommend preparing a Contingency Plan to address potential adverse effects on surface water (e.g., spills) and groundwater (e.g., well impacts), and including a description of this plan in the EA Document.

Planning and Policy

- The 2005 Provincial Policy Statement contains policies that protect Ontario’s Natural Heritage. Applicable policies should be referenced in the EA Document, and you should demonstrate how this proposed project is consistent with these policies.

- The Places to Grow Plan contains policies which guide decisions on a range of issues such as infrastructure planning and land-use planning to ensure that stronger and more prosperous communities are built in the Greater Golden Horseshoe. The EA Document should demonstrate how this project adheres to the relevant policies of the Places to Grow Plan, including Section 3, which contain policies for Infrastructure to Support Growth.

Class EA Process

- There are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The EA Document should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule C or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be.

- The EA Document should provide clear and complete documentation of the planning process in order to allow traceability of decision-making. It must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, it should identify all concerns that were raised and how they have been addressed throughout the planning process. You should include copies of any comments submitted on the project by interested stakeholders, and your responses to these comments.

- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The EA Document should include a level of detail (e.g., hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the EA Document.
• Please include in the EA Document a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Certificates of Approval or other ministerial approvals, approval under the Canadian Environmental Assessment Act (CEAA), and conservation authority permits.

• Please note that MOE guidelines and other information related to the issues noted above are available at www.ene.gov.on.ca under the publications link. We encourage you to review all the available guides and to reference any relevant information in the EA Document.

First Nations Consultation

• Please note that as part of the required stakeholder and agency consultation, you are advised to contact the Ministry of Aboriginal Affairs and the Department of Indian and Northern Affairs to determine potentially affected Aboriginal communities in the project area. Please refer to the website www.ene.gov.on.ca/envision/env_reg/ea/english/General_Info/GRTList.htm for a list of appropriate government contacts.

• Once identified, you are advised to provide notification directly to the Aboriginal communities who may be affected by the project and provide them with an opportunity to participate in any planned public consultation sessions and comment on the project.

Submissions

• To facilitate the review of this project, please submit the following:

  • Copies of any PIC materials and handouts
  • A draft copy of the EA Document a minimum of 30 days prior to filing for initial comments
  • A copy of the Notice of Completion and final EA Document once completed

Thank you for the opportunity to comment on this project. Should you or any members of your project team have any questions, please feel free to contact me at 416-326-6414.

Yours truly,

Shannon McNeill
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

c. E: Hartt, Air, Pesticides and Environmental Planning
   P. Bye, Barrie District Office, MOE
   Central Region EA File
   A & P File
September 29, 2008

Skelton Brumwell & Associates Inc.
93 Bell Farm Road
Suite 107
Barrie, Ontario
L4M 5G1

Attn: Gary K. Bell, M. C. I. P., R. P. P.
President

Ref: City of Barrie
Bryne Drive Master Plan Update
Caplan Avenue to Essa Road

Dear Mr. Bell:

On behalf of the City of Barrie, we wish to thank you for providing comment on the above-mentioned Master Plan Update in your two comments sheets, representing CTV A-Channel and Barrie View Farms Inc. Although the City has not yet made the selection of a Preferred Alternative, we wish to acknowledge receipt of your comments at this time.

We also wish to advise you that the City is undertaking two additional assessments for the purpose of determining the best alignment Alternative. A geotechnical assessment of the existing SWM pond berm is being completed to determine the structural feasibility of a roadway crossing of the berm. In addition, an assessment is being completed to determine the required vehicle storage capacity in the area between a potential future Hwy 400 interchange off-ramp and the intersection of Bryne Dr. at Harvie Road. The results of these two assessments will be considered in the selection of the Preferred Alternative.

We understand that you prefer either Alternatives # 4 or 5 and we will ensure that the City considers your comments prior selecting the Preferred Alternative.

We will advise you when a Preferred Alternative has been selected and we wish to thank you again for your comments.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P. Eng.,
Vice President, Transportation

cc: Ralph Scheunemann P. Eng., City of Barrie
September 29, 2008

1074243 Ontario Limited
41 Commerce Park Drive, Unit C
Barrie, Ontario
L4N 8X1

Attn: Mike DeJean, P. Eng.

