



Consultation Report

County of Simcoe Social and Community Services and Housing Development in Orillia

On March 10, 2021, the County of Simcoe hosted two open house events to seek input regarding the proposed development of the Social and Community Services and Housing Development on the site of the former ODCVI secondary school, located at West Street North and Borland Street East. Due to COVID-19 restrictions the open houses were accommodated in a virtual format using Microsoft Teams Live.

The intent of the open house public information sessions was to share project information and gather community feedback on the proposed building design and site layout. The public information session presentation provided an overview of project background information, proposed building and site design, community services and public uses, safety and traffic, and environmental impact, followed by an interactive question and answer session.

The open house presentation, recordings of both the afternoon and evening sessions, and the full transcript of the written questions and answers have been posted on the project webpage: <https://www.simcoe.ca/countyorilliacampus>. A copy of the March 10, 2021 public information sessions question and answer transcript is included as part of this Report.

The open house public information session events were advertised directly to residents within 120 meter proximity to the project site, as well as through media advisories released March 1, 2021, and March 8, 2021.

122 public information session invitations were provided to the City of Orillia Planning Department in stamped envelopes, to be addressed and mailed on behalf of the County of Simcoe, to residents within 120 meters of the subject property.

Distribution of Public Information Sessions invitations to area residents included an introductory letter, a project factsheet, and a How to Participate in the Virtual Public Information Sessions handout. Copies of the invitation to area residents and the media advisory are included as part of this report.

46 participants attended the afternoon public information session.
39 participants attended the evening public information session.

Below is a summary of comments and inquiries received during the County's consultation process including the public information sessions, a response to the comment, and an overview of any changes made to the proposed development.

In addition, email correspondence received during the public information session process is included as part of this Report.

Neighbourhood compatibility

Comments have been received specifically about the scale of the proposed development, and that the proposed development is perceived to not be compatible with the existing residential neighbourhood.

Response: The majority of the site is located in the City of Orillia Official Plan 'Living Area – Intensification Area' designation. The Living Area designation objectives aim to protect and enhance the existing character of neighbourhoods, while at the same time promote higher density, transit supportive and mixed-use development, encourage a range of housing forms and tenures that are compatible with the character of the adjacent buildings. Neighbourhood compatibility enables appropriate development while ensuring the existing area is not negatively impacted.

Compatible, as defined in the City's Official Plan, means development may not necessarily be the same or similar to existing buildings, but enhances an established community and co-exists with existing development without causing any undue adverse impact on surrounding properties. Undue adverse impacts as a result of infill development may include traffic congestion, pressure on existing infrastructure, and/or loss of privacy. Concerns about traffic, water pressure and potential overlook are also addressed in this Report. The proposed siting of the building and overall site layout have been designed to enhance and co-exist with the existing community.

To ensure the proposed building fits within and enhances the surrounding area the scale, design, and choice of proposed materials and colours have been given careful consideration to ensure compatibility with the character of the adjacent buildings as well as to achieve architectural diversity in the community. Although the site is not located in the City's heritage conservation district, the City of Orillia Heritage Conservation District Plan was referenced with regard to the Plan's conservation and development guidelines for new construction. The bottom portion of the building is anchored in a heavier stone base while the middle and top have precast cornices, windows and veneer colours for a residential appearance, and façade that blends with the neighbourhood character.

Furthermore, the proposal will ensure compatibility with the adjacent lower density neighbourhood to the south and east by providing appropriate setbacks and also exceeding the 45 degree angular plane (explained below). The transition to lower density areas is also further defined through the siting of the building by locating the bulk of the building away from adjacent lower density residential neighbourhood.

The landscaping plans propose to both preserve and supplement the site with extensive tree plantings which will contribute to the urban greenspace, provide privacy, and enhance the existing neighbourhood. Additional enhancements include the proposed social and community service uses on site such as the child care centre, community kitchen, and community program rooms.

Summary of changes to the proposal as a result of consultation with residents: In an effort to further ensure compatibility with the existing neighbourhood character and heritage buildings, additional detail such as building materials and colours have been reviewed. The base layer of

stone has changed from a light tone to a more neutral brown and the black brick on the proposed building façade has been replaced with red brick.

Building elevations

Objection and concern were expressed about the height of the proposed building.

Response: New multi-storey buildings can have negative impacts on existing neighbourhoods. However, negative impacts can be mitigated provided the proposed height and built form is considered within the context of the surrounding area. The site is located within the Intensification Area of the City Official Plan which encourages transit supportive densities and permits apartment buildings up to eight (8) storeys. The site is surrounded by a mix of residential, commercial, and institutional uses, and is located on an existing public transit route.

Existing residential uses adjacent to the site range from low density on the east and south, medium on the north, to high density on the west and east of the subject property. For this reason, the building wing along West Street North, adjacent to existing high density 'R5' and commercial uses is proposed to be six storeys. And the building wing adjacent to existing low density 'R1' use along Borland Street and Peter Street is 4 storeys and setback from the street.

The proposed development attempts to maximize use of the site as well as balance the need for housing and social and community services, while ensuring an operationally sustainable building. Mixed-use mid-rise buildings contribute to complete communities and are able to balance the cost of development with the need to provide for affordable housing.

To address the proposed transition in height and massing, the City Official Plan angular plane provision requires, where a new development is abutting a property line within the Stable Neighbourhood designation, an angular plane shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. As per the City's Zoning provisions, an angular plan of 45° was measured with its vertex of 7.5 metres directly above the property line along Borland Street East. The proposed development exceeds the angular plane provision and provides an appropriate interface with abutting residential buildings. Achieving appropriate transition in scale with the surrounding area also contributes to visual diversity in the urban landscape.

