



July 12<sup>th</sup>, 2024

JDE Project 20095

**Ministry of Transportation**  
 159 Sir William Hearst Avenue, 7<sup>th</sup> Floor  
 Toronto, ON M3M 0B7

Attn: Colin Mulrenin

**RE: Rose Street Affordable Housing, City of Barrie – Traffic Impact & Parking Study  
 Fourth Submission Comments**

**JD Northcote Engineering Inc.** [JD Engineering] is pleased to provide the attached revised Traffic Impact & Parking Study [TIS] for the proposed affordable housing development, in the City of Barrie [City].

The proceeding table summarizes how we have addressed each of the MTO’s comments, which were provided after the 3<sup>rd</sup> submission of the TIS, as included in email composed by Colin Mulrenin on June 24, 2024 [MTO Email]. We have included a copy of the MTO Email in this submission for reference.

<b>MTO Email</b>	
<b>Comment 1</b>	<p><i>MTO TIS requirements have not been met.</i></p> <ul style="list-style-type: none"> <li><i>It is anticipated that ultimate build-out will occur by 2025. As per our TIS requirements there should be an analysis for opening day 2025, 5 years after opening in 2030 and 10 years after opening in 2035.</i></li> </ul>
<b>Response</b>	<p>The TIS has been revised to include the 2025 build-out year (2025), the 3-year horizon year (2028), the 5-year horizon year (2030), and 10-year horizon year (2035). The 2028 horizon year has been chosen to consider traffic operation pre- and post-Highway 400 / Rose Street improvements.</p> <p>An additional email was sent t MTO staff on July 9<sup>th</sup>, 2024, providing rationale behind the original horizon year selections.</p>
<b>Comment 2</b>	<p><i>Is there a design for the provision of a pedestrian connection between Bayfield Street and the future Rose Street dead-end, within the MTO right-of-way? This was not noted in the recommended plan.</i></p>
<b>Response</b>	<p>The pedestrian connection between Bayfield Street and the future Rose Street dead-end was discussed in the July 2<sup>nd</sup> 2024 meeting with MTO. A sidewalk connection between Bayfield Street and Rose Street is included on the 2004 TESR drawings for the Bayfield Street / Highway 400 interchange.</p>



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<b>Comment 3</b>	<i>V/C ratios of 0.75 and higher have identified at the Highway 400 at Bayfield Street off-ramp within the 10 year development horizon. What is the proponent recommending to bring V/C ratios under 0.75 during the PM Peak?</i>
<b>Response</b>	The TIS has been revised to consider additional improvements that may improve operations at the Highway 400 / Bayfield Street interchange; however, extensive infrastructure improvements would be required to achieve a V/C ratio of 0.75 for the future traffic projections. The TIS recommends an alternative approach with a continued coordinated effort between the City and MTO to achieve a higher transportation modal split for the area.
<b>Additional</b>	The TIS has been revised to include the latest development statistics, including updated traffic generation and parking justification.

We trust you will find this submission acceptable. Should you have any questions or concerns or require any additional information in this regard, please contact the undersigned.

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



John Northcote, P.Eng.  
President

**From:** Michele Freethy  
**Sent:** Monday, June 24, 2024 12:53 PM  
**To:** Michele Freethy  
**Subject:** FW: 20 Rose Street - MTO Comments on the ZBA (D30-006-2024)

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**From:** Mulrenin, Colin (MTO) <[Colin.Mulrenin@ontario.ca](mailto:Colin.Mulrenin@ontario.ca)>  
**Sent:** Monday, June 24, 2024 11:34 AM  
**To:** Michele Freethy <[Michele.Freethy@barrie.ca](mailto:Michele.Freethy@barrie.ca)>  
**Subject:** RE: 20 Rose Street - MTO Comments on the ZBA (D30-006-2024)

Hi Michele,

I've just received comments from our Traffic office on the rezoning and they have noted the following concerns, which should be addressed prior to MTO's approval of the rezoning:

- MTO TIS requirements have not been met.
  - It is anticipated that ultimate build-out will occur by 2025. As per our TIS requirements there should be an analysis for opening day 2025, 5 years after opening in 2030 and 10 years after opening in 2035.
- Is there a design for the provision of a pedestrian connection between Bayfield Street and the future Rose Street dead-end, within the MTO right-of-way? This was not noted in the recommended plan.
- V/C ratios of 0.75 and higher have identified at the Highway 400 at Bayfield Street off-ramp within the 10 year development horizon. What is the proponent recommending to bring V/C ratios under 0.75 during the PM Peak?

Please let me know if you have any questions about these comments.

**Colin Mulrenin (He/Him)**

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