Ref: City of Barrie
Bryne Drive Master Plan Update
Caplan Avenue to Essa Road

Dear Mr. DeJean:

On behalf of the City of Barrie, we wish to thank you for providing comment on the above-mentioned Master Plan Update in your letter dated September 5, 2008. Although the City has not yet made the selection of a Preferred Alternative, we wish to respond to your comments at this time.

We understand that you prefer Alternative #3 for several reasons and our comments are as follows:

**Less Impact on Whiskey Creek**

We acknowledge that there may be slightly less impact to Whiskey Creek due to the fact that Alt #3 is shown to go directly over the SWM pond outlet structure rather than over the SWM pond itself. However, any construction activities in the area have the potential to impact on the Creek and mitigation measures will need to be taken regardless of the alignment.

**SWM Pond Structural Analysis**

The City is in the process of completing a geotechnical assessment of the structural capabilities of the existing SWM pond berm and a report will be prepared and reviewed prior to selecting the Preferred Alternative.

**Location of Harvie Rd. Crossing**

We acknowledge that the location of the Alt # 3, Harvie Rd. crossing could be adjusted to lessen the impact to the existing culvert and wetland.

**Satellite Dishes**

We acknowledge that the satellite dishes could be relocated subject to approval from A. Channel. The cost of the relocation would need to be included in the assessment.

**Geometry**

We agree that the geometry of Alt #3 is superior to Alts 4 and 5.

Creating Quality Solutions Together.
Capital Cost
We agree that the cost of Alt # 3 will be less than the cost of Alts 4 and 5, which requires crossing of the SWM pond.

Highway 400 Interchange
The City is reviewing the needs and justification for an interchange at Harvie Rd and Highway 400. The MTO's requirement for vehicle storage between the potential interchange off ramp and the future Harvie Rd/Bryne Drive intersection is 360 m. However, the City is currently undertaking an assessment of the storage capacity needs between the off-ramp and the intersection to confirm that distance. It may be that a shorter distance would be acceptable to the MTO. The results of that assessment will be considered prior selecting the Preferred Alternative.

Compensation for Lost Land
We wish to note that the profiles of the Options are preliminary only. They account for existing ground and future development proposals that were made available to us. The final profile for the Preferred Alignment Option will be determined by the City in the future and will take into account the intersection configuration at Harvie Rd. and will allow for the future Highway interchange ramps, if necessary.

Compensation for land lost as a result of the development of a future Bryne Drive ROW will be negotiated with the City at a later date. The proposed ROW width for Bryne Drive is 30 m. Based on our review of the alignment and the preliminary profile, we suggest that retaining walls may be necessary on the approaches to the bridge that would be needed over the existing pond berm. Steepened slopes will be considered for locations where a minor increase in ROW width is needed.

We will advise you when a Preferred Alternative has been selected and we wish to thank you again for your comments.

Yours truly,

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P. Eng.,
Vice President, Transportation

Cc: Ralph Scheunemann, P. Eng., City of Barrie
September 29, 2008

Barrie Harley-Davidson
And 1693311 Ontario Limited
C/o 311 Bryne Drive
Barrie, Ontario
L4N 8V4

Attn: Kate Insley

Ref: City of Barrie
Bryne Drive Master Plan Update
Caplan Avenue to Essa Road

Dear Ms. Insley:

On behalf of the City of Barrie, we wish to thank you for providing comment on the above-mentioned Master Plan Update in your two comments sheets, representing Barrie Harley-Davidson and 1693311 Ontario Limited. Although the City has not yet made the selection of a Preferred Alternative, we wish to acknowledge receipt of your comments at this time.

We also wish to advise you that the City is undertaking two additional assessments for the purpose of determining the best alignment Alternative. A geotechnical assessment of the existing stormwater management pond berm is being completed to determine the structural feasibility of a roadway crossing of the berm. In addition, an assessment is being completed to determine the required vehicle storage capacity in the area between a potential future Hwy 400 interchange off-ramp and the intersection of Bryne Dr. at Harvie Road. The results of these two assessments will be considered in the selection of the Preferred Alternative.

We understand that you prefer either Alternatives # 3, 4 or 5 and that you would like the existing cul-de-sac at the north end of existing Bryne Drive to be retained in the final design, to be used for parking purposes and for easy truck access to Home Depot. We will ensure that the City considers your comments prior selecting the Preferred Alternative.