Although not required, a 1:1 street width to height ratio has been applied to the design analysis. A 1:1 street width to height ratio is considered to be a reasonable balance between building elevation and the built environment providing a public realm that does not overshadow neighbouring uses. The building provides a height that does not exceed the 1:1 ratio relative to the existing widths of West Street North and Borland Street East. The roof height of the west wing along West Street North is proposed to be 20.0 meters. The approximate existing right-of-way width of West Street North (classified as an arterial road) is 23 metres. The roof height of the south wing along Borland Street East is proposed to be 14.0 meters. The approximate existing right-of-way width of Borland Street East (classified as a local road) is 20 metres. Access to light and sky view is protected from both the street and the adjacent residential properties. The proposed six (6) storey and four (4) building is appropriately scaled to the existing widths of West Street North and Borland Street East, respectively, as well as the

proposed 1.4 metre West Street North road widening dedication, providing appropriate street enclosure to the surrounding area.

A reduction of building elevation would decrease the ability of the building to be operated in a fiscally sustainable manner. A business case, presented to County Council, demonstrated the proposed building once operating will remain fiscally sustainable. As a result of economies of scale and operational efficiencies realized with the construction of 130 residential units, as well as commercial leasable space, future asset management requirements have been properly calculated and projected, and will include an annual transfer of revenue into capital reserves in order to fund capital replacements. This ensures that the future capital repair needs of the development will be met, rather than necessitating impacts to the tax levy. This method creates an operationally self-sustaining building, maintained in a good state of repair, and ensures the building will not require additional investment for at least the next 50 years.

In addition, should the height of the building be reduced the number of affordable units would ultimately be reduced.

Summary of changes to the proposal as a result of consultation with residents: For these reasons, no change to the proposed building elevations have made.

Concern regarding privacy (overlook)

Loss of privacy due to intrusive overlook into neighbouring properties was expressed as a concern for some neighbouring residents.

Response: Mid-rise buildings and a respect for privacy can be achieved when design, orientation, appropriate setbacks, and tree plantings are arranged to mitigate overlook. The proposed development does not contemplate balconies or decks which further reduces the potential for overlook.

Overlook as a result of the proposed development is minimal. A sight line analysis was completed for the proposed building and the residential dwellings along Borland Street, Peter Street, and West Street North. The sight line analysis is included in the Planning Justification Report, dated February 2021, submitted in support of the Official Plan and Zoning Bylaw Amendment applications.

To minimize views the residential wing along Borland Street was reduced to 4 storeys and setback from the street as much as possible. Due to the existing mature vegetation on the residential dwelling properties and the orientation of the existing residents on Borland Street, the potential from apartment residents overlook is minimal. In addition, as the proposed trees planted on the site along Borland Street frontage mature, this will further reduce the potential for overlook.

There is no direct alignment of the residential properties on Peter Street with the proposed building, and there are no residential unit windows proposed on the eastward facing wall closest to the residential dwellings to the east of the site, therefore there is no potential overlook into the Peter Street properties. In addition, the majority of the existing trees along the perimeter of the site are proposed to be preserved.

The sight line analysis facing West Street North shows potential views. West Street North is identified as an arterial road and many of the existing buildings at this location are commercial.

To address elevation and privacy concerns, additional sight line analysis was conducted to evaluate sight line at the west end of Borland Street, as well as from the outdoor patio amenity area. The sight line analysis indicates the existing mature trees on the neighbouring properties provide excellent seasonal screening.

Summary of changes to the proposal as a result of consultation with residents: Changes to the landscaping plan include more trees of mixed heights and tree cover for year-round privacy. The deciduous tree density has been increased on Borland Street East frontage and a second row of conifers has been added.

In addition, the 6-foot safety glass surrounding the outdoor amenity patio will be darkened to reduce visibility. This also has the added bonus of mitigating potential bird-window collisions.

Privacy Fence

Inquiries have been received regarding the design, material, and installation of the proposed privacy fencing adjacent to neighbouring properties.

Response: A tight board privacy fence is proposed to meet the height provisions of the City's zoning bylaw. The City allows for up to 2.0 meters in height. The material is proposed to be pressure treated wood.

The fence will run entirely on the County's land and any existing fencing will not be disturbed. However, if the property owner would rather an existing fence be removed so that two fences are not parallel to one another, the County is willing to perform this task at no cost. The privacy fence may veer slightly further onto the County's property in some areas to ensure minimal interference with mature trees. Pending City approval of the proposed project, the Construction Projects Supervisor will contact property owners to coordinate the privacy fence installation.

Summary of changes to the proposal as a result of consultation with residents: No change to the proposed installation of the privacy fences on the site have made.

Traffic on Peter Street North

Concern was expressed regarding the proposed site access connection on Peter Street North. Several area residents expressed existing driveway locations, speed and volume of traffic on the local road is dangerous and that the proposed location of the site access does not have safe site line to the south.

Response: Commercial vehicles will be encouraged to access the site from West Street North. The site layout is designed to accommodate waste pick up and deliveries on the ground floor of the West Street wing. In addition, a Traffic Impact Study prepared by JD Northcote Engineering

was submitted to the City of Orillia as part of the complete Zoning By-law and Official Plan Amendment applications.

