

File 422358

May 22, 2024

Yadvinder Deswal
Barrie Yonge Development North LP
80 Maritime Ontario Boulevard, Unit 239
Brampton, Ontario L6S 0E7
yadvinderdeswal@gmail.com

Re: 447-455 Yonge Street, City of Barrie
Traffic Impact Study - Addendum

Dear Yadvinder:

This letter serves as an addendum to the *447-455 Yonge Street Traffic Impact Study* (dated September 8, 2022) and addresses the pre-consultation review comments received from City of Barrie staff (comments received November 2023).

VEHICLE SWEEP PATH ASSESSMENT

The *447-455 Yonge Street TIS* includes a vehicle swept path assessment for a waste collection vehicle and a medium single unit truck. The City's Transit Department has requested that the vehicle swept path assessment also include consideration for a specialize transit bus (Spirit of Freedom or similar). The assessment was completed using AutoTURN software, the results of which are illustrated in Appendix A. As indicated, the site will readily accommodate the manoeuvring requirements of a specialized transit bus for accessible boardings.

SIGHT LINE ASSESSMENT

A detailed sight line assessment was provided in the *447-455 Yonge Street TIS*. City Transportation Planning staff have requested that the sight lines be illustrated in a figure with the site plan to demonstrate the available sight lines along MacLaren Avenue at the site access. A figure illustrating the sight lines as requested is provided in Appendix B.

CONSTRUCTION MANAGEMENT & PARKING PLAN

Construction Staging

As per the City's request, a preliminary construction staging plan has been prepared to illustrate how the construction of the proposed development will temporarily impact the area road network. The staging plan considers trades parking, deliveries, impacts to pedestrian facilities, etc. It is noted that the

construction staging plan is considered preliminary and for discussion purposes only. It is recognized that the contractor selected to construct the development may require revisions based on actual construction operations.

The following alterations to the study area transportation network are recommended to accommodate the construction staging for the proposed development:

1. Close portion of existing sidewalk along Yonge Street.
2. Provide temporary pedestrian walkway (2.0m width) adjacent to curb lane on Yonge Street to maintain pedestrian connectivity.
3. Establish construction staging areas on Yonge Street (large delivery vehicles) and MacLaren Avenue (small delivery vehicles).
4. Erect construction hoarding/fencing across the frontage of the site along Yonge Street and MacLaren Avenue.

The preliminary construction staging plan is illustrated in Appendix C.

Trades Parking

There will be limited to no parking provided on-site during the early stages of construction, recognizing that the underground parking structure will encompass a majority of the site (i.e. construction of the parking garage will preclude parking on-site). As such, trades parking will be accommodated via on-street parking located on MacLaren Avenue until such time that parking can be accommodated on-site. To limit disruption to the residential area to the east of the site, it is recommended that any on-street parking of trades vehicles on MacLaren Avenue be limited to the section of road between Yonge Street and the first residential driveways (as illustrated on the construction staging plan provided in Appendix C). As per the City's *By-law 2020-107, Traffic By-Law*, no on-street parking is permitted within 9.0 metres of an intersection or within 1.5 metres of a private driveway.

Should additional parking be required, the applicant will investigate opportunities to secure off-site parking within the area. It is noted that the applicant owns the lands located at 427-437 Yonge Street, on which a similar development is being proposed. Depending on the construction timeline for each development parcel, there may be opportunity for the provision of trades parking on 427-437 Yonge Street to support construction of 447-450 Yonge Street.

Construction Access

Primary access to the site will be provided via a 5.0m wide construction staging area located in the boulevard along Yonge Street, fronting the site. This area will accommodate larger delivery vehicles during construction of the development. Smaller delivery vehicles will access the site via a secondary



construction staging area (also 5.0m wide) located in the boulevard along MacLaren Avenue. Upon completion of the underground parking garage and establishment of the site's permanent access on MacLaren Avenue, some construction traffic (small deliveries and trades vehicles) may access the site via MacLaren Avenue.

Impact to Adjacent Properties

The construction staging requirements are not expected to inhibit or prevent access to the adjacent properties. While it is acknowledged that the site will require construction hoarding/fencing along the perimeter, all efforts will be made to ensure access is maintained throughout the construction process. It is noted that no longstanding lane closures are proposed as part of the construction; however, temporary closures of the curb lane on Yonge Street may be required to accommodate construction activities – these closures, if needed, will be temporary in nature and coordinated with the City.

Impacts to Municipal Infrastructure

No significant impacts to existing municipal infrastructure/roadway configuration are anticipated, notwithstanding the temporary closing of the sidewalk fronting the site on Yonge Street. The staging area on Yonge Street has been located so as to avoid impacts to the existing light standards/utility poles and fire hydrants.

Pedestrian Movements

Pedestrian movements along Yonge Street and MacLaren Avenue will be largely unaffected by the construction of the proposed development in that pedestrian access will be maintained through the area. While the sidewalk fronting the development site along Yonge Street will be closed, a temporary walkway will be provided to maintain connectivity. It is noted that there is sufficient space to provide the temporary walkway within the boulevard on Yonge Street without impacting the existing travel lanes on either road.

