



March 28, 2019

JDE Project 18027

**Park City Inc.**  
505 Yonge Street  
Barrie, ON L4N 4E1

**RE: Traffic Brief - Addendum  
152 Miller Drive Development, City of Barrie**

This letter was prepared by **JD Northcote Engineering Inc.** [JD Engineering] for the account of the **Park City Inc.** [The Developer].

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**1.0 BACKGROUND**

JD Engineering prepared a traffic brief for the proposed 152 Miller Drive development located in the City of Barrie [City] (dated April 20, 2018) [TB]. The above noted TB assessed the traffic-related impact of the proposed development on the adjacent roadway and provided recommendations to accommodate this traffic in a safe and efficient manner. Since the TB has been completed, the proposed 152 Miller Drive development site plan has been revised from 71 townhouse units and 4 semi-detached units to include 43 single detached residential units (revised site plan is provided in the **Appendix**). This letter is intended as an update to the TB for the proposed 152 Miller Drive development.

**2.0 TRIP GENERATION**

**2.1 TRIP GENERATION FROM THE TB**

The traffic generated by the 152 Miller Drive development from the TB has been included for illustrative purposes in **Table 1**.

**Table 1 - Estimated Traffic Generation from the TB**

Land Use	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (Low-Rise) ITE Land Use: 220	75 units	9	28	37	29	17	46

**2.2 REVISED TRIP GENERATION**

The revised traffic generation for the proposed development has been based on the Institute of Transportation Engineers [ITE] *Trip Generation Manual* (10<sup>th</sup> Edition) [ITE Trip Generation



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Manual]. The following ITE land use has been applied to estimate the traffic from the proposed development:

- ITE land use 210 (Single-Family Detached Housing) – General Urban / Suburban Setting

The estimated trip generation of the proposed development is illustrated below in **Table 2**. The AM and PM peak traffic generation for the proposed development is not expected to exactly align with the AM and PM peak hour in the traffic counts; consequently, we have applied the peak hour of adjacent street traffic values provided in the ITE Trip Generation Manual.

**Table 2 - Revised Traffic Generation**

Land Use	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached Housing ITE Land Use: 210	43 units	8	24	32	27	16	43

### 2.3 CHANGE IN TRIP GENERATION

Comparing Tables 1 and 2, the proposed change in the development will result in a marginally lower trip generation during the AM and PM peak hour. Based on our review, the recommendations and conclusions as presented in the TB will remain applicable for the proposed 43 unit development.

### 3.0 SITE ACCESS

There is no change to the configuration of the Site Access.

### 4.0 SUMMARY

The recommendations and conclusions as presented in the TB will remain applicable for the proposed 43 unit development.

We trust that you find this letter satisfies your requirements.

Yours truly,  
**JD Northcote Engineering Inc.**



John Northcote, P.Eng.  
President

## APPENDIX

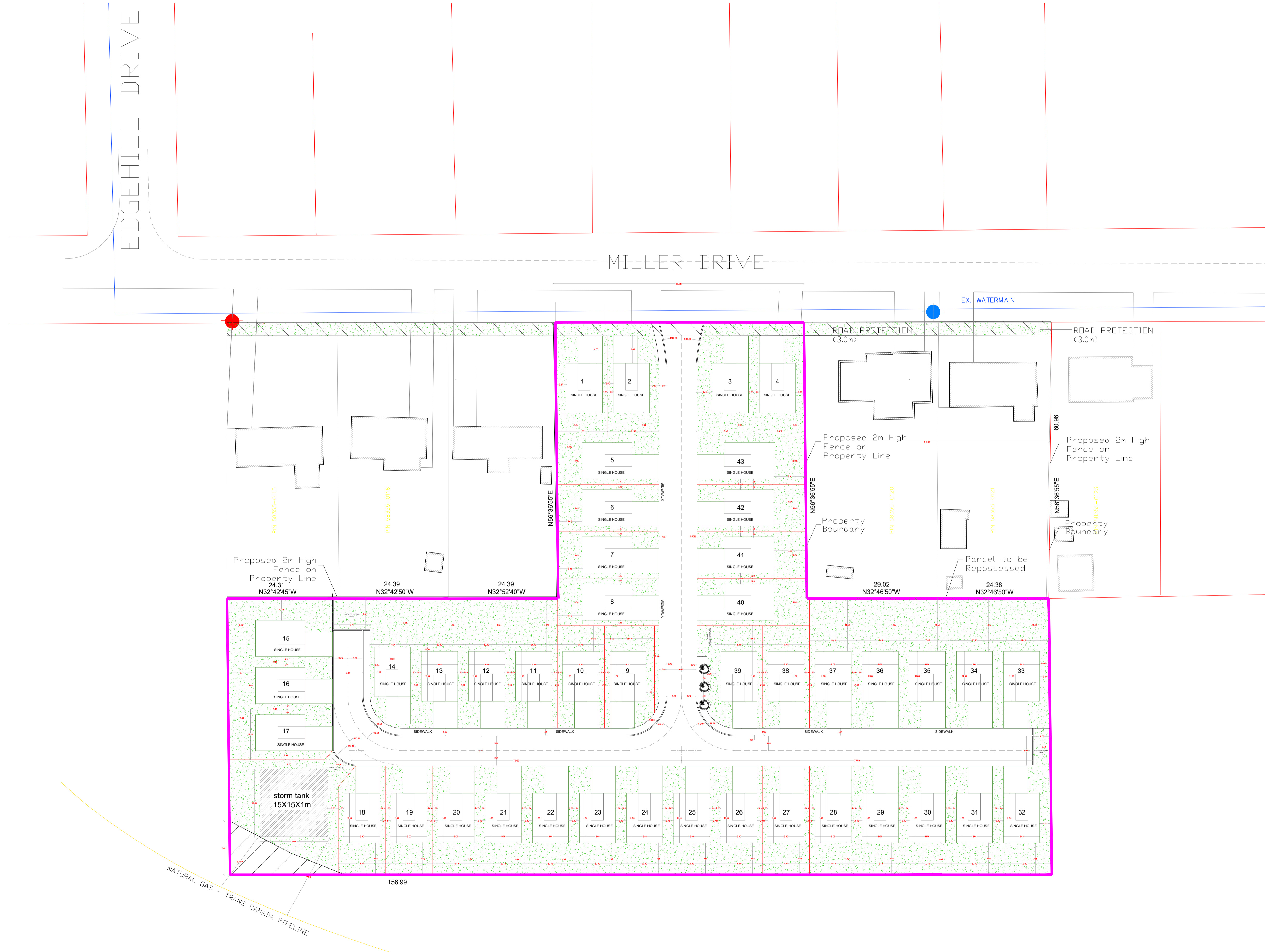
# NOTES :

TOTAL AREA OF LAND 14397.8 M2

SINGLE HOUSE : 43

## PARKING DETAILS :

FOUR PARKING SPOTS FOR EACH SINGLE HOUSE  
 TWO OF THEM IS INDOOR GARAGE PARKING  
 TWO OF THEM IS OUTDOOR GARAGE PARKING  
 86 INDOOR GARAGE PARKINGS  
 86 OUTDOOR GARAGE PARKINGS  
 TOTAL OF PARKING SPOTS IS 172 ONLY



# iViVA Homes



## MILLER DRIVE SITE PLAN

### ARCHITECTURAL PLAN

#### LAYOUT PLAN OF MILLER DRIVE

DATE: 03 19 2019  
 M D Y

EX REF. SCALE: ... FORMAT: A1