JD Northcote Engineering provided the following responses:

- The sight distance at the proposed Peter Street North access were reviewed as part of the Traffic Impact Study. The analysis found that the sight distance exceeds the minimum sight distance requirements for a design speed of 60km/h. Consequently, the sight distance is not anticipated to result in any traffic safety issues.
- The scope of our work did not include a review of the sight distance for existing driveways on Peter Street North. Existing issues with the sight distance at existing driveways should be referred to the City. It is noted that the additional traffic generated by the proposed development is generally less than 10% of the total traffic on the road, which is a relatively minor increase.
- The traffic study was completed in 2020, however traffic counts were adjusted to account for the impact of physical distancing orders as a result of COVID19. Traffic data from 2016 was used as the baseline (then factored to account for growth in the area).
- Based on the traffic projections prepared in the Traffic Impact Study, there is sufficient capacity in Peter Street North to accommodate the existing traffic, future background traffic growth and the additional traffic from the proposed development. The projected 2032 traffic volumes are well below the typical design capacity for Peter Street North.

Summary of changes to the proposal as a result of consultation with residents: To address public concern, the Peter Street North access connection point has been changed and is now proposed to be a right-in right-out driveway. It is anticipated the reconfigured Peter Street North driveway will result in a reduction of traffic on the local road. The driveway has also been shifted north 2.55 metres in order to accommodate the relocation of the on-site sidewalk.

Lack of sidewalk on west side of Peter Street North

Concern was expressed regarding pedestrians crossing Peter Street North. Area residents expressed speed and traffic volume on the local road are dangerous for pedestrians crossing the street to access the existing sidewalk on the east side of the road.

Response: Safety and infrastructure are key factors in not only preventing injuries and accidents, but also in influencing decisions to walk or cycle. The proposed site layout is designed to make active modes of transport safe, efficient and pleasant.

Summary of changes to the proposal as a result of consultation with residents: To ensure pedestrian safety the following changes are proposed to the site plan:

- Peter Street North pedestrian crossing visibility enhanced with crosswalk markings and signage,
- Peter Street North pedestrian crossing OTM signage location identified off-site, and
- On-site sidewalk to Peter Street North pedestrian crossing relocated to south side of driveway to accommodate efficient and safe site access.

Transit access

An inquiry was received whether the County has consulted with the City to ensure that public transit going north and south are available in proximity to the proposed development and if there is a need for crossing lights at Borland Street.

Response: Transit availability at this location has been confirmed. The Traffic Impact Study concluded a controlled intersection is not warranted for the Borland and West Street intersection.

Summary of changes to the proposal as a result of consultation with residents: Through consultation with City staff, upgrades to the existing pedestrian crossing signal on West Street North have been proposed. In addition, it has been requested the City consider relocating the southbound transit stop to align with the controlled pedestrian crossing to increase likelihood of safe pedestrian crossing at this location. Pedestrian crossing markings on West Street North have been included on the site plan.

In addition, through consultation with city staff, bus shelter specifications for the northbound route on West Street North have been included in the revised landscape plan.

Size of Parking Lot

Questions were raised regarding the size requirement for the proposed parking lot as being too large, in addition a question was received whether there is adequate parking for both the residential and commercial uses.

Response: A reduction from 1.5 required in the City's Zoning Bylaw to 1.03 spaces per residential unit is proposed. This includes 105 resident parking spaces and 29 residential visitor parking spaces. No reductions to commercial parking space requirements are being requested.

Summary of changes to the proposal as a result of consultation with residents: The proposed reduction strives to achieve a balance between standard expectation and realistic demand. For this reason, no change to the requested parking reduction has been made.

Intended use of vacant portions of the site

Inquiries were received regarding the proposed use of the vacant portions of the subject property.

Response: The future use for vacant portions of the site have not been determined by County Council. Until such time County Council specifies a use for the vacant portions of the site, these areas will be dressed with topsoil and hydro seeded as open space for public use.

Summary of changes to the proposal as a result of consultation with residents: For this reason, no change to the proposed use of the vacant portions of the site have made.

Impact on neighbourhood water pressure

A neighbourhood resident expressed concern the proposed infill development will impact municipal water pressure.

Response: The County of Simcoe retained Vipond Inc in October 2020 to perform neighbourhood water pressure testing for engineering and architectural plan developments.

Testing was conducted at the following hydrants: hydrant 837 on West Street North, hydrant 183 at the corner of West Street North & Borland Street East, and a hydrant on the north side of Borland Street East between West Street North and Peter Street North. Testing indicated a static pressure of 50 PSI and residual pressure when testing between 43-46 PSI with a discharge of 519 – 1168 US gallons per minute. These findings have been shared with City staff and appear to be satisfactory.

Summary of changes to the proposal as a result of consultation with residents: For this reason, no changes to the municipal water service plan have made.

Rooftop mechanical system noise

Question was received regarding the level of noise that will be emitted from the mechanical equipment proposed to be located on the building's rooftop.

Response: A Noise and Vibration Impact Assessment was prepared by Valcoutics Canada Ltd. The purpose of the Noise and Vibration Impact Assessment was to determine if there is potential noise impact from the existing environment onto the proposed development, as well as the noise impact from the proposed development on the surrounding environment.

The Noise and Vibration Impact Assessment considered the following noises sources:

- Road traffic on West Street North,
- Road traffic on Borland Street East,
- Mechanical equipment on existing buildings in the vicinity,
- Mechanical equipment on the proposed building (including in-suite air-conditioning units),
- Child care centre.

It was determined that with the appropriate design of the development, a suitable acoustical environment can be provided for the occupants and the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline requirements can also be met regarding noise impact from the proposed development on the surrounding environment.