We will advise you when a Preferred Alternative has been selected and we wish to thank you again for your comments.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P. Eng.,
Vice President, Transportation

cc: Ralph Scheunemann, P. Eng., City of Barrie
September 29, 2008

Ministry of the Environment
Central Region
Technical Support Section
5775 Yonge Street, 8th Floor
North York, Ontario
M2M 4J1

Attn: Shannon McNeil
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

Ref: City of Barrie
Bryne Drive Master Plan Update
Caplan Avenue to Essa Road

Dear Ms. McNeil:

On behalf of the City of Barrie, we wish to acknowledge receipt of your letter dated September 8, 2008 regarding the above-mentioned Master Plan Update.

We also wish to advise you that the City is undertaking two additional assessments for the purpose of determining the best alignment Alternative. A geotechnical assessment of the existing SWM pond berm is being completed to determine the structural feasibility of a roadway crossing of the berm. In addition, an assessment is being completed to determine the required vehicle storage capacity in the area between a potential future Hwy 400 interchange off-ramp and the intersection of Bryne Dr. at Harvie Road. The results of these two assessments will be considered in the selection of the Preferred Alternative.

In the interim, we wish to respond to your comments. It is noted that the purpose of the Master Plan Update is to select a preferred alignment for a future 5-lane roadway connecting the two existing ends of Bryne Drive. Since the alignment alternatives are very close together, some of the environmental conditions (geotechnical and groundwater for example) will be the same of all alternatives. Our responses to your comments are as follows:

Ecosystem Protection and Restoration

All of the four alignment options are within a green field area with scrub bush in the south and a treed area in the north. The following Reports have been prepared as background material for the original Master Plan completed by the City in 2005:

- Traffic Study dated June 2, 2005 by Read, Voorhees & Associates Limited
- Report on the 2005 Stage 1 Archaeological Background Research Bryne Drive Municipal Class EA, Part of Lots 6 & 7, Concessions 11, Part of Lots 6 & 7, Concession 12, Part of lots

Creating Quality Solutions Together
6 & 7, Concession 13, (formerly Innisfil Township), City of Barrie, County of Simcoe dated December 2005 by Amick Archaeological Consultants Limited

- Natural Heritage Report, Bryne Drive Extension from Veteran's Drive to Commerce Park Drive and North Along Bryne drive to Essa Road dated December 2005 by LGL Limited
- Hydrogeologic Investigation Proposed Bryne Drive Extension from Veteran's Drive to Commerce Park Drive and North Along Bryne Drive to Essa Road dated November 30, 2005 by Terraprobe Limited
- Kempenfelt Bay Water Quality Data – Provincial Information
- Bryne Drive Meander Beltwidth Assessment – Whiskey Creek and Lovers Creek tributary dated October 25, 2005 by JTB Environmental Systems Inc.

The above-mentioned Reports were used by the City to identify the natural environment of the Study Area, assess impacts and suggest mitigation measures. These Reports will be form part of the Master Plan Update. As part of the consultation process, the DFO, Environment Canada, the Lake Simcoe Conservation Authority and the MNR were notified of the planning process. To date, no responses have been received from these review agencies.

As part of the Master Plan Update, a Tree Report dated August 29, 2008 was undertaken by Cathy Bentley Forestry Consulting (Certified Arborist). The results of that Report will be used to assess tree loss for each option and to develop mitigation measures.

Surface Water

We will use the above-mentioned Reports to ensure that there will be minimal impacts to the existing water courses (Lovers Creek tributary and Whiskey Creek) and that mitigation measures are defined to ensure protection during and after construction. The requirements of Ontario Regulation 60/08 will be addressed.

Groundwater

There are no existing well water supplies within the Study Area. The impacts of groundwater taking are similar to all of the alignment options and therefore, the impact, if any, will be identified and addressed as part of future planning/design.

No water wells will be constructed or decommissioned.

Impacts to groundwater-dependant natural features are not anticipated. However, there may be discharge of groundwater as a result of dewatering operations. Mitigation measures will be suggested as part of the Master Plan documentation. A PTTW will be obtained if necessary, prior to construction.