Transit Impacts

While there is a transit stop located on Yonge Street at the southeast corner of the intersection with MacLaren Avenue, the construction zone is not expected to impact transit service in the area (i.e. no bus stop relocations are required).



CLOSING

We trust that the above adequately addresses the City's pre-consultation review comments. Should you have any questions regarding the contents contained herein, please do not hesitate to contact us directly.

Yours truly,

Tatham Engineering Limited

A handwritten signature in blue ink, appearing to read 'David Perks', with a stylized flourish extending from the bottom.

David Perks M.Sc., PTP

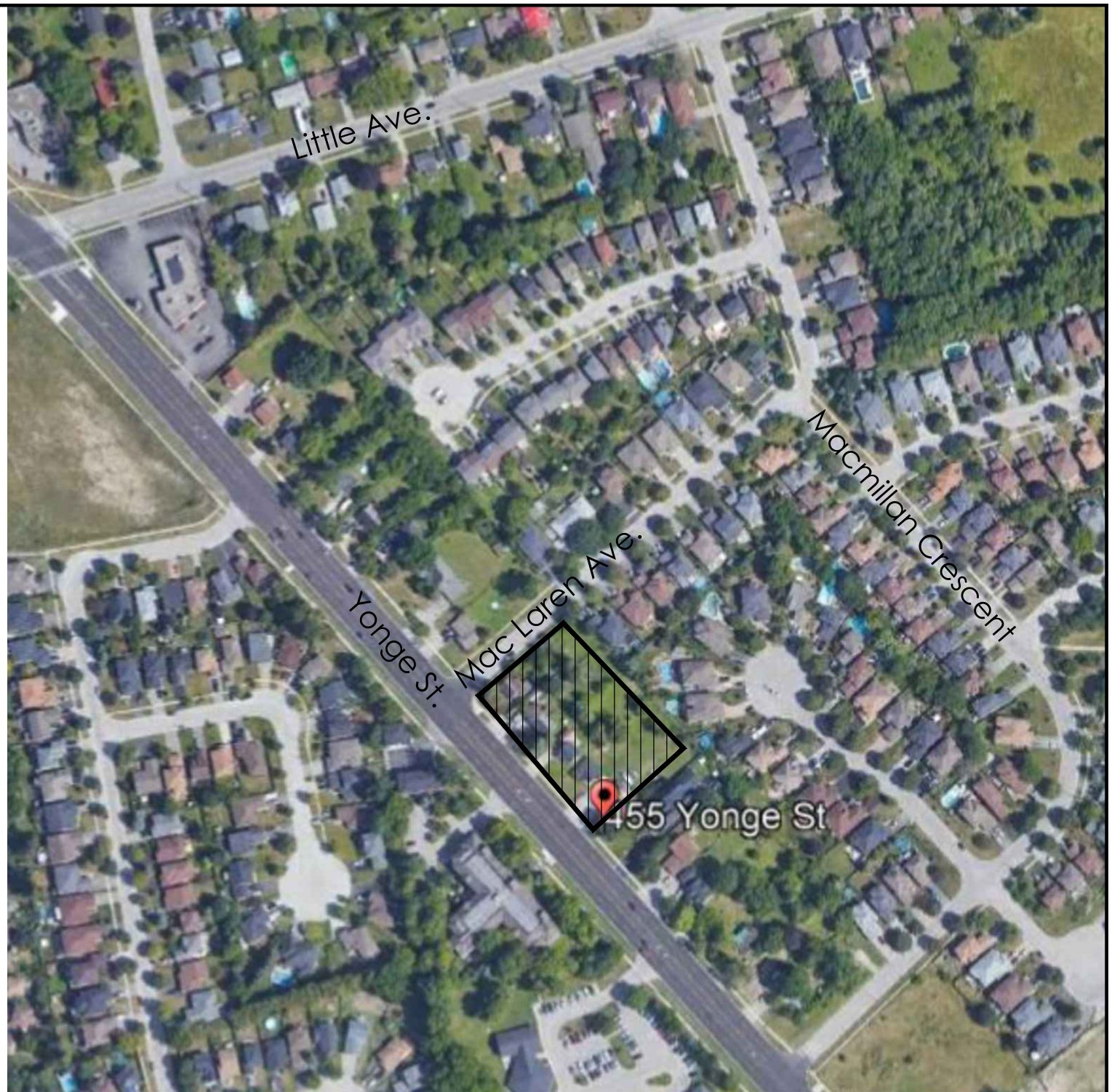
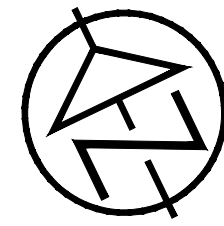
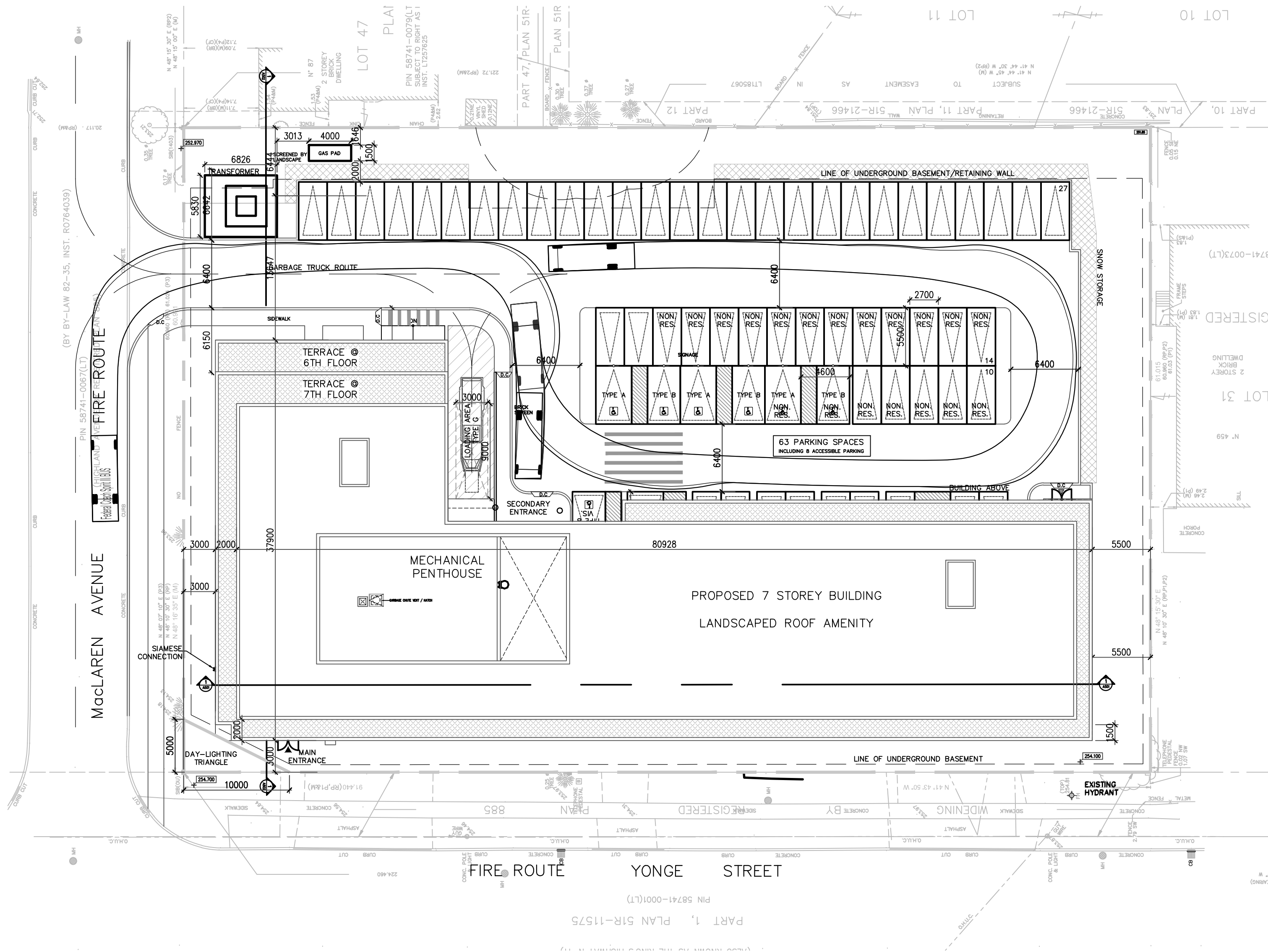
Transportation Planner, Group Leader