Similar mechanical systems, as those installed at the County's Collingwood and Wasaga Beach buildings, are proposed to be installed on the Orillia building. County staff have conducted both rooftop and ground level decibel readings to record noise level emanating from those rooftop mechanical systems, including the emergency generator. The recorded readings confirmed that the ratings are the upper limit of the testing and that the sound fences that are to be installed around the equipment further reduces the sound levels.

Summary of changes to the proposal as a result of consultation with residents: Despite exceeding MECP guideline requirements, in addition to providing aesthetic façade of the rooftop mechanical system, the screening will also include sound abatement so as to minimize noise on the surrounding environment.

Walkability Design

A walkability design analysis of the proposed redevelopment of the subject property has been received. Selected protocols of walkability were measured against the proposed site layout such as connectivity, mix of uses, diversity, architecture, density, and integration. The results of the walkability design analysis included the following recommendations:

- Eliminate on-site parking,
- Separate the site with a through street to reduce the length of street block, and
- Add retail to proposed commercial uses.

Response: Active transportation including walking has multiple positive benefits such as increased health and wellbeing, and reduced automobile demand. As a result, it is agreed walkability is important function to include in the proposed site design.

The County has requested a reduction in the City's parking provision. It is agreed on-site parking consumes land that could host alternative uses. The County's proposed parking reduction tries to balance the potential need for parking for both the proposed residential and non-residential uses, while identifying the realistic demand at this location.

The site layout has been designed to accommodate active transportation. Two access points are proposed, one from West Street North and secondary access connection on Peter Street North, and safe pedestrian connectivity to the community amenity areas. In addition, the proposed development includes a continuous walking path around the north end of the site, ample bicycle parking (including indoor bike room), and the request to maintain and update the controlled pedestrian cross walk on West Street North.

It is also agreed the mix of residential and commercial uses fosters a sense of place. The County has requested an increase in permitted non-residential commercial space. This would allow for the proposed social and community service uses, as well as provide opportunity for future additional commercial uses. While retail is not one of the proposed non-residential uses on the site, the City's Official Plan and designation for this neighbourhood, supports a variety of retail uses in the 'Intensification Area' along West Street North, adding to the holistic walkability of the city.

Additional factors of walkability not quantified in the design analysis include sense of comfort, sense of safety, physical mobility, and level of interest to a place. All these factors also affect how an individual feels about the environment as a place to walk. The proposed lighting for the building will include light standards and fixtures that will be located around the entrances and pathways to provide for safe pedestrian access points to and from the parking lot and the proposed public sidewalk. In addition, a 2.0 m pedestrian walkway has been provided to ensure for safe connections in and around the landscape features from the building's entrances. The proposed walkway in proximity to the building will be constructed with permeable pavers and

the walkway around the perimeter of the site will be leveled to the appropriate grading on site and constructed with packed limestone screenings. The walkway will allow for connection to the proposed outdoor seating around the playgrounds and will be built in accordance with Accessibility for Ontarians with Disabilities Act (AODA) standards.

Interest to a place as part of a walkable neighbourhood requires appropriate destinations such as parks and other public spaces. The proposed development is in proximity to local amenity areas such as the neighbourhood park and commercial areas, and in turn the proposed development offers to be a destination - as a social and community services hub.

While there is no single definition for the term walkability, urban form plays a significant role in designing cities to be pedestrian friendly. It is recognized physical features of the built environment influence the quality of the walking environment. County staff look forward to implementing additional walkability features in collaboration with the City of Orillia, where possible.

Summary of changes to the proposal as a result of consultation with residents: The walkability design analysis generally supports the proposed development. Where feasible, the County will collaborate with the City of Orillia to implement additional pedestrian friendly features.

Inquiry regarding application process for affordable housing units

A range of inquiries have been received about how tenancy will be selected, what is the application process, and what the rents will be.

Response:

The actual rent will be an average of 80% of the average market rents, as released annually by the Canada Housing and Mortgage Corporation (CMHC) Rental Market Report.

Interested persons are invited to contact the County' Social Housing department at 705-725-7215 or email cwl@simcoe.ca to indicate they would like to have their name added to the list to receive notification when the application for tenancy in the new building is available.

Response Type noted as 'verbal' indicates a response was included in the Q&A portion of the corresponding Public Information Session.