Dust and Noise

Dust will be produced as a result of construction. Mitigation measures will be identified as part of the Master Plan documentation.

A letter report dated September 15, 2008 by J. E. Coulter Associates Limited, assesses the potential for noise as a result of the planned road extension. The results of that assessment will be presented in the Master Plan Update.

Ainley Group
Contaminated Soils

The need to address contaminated soils (if any) will be identified in the Master Plan document. The previously completed studies will be used to determine if this is an issue.

Mitigation and Monitoring

Any mitigation measures identified through the completion of the Master Plan Update will be allowed for in the final design.

Planning and Policy

Provincial Policy Statements will be reviewed as part of the Master Plan documentation.

Section 3 of the Place to Grow Plan will be reviewed.

Class EA Process

The City of Barrie obtained advice on the Class EA process from Armos-Environmental Planning in letters dated September 20, 2005 and January 29, 2008. Those letters will be used to determine the Class EA requirements.

The Master Plan document will demonstrate how the requirements of the public consultation process were fulfilled.

An assessment of the various options will be undertaken including consideration of the effects of each alternative on all aspects of the environment.

A list of subsequent permits will be included in the Master Plan document. It is anticipated that further Class EA planning will be undertaken by the City to develop design alternatives and to select a preferred design.

First Nations Consultation

To date, the following review agencies have been advised of the project:

- Department of Indian and Northern Affairs
- Specific Claims Branch, Department of Indian and Northern Affairs
- Claims East of Manitoba, Comprehensive Claims Branch, Department of Indian and Northern Affairs
- Litigation Management and Resolution Branch, Department of Indian and Northern Affairs
- Policy and Relations Branch, Ontario Secretary of Aboriginal Affairs
- Ministry of the Attorney General
- Chippewas of Georgina Island
- Mnjikaning First Nation
- Coordinator for William Treaties First Nation

To date, we have not received any responses.
Submissions

We propose to submit the PIC Material as part of the Master Plan Document. That submission will be made upon completion of the two additional assessments described in paragraph 2 of this letter (Geotechnical and Traffic volume). The Notice of Completion and the final Master Plan document will be submitted after the 30 day public review period.

Yours truly

AINLEY & ASSOCIATES LIMITED

[Signature]

Mike Neumann, P. Eng.,
Vice President, Transportation

cc: Ralph Scheunemann, P. Eng., City of Barrie

S:\108073\correspondence\letters\WOE response September 17 2008.doc
Reid Mitchell

From: neumann@ainleygroup.com
Sent: Wednesday, November 12, 2008 1:51 PM
To: Karim Khan; Reid Mitchell
Cc: mwalker@kilmergroup.com
Subject: Re: Notice List - transportation study

Hi Karim

She will be added to the list. I believe at this point in the project, the only remaining notice will be for the project completion when we get there. Reid can confirm this.

Thanks

Sent from my BlackBerry® wireless device

Karim Khan
Transportation Planning Engineer
City of Barrie
Central Ontario’s Premier Waterfront Community

From: "Karim Khan" <KKhan@barrie.ca>
Date: Wed, 12 Nov 2008 12:41:37 -0500
To: Mike Neumann <neumann@ainleygroup.com>
CC: <mwalker@kilmergroup.com>
Subject: FW: Notice List - transportation study

Mike,
Please could you add Melissa to the list for keeping her informed about the progress of the study. Her primary interest is the future of the interchange at big bay point and Harvie.
Thanks

M Karim Khan
Transportation Planning Engineer
City of Barrie
Central Ontario’s Premier Waterfront Community

Engineering Department
7th Floor 70 Collier Street
Barrie ON L4M 4T5
Tel: 705-739-4220 ext. 4438
Fax: 705-739-4245

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From: Melissa Walker [mailto:mwalker@kilmergroup.com]
Sent: November 12, 2008 12:25 PM
To: Karim Khan
Subject: Notice List - transportation study

Hi Karim,

Thank you for getting back to me today about the transportation study underway for the City of Barrie.

Can you please add my name to the notice list regarding the extension of Bryne Drive to Essa Rd?