DP: dp

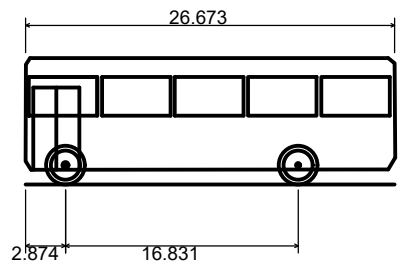
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APPENDIX A: VEHICLE SWEEP PATH ASSESSMENT



KEY PLAN
N.T.S.



Federal Coach Spirit III BUS	
Overall Length	26.673ft
Overall Width	8.005ft
Overall Body Height	9.153ft
Min Body Ground Clearance	1.067ft
Track Width	8.005ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	31.824ft

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BENCHMARKS

NOTES

No.	REVISION DESCRIPTION	DATE
1.	1ST SUBMISSION	MAY 22/2024

ENGINEER STAMP

447-455 YONGE STREET BARRIE
BUS TURNING TEMPLATE

DESIGN: DDOH	FILE: 422358	DWG: T-3
DRAWN: DDOH	DATE: MAY 2024	
CHECK: DP	SCALE: 1:300	

APPENDIX B: SIGHT LINE ASSESSMENT



447-455 YONGE STREET - TRANSPORTATION IMPACT STUDY ADDENDUM

Appendix B: Sight Line Assessment



APPENDIX C: CONSTRUCTION MANAGEMENT & PARKING PLAN



447-455 YONGE STREET - TRANSPORTATION IMPACT STUDY ADDENDUM

Appendix C: Construction Staging Plan