Post Order	Session	Source	Type	Response Type	Content
1	Afternoon	Moderator	Announcement	n/a	This meeting is being recorded. The County of Simcoe may post the content for public viewing. By participating in this event, you consent to being recorded; including electronic record of all written comments.
2	Afternoon	Moderator	Announcement	n/a	Please note, the County of Simcoe reserves the right monitor the Question and Answer (Q&A) period for derogatory comments. Repetitive statements or similar questions addressing common themes may be consolidated during the Q&A response.
3	Afternoon	Attendee	Question	Written	Will the session be viewable at a later date as I cannot hear anything.
4	Afternoon	Moderator	Response	Written	Thank you for bringing this to our attention and we are sorry you are experiencing technical difficulties. We can make this information available to you. There is also a later session today as well. Please email ahps@simcoe.ca and staff will connect with you directly after the presentation. Thank you.
5	Afternoon	Attendee	Question	Verbal	Your proposed facility has a wing of 4 storeys and one of 6 storeys. Yet there is no building within the entire neighbourhood that is higher than 3 storeys. What happened to the "community norms" cited in your slide of principles?
6	Afternoon	Attendee	Question	Verbal	Could you explain how a few strips of red brick makes this building compatible with the heritage houses in the neighbourhood?
7	Afternoon	Attendee	Question	Written	Can we assume that your plan for the two undeveloped parts of the property is to sell them off to a developer in the future?
8	Afternoon	Moderator	Response	Written	Until such time County Council specifies a use for the vacant portions of the site, these areas will be dressed with top soil and hydra seeded for public use.
12	Afternoon	Attendee	Question	Written	That response, while interesting does not answer [attendee's] question.
13	Afternoon	Moderator	Response	Written	Difficult to answer directly, as the future use for vacant portions have not been determined by County Council.
9	Afternoon	Attendee	Question	Verbal	Within the arboretum there appeared to be a paved area with 'structures' on it. What would those be?
10	Afternoon	Moderator	Announcement	n/a	Reminder: This meeting is being recorded. The County of Simcoe may post the content for public viewing. By participating in this event, you consent to being recorded; including electronic record of all written comments.
11	Afternoon	Attendee	Question	Verbal	What impact on the local school population do you expect this facility to have?
14	Afternoon	Attendee	Question	Verbal	With respect to gardens and landscaping, is there a plan for community gardens so residents have the opportunity to grow their own produce? In addition to that, hopefully efforts are being made to ensure that native species are being planted throughout the site.
15	Afternoon	Attendee	Question	Written	Has parking for employees included as well in the plans?
16	Afternoon	Moderator	Response	Written	yes, the City requires parking requirements for employees
17	Afternoon	Attendee	Question	Verbal	I am unfamiliar with fobs as internal door access. What security will be in place to prevent stealing of door fob signals?

18	Afternoon	Attendee	Question	Verbal, Written	Borland is an entirely residential street, but this building will tower over it. It is disproportionate in size and scale to the existing, established neighbourhood. The school was two stories high, not four. Why is the county not spreading out along West Street, making it a revitalized continuous streetscape, and instead imposing excessive height on a residential street?
20	Afternoon	Moderator	Response	Written	The County needs to maximize use of the site to balance the need for housing, in alignment with the City's designation of this area as an intensification area.
19	Afternoon	Attendee	Question	Verbal	The access to Peter St. is going to be extremely dangerous. I am not sure what the traffic study showed you, or what it said, but anyone who has lived on Peter St N. knows how fast cars move along this street.
21	Afternoon	Attendee	Question	Verbal	Why not put the gardens on the south side rather than in the shade of the building?
22	Afternoon	Attendee	Question	Written	How will residency be determined? i.e. which organization(s) would a disabled adult consult with to be considered as an applicant?
24	Afternoon	Moderator	Response	Written	Applications will be taken in by Simcoe County Housing Corporation (SCHC) approximately 6 months prior to building opening. Applicants will be able to state that they need an accessible unit.
23	Afternoon	Attendee	Question	Written	Why is the county installing twice the parking it expects to need for residents? Why not use the space to increase the set-back from the houses on Borland?
25	Afternoon	Moderator	Response	Written	The County has requested the City to consider a reduction from 1.5 required in the City's Zoning Bylaw to 1.03 spaces per residential unit is proposed. This includes 105 resident parking spaces and 29 residential visitor parking spaces. No reductions to commercial parking space requirements are being requested.
26	Afternoon	Attendee	Question	Verbal	What do you expect the noise to be from the mechanical systems on the roof and from the terrace and how are these appropriate to a residential street?
27	Afternoon	Attendee	Question	Verbal	Is this session purely informational, or will any of the concerns expressed by local residents (such as myself) actually make any difference?
28	Afternoon	Attendee	Question	Verbal	May seem like a small thing - but I hope that some of the community gardens are closer to the building for those with mobility issues - and as a gathering place. Please continue to consider social participation. Pleased to see the elements to reduce environmental impact..
29	Afternoon	Attendee	Question	Written	Could you be specific as to what zoning by-law variances you will be requesting?
31	Afternoon	Moderator	Response	Written	<ol style="list-style-type: none"> 1. An increase the maximum building height provision for the R5i -E Zone from 12.5 metres to 20.5 metres; 2. To identify West Street North as the front yard; 3. A reduction to the required parking standard per unit. Reduce the required parking for an apartment style dwelling from 1.5 space per unit plus 0.25 spaces for visitor parking, to 1.03 space per unit. With the proposed exception to the parking standards, 322 parking spaces will be required; 262 parking spaces are provided on the plan. No reduction to non-residential parking, or barrier-free parking spaces is being requested; and 4. An increase the permitted Gross Floor Area for office use limits each permitted non-residential use to 250 square metre per premises to a maximum of 750 square metre on a lot.