11/12/2008
Many thanks,
Melissa

Melissa Walker, M.PL
Project Coordinator
Kilmer Brownfield Management Ltd.
Scotia Plaza, Suite 2700
40 King Street West, Box 127
Toronto, ON M5H 3Y2

T: (416) 814-4461
F: (416) 635-7697
C: (416) 294-0493

mwalker@kilmergroup.com
Sent by Facsimile 1-705-739-4247

April 8, 2009

Mr. Ralph Scheunemann, P. Eng.
City of Barrie, Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5

Dear Mr. Scheunemann:

Re: Bryne Drive and Commerce Drive Park Master Plan Update
Environmental Assessment, City of Barrie

Thank you for circulating the subject Draft Master Plan Update. We received the Alignment Options Overall Plan overlain on an orthophoto from Ainley Group on March 3, 2009. Based on our review of the overlay the Lake Simcoe Region Conservation Authority (LSRCA) notes that Option 2 is our preferred option for connecting Essa Road to Caplan Drive. This option contemplates a single crossing of Lover’s Creek and would result in less fragmentation of the woodland north of Whiskey Creek.

We recommend that any loss of woodland feature be compensated at a rate of 2:1 within the Whiskey Creek watershed. Permits will be required for any works in a regulated area.

Should you have questions regarding the above, please contact me at 905-895-128, ext 286. Please reference the above file numbers in future correspondence.

Yours truly,

Jackie Burkart
Senior Planner

Watershed for Life
June 10, 2009

Lake Simcoe Region Conservation Authority
120 Bayview Parkway.
Newmarket ON L3Y 4X1

Attention: Tammy Chung

Dear Ms. Chung:

Re: Permit Application for Lover's Creek Crossing (Extension of Bryne Drive)
City of Barrie, County of Simcoe

In response to the letter of January 8, 2009, sent to SmartCentres addressing the submission for the above noted project, the City of Barrie can confirm that SmartCentres is working with the City of Barrie to update the Master Plan.

The City of Barrie further confirms that the location of the road alignment crossing Lover’s Creek, provided by SmartCentres, does match the proposed road location in the Master Plan.

I trust this letter is satisfactory in addressing your Comment #1 outlined in the above mentioned letter.

Yours truly,

Karim Khan BSc., MS Eng.
Transportation Planning Engineer

pc: Ainley Group, M. Neumann
SmartCentres, N. Vicano

KK/pap
Reid Mitchell

From: Doron, Peter (MTO) [Peter.Dorton@ontario.ca]
Sent: June 23, 2009 9:05 AM
To: neumann@alinleygroup.com, St. Michael (MTO), Gilgias, Shane (MTO)
Cc: Tom Nollet, Reid Mitchell, Karim Khan, Ralph Scheunemann, Cane, Bruce (MTO)
Subject: RE: City of Barrie Byrne Drive Class EA-Synchoro Report - 108073

Mike:

We have completed our review and offer the following comments:

1) The City of Barrie recently proposed to use growth rate factors from the EMME3 model and apply them to baseline volumes to forecast volumes. The Ministry has agreed in principal to this proposal and asked the City to provide a summary of growth rate factors for all Hwy 400 crossing roads. We are still awaiting the summary. If the Ministry agrees with the proposed growth rates we would like the City to use the same methodology for all EA reports.

2) With regards to the preferred Alternative #8, we do not foresee any major issues or concems with the substandard spacing of 245m between the west ramp terminal and Byrne/ Harvie Rd intersection if the proposed Harvie / Big Bay Point Interchange can be configured as a signalized Paradox A4. We recommend that a detailed operational analysis be undertaken at the Byrne Dr / Harvie Rd intersection to determine what the ultimate lane configuration is at the intersection (particularly on the WB approach) with the various crossing road alternatives. Can the decision on the location of the Byrne/Harvie intersection be included as part of the Harvie Rd / Big Bay Point Rd. crossing Rd EA?

3) We see the need for a standard right turn channelization for the WB RT at the Harvie Rd / Byrne Dr intersection to minimize W-S queuing along Harvie Rd. Please confirm if the installation of a standard RT channel with an acceleration lane on Byrne Dr is feasible.

4) We would not permit a NB double RT lane at Harvie Rd / Byrne Rd intersection as weaving problems would occur due to the short distance to the W-S ramp. The opposing SB double LT lanes would also conflict with the RT movements.

5) The Harvie Rd / Big Bay Point Interchange type and lane requirements shall be addressed in the crossing Rd EA.