30	Afternoon	Attendee	Question	Written	Is the cost per unit .. as layed out in august about \$770 per month for a one bedroom? or have prices changed?
39	Afternoon	Moderator	Response	Written	Yes, that is the approximate rental amount for a one-bedroom, based on 80% of Average Market Rent for 2020 amounts. The actual rent set will be based on AMR's for the year the building opens.
32	Afternoon	Attendee	Question	Written	When is construction expected to wrap up if all goes according to plan?
36	Afternoon	Moderator	Response	Written	Pending City approvals, estimated construction time is approximately two years, with potential completion by late fall 2023 and move-ins beginning in late 2023 or early 2024.
33	Afternoon	Attendee	Question	Verbal	Does Density=height?
34	Afternoon	Attendee	Question	Verbal	if shovels are in the ground this summer.. completion date still 2023?
35	Afternoon	Attendee	Question	Written	this is the first time we are seeing the inside design correct? only exteriors were previously available?
41	Afternoon	Moderator	Response	Written	Yes, these designs have been developed over the past several months.
37	Afternoon	Attendee	Question	Written	Is the price tag still at \$80 million?
42	Afternoon	Moderator	Response	Written	Yes.
38	Afternoon	Attendee	Question	Written	What were the metrics used for the traffic study? Is the study available to the public?
43	Afternoon	Moderator	Response	Written	Yes, all studies submitted to the City of Orillia are available to the public https://www.simcoe.ca/countyorilliacampus
40	Afternoon	Attendee	Question	Verbal	The arboretum - the area behind the building within the red lines
44	Afternoon	Attendee	Question	Verbal	will five stories of the six and three stories of the four be fully where the 130 apartments be found?
45	Afternoon	Attendee	Question	Verbal	How will snow removal and garbage and recycling storage and removal be handled.
46	Afternoon	Attendee	Question	Written	Have you consulted with the City to ensure that public transit going north and south is available on the building side Otherwise will there be a need for crossing lights at Borland?
50	Afternoon	Moderator	Response	Written	Currently, a bus stop is located immediately adjacent the subject site on West Street North.. The Orillia Transit north route provides service on West Street and Fittons Road west of West Street within the study area.
47	Afternoon	Attendee	Question	Written	Just curious, thanks
48	Afternoon	Attendee	Question	Written	Will there be units designated for Indigenous persons?
49	Afternoon	Moderator	Response	Written	We have not yet had further discussions with local non-profit organizations or the Indigenous community. However we are planning to work in partnership with local stakeholder groups with respect to the 29 studio units.
51	Afternoon	Attendee	Question	Verbal	Does yuor budget include public art on the grounds?
54	Afternoon	Attendee	Question	Verbal	The speaker has not addressed compatibility with the residential streets very well. Saying that there are higher buildings up at Fittons and West (two arterial roads) does not explain why you would build a four-storey building on a residential street like Borland. Why has this not been taken more into account in this design?
55	Afternoon	Moderator	Response	Written	Compatible' as defined in the City of Orillia's Official Plan means to ensure the new building does not result in undue, or adverse impacts on adjacent properties and their outdoor amenity .areas.
56	Afternoon	Attendee	Question	Verbal	This question was not answered. Is this session purely informational, or will any of the concerns expressed by local residents (such as myself) actually make any difference?

57	Afternoon	Moderator	Response	Written	Thank you for reposting.
58	Afternoon	Attendee	Question	Verbal	Who are your funders?
59	Afternoon	Moderator	Announcement	n/a	CountyOrilliaCampus@Simcoe.ca
60	Afternoon	Attendee	Question		So you will consider public art but not 4 stpooes
61	Afternoon	Attendee	Question		So far looks great. Of course the proof of the pudding will be in the final product. Certainly hope the final is a great pudding. Thank you
62	Afternoon	Attendee	Question		stories?
63	Evening	Moderator	Announcement	n/a	This meeting is being recorded. The County of Simcoe may post the content for public viewing. By participating in this event, you consent to being recorded; including electronic record of all written comments.
64	Evening	Moderator	Announcement	n/a	The County of Simcoe reserves the right monitor the Question and Answer (Q&A) period for derogatory comments. Repetitive statements or similar questions addressing common themes may be consolidated during the Q&A response.
65	Evening	Attendee	Question	Verbal	I'd like to know why this consultation on design and layout was not commenced BEFORE you even began any building and design plans.
66	Evening	Moderator	Response	Written	Thank you for your question. We will respond to it during the Q&A segment after the presentation.
67	Evening	Attendee	Question	Verbal	in terms of "modest size", these buildings are much taller than any in the neighbourhood, and will tower over the neighbourhood. How is this modest? I support affordable housing on this site, however the same number of housing units can be built on this site, at lower heights
68	Evening	Moderator	Response	written	The residential units are modest in size, in terms of the square footage of each unit.
69	Evening	Attendee	Question	Verbal	The water pressure in this area is very low. There is a substantial difference between having the old school VS new residences. Obviously adding this many new residences will make the situation worse. What is the plan to increase the current water pressure in the neighbourhood?
70	Evening	Moderator	Response	Written	A servicing plan, including water supply and distribution for the proposed building, has been submitted to the City of Orillia for review and approval.
71	Evening	Attendee	Question	Written	what is the set back from Borland, compared to what the school was? The proposed building is twice the height the school was on borland.
72	Evening	Moderator	Response	Written	The proposed setback on Borland Street is 8.3 meters.
73	Evening	Moderator	Response	Written	the former school ranged in building height and estimated to have been 9.7 metres high along Borland Street East
74	Evening	Attendee	Question	Written	I have the original Cupala from around the late1800s i will donate it if you can use it as history of the site and school
75	Evening	Moderator	Response	Written	That is a lovely offer. We will discuss this at an upcoming design meeting and will be in touch with you further to see how we can incorporate it. Thank you!
76	Evening	Attendee	Question	Written	what was the school setback?
79	Evening	Moderator	Response	Written	It is estimated the former school street wall was setback approximately 7 meters
80	Evening	Moderator	Response	Written	on Borland Street

77	Evening	Attendee	Question	Written	I thought the City of Orillia has already identified this portion of the North Ward as having low water pressure and there is no plans for repairs for a long time. So giving this to the City won't fix the current problem or address the future of adding this many residences. So what will happen if we all loose even more water pressure. This will significantly reduce property values with even less water available. How will this development address this issue?
78	Evening	Moderator	Response	Written	Hello Mark, thank you for your detailed comments with respect to water pressure. I would like to look into this in more detail, could you kindly email the two comments you made, and any additional comments to: CountyOrilliaCampus@Simcoe.ca and we can discuss in more depth. Thank you.
86	Evening	Attendee	Question	Written	Thanks you - I will send an email tomorrow
87	Evening	Moderator	Response	Written	Thanks [Attendee].
81	Evening	Attendee	Question	Verbal	Why are there no balconies or personal outdoor space. Experience in the current pandemic points to significant mental health issues for those living in multi-unit buildings unable to step out of their units for fresh air.
82	Evening	Attendee	Question	Verbal	As the property owner (22 years) and resident for (45 years) that is located directly across from the proposed Peter st N exit, I thoroughly disagree that this is a reasonable or rational concept. Vehicle traffic traveling North and South on Peter in this area is impeded by a blind hill in both directions. As a historical daily witness of traffic flowing through this section, I will assure you that this proposed exit will result in at least a collision or forbit, a human casualty. Let alone the idea that North bound traffic in the winter may be met by traffic exiting or pedestrian crosswalk traffic is clearly not acceptable, as any traffic following would be stuck on the incline and thus be forced to back down the hill. I formally request that this exit to Peter st. be eliminated and all traffic into the new facility be contained to the existing arterial West street solely. Q: Explain why the exit onto Peter street is anything but a horrifically bad idea. Thank you.

83	Evening	Attendee	Question	Verbal	<p>Why do the building need to be so high, when the lot is large enough to accommodate more neighbourhood appropriate heights? I am very concerned about the building heights, and how it will impact our privacy. Heights of buildings are totally inappropriate for the neighbourhood. Should be max 2 story on Borland, and 4 story on West. 4 stories on Borland will dwarf our houses, and leave no privacy, even in our backyard. 4 stories is higher than any of the mature trees! That side of Borland is already much more elevated than the residential side, which effectively adds a whole story.</p> <p>The lot is large enough that the same number of housing can be provided on it, even if building heights are lowered to a more appropriate level. The building on West could be lowered to 4 stories, and run the length of West, rather than only halfway. By taking 2 stories off the Borland-side building, and two off the West st side, you could then have a third 4 story building to complete the West street side. There are no private houses across the street on this portion of West to be impacted.</p>
84	Evening	Attendee	Question	Verbal	Very large parking lot. Will it be available for the use of the building only or for public use 24hrs a day?
85	Evening	Attendee	Question	Written	Hello
88	Evening	Moderator	Announcement	n/a	Reminder for those joining late: This meeting is being recorded. The County of Simcoe may post the content for public viewing. By participating in this event, you consent to being recorded; including electronic record of all written comments.
89	Evening	Attendee	Question	Written	Parking lot is very big! Is that much parking needed, given more residents of the building will be using other means of transportation. What's the rational behind the number of parking spots?
90	Evening	Moderator	Response	Written	The County has requested the City consider a reduction in the zoning provision requirements from 1.5 to 1.03 spaces per residential unit is proposed. This includes 105 resident parking spaces and 29 residential visitor parking spaces. No reductions to commercial parking space requirements are requested.
91	Evening	Attendee	Question	Written	Our property is adjacent to the property, directly north of the proposed structure. I absolutely oppose any additional extension to the building on West St.
94	Evening	Moderator	Response	Written	Thank you for your comment.
92	Evening	Attendee	Question	Verbal	roof top terrace is inappropriate for the neighbourhood. This would remove all neighbourhood privacy. Again, there is enough outdoor common space on the property that these amenities can easily be provided at ground level, in the inner courtyard area.
93	Evening	Attendee	Question	Verbal	We'd like to first comment that we support this housing initiative in Orillia. BUT, we have huge concerns over the speed of drivers that travel along Peter St. N. We have approached OPP numerous times and there has been no improvements. Cars FLY over the hill. We've witness accidents and countless near misses. If residents are accessing the entryway off Peter St. N, the speed of traffic needs to be addressed.

95	Evening	Attendee	Question	Verbal	The concern with there being a Peter St N entrance/exit is that the street doesn't have the capacity for more traffic. How will you ensure the Peter St exit/entrance is for only secondary usage?
96	Evening	Attendee	Question	Verbal	How many trees are going to be planted? From the drawings, it doesn't seem like much tree density. More tree density between the building and residential areas would be appreciated.
97	Evening	Attendee	Question	Verbal	Greetings, my name is [Attendee]; I live on Peter Street between Jarvis and Borland. I have concerns about traffic on Peter Street. We have witnessed 3 accidents in the last two years at Peter and Jarvis and have had our vehicles hit twice. It is a high-traffic residential street. I agree with [Other Attendee] on his concerns about traffic, specifically by the hill at Peter and Borland and at the entrance. The access on Peter Street is at the very least too close to Borland and almost hidden to northbound traffic, it should be moved closer to North Street; the top parking lot of the YMCA was often a dangerous intersection for drivers coming over the hill. If the YMCA building is re-utilized, the Peter Street entrance will undoubtedly become a concern.
98	Evening	Attendee	Question	Verbal	It's the danger of the blind hill & speed of current traffic.
99	Evening	Attendee	Question	Verbal	Peter Street traffic has increased substantially in the last 10 years. During non-pandemic times crossing the street at the proposed exit will be a very dangerous option. Please don't proceed with this part of the plan - consider having both entrances on West St.
100	Evening	Attendee	Question	Written	The question wasn't about the indoor space, but the roof top terrace, and why it can't be outside on ground level. From that corner, they will be looking into my yard on Borland.
101	Evening	Moderator	Response	Written	Noted. Can we arrange for a direct meeting?
102	Evening	Attendee	Question	Written	re urban sprawl & density, I agree with urban density, however it needs to be site and neighbourhood appropriate. the heights are not appropriate for the neighbourhood. the height would be fine downtown.
103	Evening	Attendee	Question	Verbal	Could you address the parking lot size & use?
104	Evening	Moderator	Response	Written	coming up, and thank you for reposting
105	Evening	Attendee	Question	Verbal	how will noise from AC/heating units, pumps, generators, etc. be mitigated?
106	Evening	Attendee	Question	Written	Have zoning changes been requested or are they still to come and will residents be notified of the zoning requests?
107	Evening	Moderator	Response	Written	The County has recently submitted zoning bylaw amendment application with the City
108	Evening	Moderator	Response	Written	City will be providing notices for statutory public meeting
109	Evening	Attendee	Question	Verbal	There have been issues with the vacant lot being used for overnight parking. How will this be addressed / monitored?
110	Evening	Moderator	Response	Written	Thank you [Attendee], if you don't mind sending an email we would like the opportunity to discuss more one on one. We apologize as it can be hard to fully address each question in this format.
111	Evening	Attendee	Question	Written	Will there be any more public forums as the process continues?
112	Evening	Moderator	Response	Written	Yes, the City of Orillia will be hosting a public meeting
113	Evening	Attendee	Question	Written	when im standing on my flat 1 story roof, I can see a great deal more into neighbouring backyards