6) Wherever there is reference in the Byrne Dr. EA report to a new interchange the wording should include “possible interchange”, as the report reads now, a new interchange sounds as if it is confirmed. Also, on page 6, under Network Layout, there is mention of a TSH Highway 400 feasibility study. This should be clarified to read “January 2006 Draft TSH Highway 400 0 Harvie Rd / Big Bay Point Rd. Feasibility Study”; note also that the east ramp terminal layout shown on the figure on page 6 differs considerably from the TSH layout on Exhibit 5-3 (hp. TSH Ex. 5-3 does not include 6 lane exit ramp, there are no SB left turns from Harvie Rd, there are no SB left turns permitted, there is a ramp E-N).

Please feel free to contact me if you have any questions.

Yours,
Peter Doron
Project Manager
MTO Central Region
Corridor Management Section
7th Floor, Building D
1201 Wilson Avenue
Downtown, ON, M5M 1J8
Ph: 416-235-2580
Fx: 416-235-2687
Email: peter.dorton@ontario.ca

From: Mike Neumann [mike@neumannalinleygroup.com]
Sent: June 24, 2009 8:00 PM
To: Doron, Peter (MTO); St. Michael (MTO); Gilgias, Shane (MTO)
Cc: Tom Nollet; Reid Mitchell; Karim Khan; Ralph Scheunemann
Subject: RE: City of Barrie Byrne Drive Class EA-Synchoro Report - 108073

Hi All

We have a meeting with the City tomorrow to review the completion of the alternative evaluation process for the Byrne Drive Master Plan Update. You may recalls that the new alignment was accounted for a potential future interchange on Highway 400 in this area. I have confirmed with Tom from our office that we have not received a response from MTO on our April submission made below. Please advise if MTO is in agreement with the report and its findings to permit us to finalize the Master Plan. When can we expect to receive your feedback?

Regards,

Mike Neumann, P. Eng
Vice-President, Transportation Engineering
Alinley Group
200 Freyfield Parkway
Guelph, Ontario
L9V 4J6

neumann@alinleygroup.com
Phone: (705) 445-3241 ext. 145
Fax: (705) 445-0968
Cell: (705) 445-1721
www.alinleygroup.com

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--- Original Message ---

From: Tom Nollet
To: Shane Gilgias
Sent: Friday, April 24, 2009 3:00 PM
Subject: For: City of Barrie Byrne Drive Class EA-Synchoro Report - 108073

--- Original Message ---

09/02/2010
From: Tom Nollet
To: Kehim Khan; Ralph Scheunemann
Cc: Reid Mitchell; Mike Neumann; Michael Sti; Shane Cipraro; Peter Polton
Sent: Friday, April 24, 2009 2:33 PM
Subject: City of Barrie Byrne Drive Class EA-Synchro Report - 106073

To All

Attached are the pdf files that make up the Byrne Drive Synchro Report. The Synchro Files will follow in a second email.

Regards,

Tom Nollet, CET.
Senior Technologist

www.ashleygroup.com
Tel: (705) 445-3411 Ext. 156
Cell, (705) 443-4663

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09/02/2010
July 7, 2009

Lake Simcoe Region Conservation Authority
120 Bayview Parkway
Box 282
Newmarket, Ontario
L3Y 4X1

Attn: Jackie Burkart
Senior Planner

Ref: Bryne Drive Master Plan Update (north of Caplan Dr.)

Dear Ms. Burkart:

On behalf of the City of Barrie, we are responding to your letter dated April 8, 2009 with respect to the above-mentioned Master Plan update.

Although we can appreciate your preference for Option 2, we wish to advise you that it is likely that a variation of Option 3 will be selected as the Preferred Alignment. Option 2 does not meet the setback requirements for a future interchange on Highway 400, nor does it fit in with the development plans for the area.

We acknowledge that the City will be required to address compensation for loss of the woodland feature and that CA approvals will be necessary for crossings of Lover’s Creek, Whiskey Creek and the Whiskey Creek tributary (located north of Harvie Road).

Formal notification of the selection of the Preferred Alignment will be forthcoming. In the interim, if you have any questions or comments, please do not hesitate to contact either Ralph Scheunemann or the undersigned.

Yours truly

AINLEY & ASSOCIATES LIMITED

Mike Neumann, P. Eng.
Vice-President, Transportation

cc: Ralph Scheunemann
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---Original Message---

From: Doron, Peter (MTO) [mailto:Peter.Doron@ontario.ca]
Sent: June 25, 2009 9:05 AM
To: neumann@abilleygroup.com; Sr, Michael (MTO); Glueer, Shane (MTO); Cc: Tom Nollet, Reid Mitchell, Kevin Khan, Ralph Schueneman; Cns, Bruce (MTO)
Subjects: RE: City of Barrie Byrne Drive Class EA-Synchro Report - 108073

Mike:

We have completed our review and offer the following comments:

1) The City of Barrie recently proposed to use growth rate factors from the EMME2 model and apply them to baseline volumes to forecast volumes. The Ministry has agreed in principle to the proposal and asked the City to provide a summary of growth rate factors for all Hwy 400 crossing roads. We are still awaiting the summary. If the Ministry agrees with the proposed growth rates we would like the City to use the same methodology for all EA reports.

2) With regards to the preferred Alternative #3, we do not foresee any major issues or concerns with the standard spacing of 24m between the west ramp terminal and Byrne/Harvie Rd intersection if the proposed Harvie/Big Bay Point interchange can be configured as a standard Parado A4. We recommend that a detailed operational analysis at the Byrne Dr /Harvie Rd intersection be undertaken as part of the Harvie Rd / Big Bay Point Rd. crossing Rd EA to determine what the ultimate lane configuration is at the intersection (particularly the WB approach) with the various crossing road alternatives. Can the decision on the location of the Byrne/ Harvie intersection be included as part of the Harvie Rd / Big Bay Point Rd. crossing Rd EA?

3) We see the need for a standard right turn lane channelization for the WB RT at the Harvie Rd / Byrne Dr intersection to minimize WB queuing along Harvie Rd. Please confirm if the installation of a standard RT channel with an acceleration lane on Byrne Dr is feasible.

4) We would not permit a SB double RT lane at Harvie Rd / Byrne Dr. Interaction as weaving problems would occur due to the short distance to the W-S ramp. The opposing SB double LT lane would also conflict with the RT movements.

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6) Wherever there is reference in the Byrne Dr EA report to a new interchange the wording should include "possible interchange" as the report reads now, a new interchange sounds as if it is confirmed. Also, on page 5, under Network Layout, there is mention of a TSH Highway 400 feasibility study. This should be clarified to read "January 2008 Draft TSH Highway 400 Harvie Rd / Big Bay Point Rd. Feasibility Study" note also that the east ramp terminal layout shown on the figure on page 6 differs considerably from the TSH layout on Exhibit 5-2 (eg. TSH Ex. 5-3 does not include a lane exit ramp, there are no EB left turns from Harvie Rd, there are no SB left turns permitted, there is a ramp E-N).

Please feel free to contact me if you have any questions.

Thanks,

Peter Doron
Project Manager
MTO Central Region
Corridor Management Section
25th Floor, Building D
1201 Wilson Avenue
Downtown, ON M4M 1J8
Ph: 416-226-6280
Fx: 416-226-6287
Email: peter.doron@ontario.ca

From: Mike Neumann [mailto:MikeNeumann@abilleygroup.com]
Sent: June 24, 2009 5:56 PM
To: Doron, Peter (MTO); Sr, Michael (MTO); Glueer, Shane (MTO); Cc: Tom Nollet, Reid Mitchell, Kevin Khan, Ralph Schueneman
Subjects: RE: City of Barrie Byrne Drive Class EA-Synchro Report - 108073

All,

We have a meeting with the City tomorrow to review the completion of the alternative evaluation process for the Byrne Drive Master Plan Update. You may recall that the new alignment setback accounted for potential future interchange on Highway 400 in this area. I have confirmed with Tom from our office that we have not received a response from MTO on our April submission made below. Please advise if MTO is in agreement with the report and its findings to permit us to finalize the Master Plan. When can we expect to receive your feedback?

Regards,
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----- Original Message ----- 
From: Tom Nollet
To: Shane Gilhuane
Sent: Friday, April 24, 2009 3:06 PM
Subject: PwC: City of Barrie Bryne Drive Class EA-Synchro Report - 108073

----- Original Message ----- 
From: Tom Nollet
To: Kenm Xiao, Ralph Scheunemann
Cc: Reid Michayl, Mike Neumann; Michael St; Shane Gilhuane; Peter Dorton
Sent: Friday, April 24, 2009 2:33 PM
Subject: City of Barrie Bryne Drive Class EA-Synchro Report - 108073

To All

Attached are the pdf files that make up the Bryne Drive Synchro Report.
The Synchro files will follow in a second email.

Regards,

Tom Nollet, CET,
Senior Technologist

www.ainsleygroup.com
Tel: (705) 443-3431 Ext. 158
Cell: (705) 443-4883

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From: G. Bell (January 26 2009)

Subject: Fw: City of Barrie Bryne Drive Class EA – Realignment on CTV lands

Hello Ralph and Kartm

On behalf of CTV I advise that Bryne Drive Option 3R with the alignment at the north boundary of the CTV lands matching the east limit of Part 5 of 51R-36655 as the configuration of the lot configuration of the development, is acceptable to CTV.

Part 5 is to provide a City access easement from Bryne Drive to the ravine lands to be dedicated to the City. The Option 3R other wise follows the proposed development plan and Consent to sever the CTV lands.

Attached is a pdf of the Reference Plan 51R-36655 prepared and deposited February 2009 to clear conditions of a Consent to sever the CTV development lands. I think I sent this before but it may be useful to have for City approval of the EA Master Plan Review.

Regards

Gary Bell

cc CTV- Susan Mason, Peggy Hebden

Gary Bell, RPP; President
Skelton, Brumwell and Associates Inc.
93 Bell Farm Road, Suite 107, Barrie, ON L4M 5G1
705-726-1141 Fax: 705-726-0331 gbell@skeltonbrumwell.ca

www.skeltonbrumwell.ca

"Adding Value To Your Enterprise"
G. Bell
April 27 2009
Subject: Fw: Bryne Drive realignment north of Caplan Avenue

Hello Ralph and Karim.

On behalf of Barrie View Farms I am pleased to advise that the realignment Option 3R with the inclusion of a 5 m extension to the west side of Block 1 is workable. Option 3R with a 5 m extension to Block 1 from surplus lands of the reconstruction of the City storm water pond is acceptable to Barrie View Farms.

I understand from our consultations that you will incorporate Council permission to convey the 5 m strip as part of the approval of the EA Master Plan Review.

Sora and Giffels provided the attached Concept Plan for Princess Auto August 12 which demonstrates that the building has been moved to respect the preferred Bryne Drive alignment and the required truck turning and parking are accommodated in the extended Block.

Barrie View Farms will, as a condition of C4 rezoning, convey the lands required for the realignment of Bryne Drive to the City and the City will convey to Barrie View Farms surplus corners of the existing drainage system and the 5 m strip to Barrie View Farms, all at no land cost, to provide for the construction of Bryne Drive by others in the City's preferred realignment and curvature of Bryne Drive.

Thank you for resolving this issue.

Regards

Gary Bell

cc Barrie View farms- Martin Caplan
Sora! Giffels- Joe Hamadi

Gary Bell, RPP, President
Skelton, Brumwell and Associates Inc.
93 Bell Farm Road, Suite 107, Barrie, ON L4M 5G1
705-726-1141 Fax: 705-726--0331 gbell@skeltonbrumwell.ca
www.skeltonbrumwell.ca
"Adding Value To Your Enterprise"
Hello Mike and Ralph

Attached is our drawing of the boundary of the Barrie View Farms lot for Princess Auto revised as per your Bryne Drive preferred Option 3f sent to us in autocad December 10 from Mike McDonald.

We appreciate your initiative to use a 26 m r.o.w. in this section of Bryne Drive and confirmation that it does provide for all the required elements for the cross section of the realignment in this section.

The Parts on the draft R Plan by EWS are shown as well. The revised front lot line affects only Parts 18, 19, 20 and 21 by making Parts 1, 2 and 3 slightly bigger. That 1 - 2 m is very useful to the Princess Auto truck turning manoeuvres and grading design at the rear.

Would you please confirm that the new boundary conforms to the Bryne Drive Preferred Option 3r so that we may proceed to bar the site and deposit the R Plan.