114	Evening	Moderator	Response	Written	Can I contact you to arrange for a virtual meeting to discuss further?
115	Evening	Attendee	Question	Written	Thank you for your time
116	Evening	Moderator	Response	Written	Thank you for attending!

FOR IMMEDIATE RELEASE

County of Simcoe hosts public information sessions on Social and Community Services and Housing Development in Orillia

Midhurst/March 1, 2021 – The County of Simcoe is hosting two virtual public information sessions on Wednesday, March 10, 2021 from 2 to 3 p.m. and 6 to 7 p.m. to gather resident feedback on the design and layout of the County's proposed development on the former Orillia District Collegiate and Vocational Institute (ODCVI) secondary school property.

The project addresses urgent needs for affordable housing, as well as community support services for seniors, families and residents. Following an extensive community consultation process conducted in 2019, the new County of Simcoe Social and Community Services and Housing Development in Orillia has been professionally designed to provide an attractive central access point for a range of much needed multi-generational health and social services in an on-site hub setting.

Community Hubs are valuable resources for local communities. The development in Orillia will:

- Address urgent needs for affordable housing solutions in the Orillia area
- Recognize the convenience of co-location of community services for residents
- Assist with more co-ordinated service delivery
- Aid easier referral processes

The public information sessions will begin with a presentation followed by an interactive question and answer session.

EVENT: Virtual Public Information Sessions

Where	Virtual – details provided upon registration
When	Wednesday, March 10, 2021 ~ 2 to 3 p.m. and 6 to 7 p.m.
Register	Please R.S.V.P. your interest in the attending the virtual public information session by emailing CountyOrilliaCampus@simcoe.ca by March 9th

More information regarding the County of Simcoe Social and Community Services and Housing Development project is available at simcoe.ca/CountyOrilliaCampus.

The County of Simcoe is composed of sixteen member municipalities and provides crucial public services to County residents in addition to providing paramedic and social services to the separated cities of Barrie and Orillia. Visit our website at simcoe.ca.

- 30 -



County of Simcoe
Social and Community Services
Social Housing Department
1110 Highway 26,
Midhurst, Ontario L9X 1N6

Main Line (705) 725-7215
Fax (705) 798-1007
simcoe.ca



February 22, 2021

Dear Neighbour,

The County of Simcoe is seeking your input regarding the proposed development of our Social and Community Services and Housing Development on the site of the former ODCVI secondary school, located at West Street North and Borland Street East. To gather your feedback on our design and layout, virtual public information sessions have been scheduled on **Wednesday, March 10, 2021** due to COVID-19 restrictions.

About the project

The County is listening to our communities, which have identified a need for affordable housing, as well as both seniors and family supports and services. Following an extensive community consultation process conducted in 2019, the new County of Simcoe Social and Community Services and Housing Development in Orillia has been carefully designed to provide an attractive central access point for a range of much needed multi-generational health and social services.

Community Hubs are valuable resources for local communities. Our development in Orillia will:

- Recognize the convenience of co-location of community services for residents
- Assist with more co-ordinated service delivery
- Aid easier referral processes
- Improve opportunities for social interaction
- Create an overall sense of community belonging
- Address urgent needs for affordable housing solutions in the Orillia area, with current wait lists for housing sitting at 1,485.

Design and Building Features

The building is proposed to be divided into three distinct sections comprised of four and six storey 'wings', and a tiered central hub. The proposed development includes 130 affordable mixed residential units designed for seniors, families, and individuals with specific needs such as accessibility or support resources. More than half of the units are designed specifically for seniors and/or persons with disabilities.

The design is intended to add to the local area. In addition, the development will include outdoor amenities such as raised garden beds, play area and walking trails. The existing memorial arboretum will be maintained and will include outdoor seating.

The campus-style development also proposes to include non-residential uses, primarily on the ground level. Ground floor resources and supports through County of Simcoe services include Ontario Works, Children and Community Services, and Social Housing services. The on-site service hub setting presents partnership opportunities with community agencies to work directly with building residents, as well as community residents. Additional agencies that provide multi-generational community service will include EarlyON Child and Family Centre, a licensed child care centre, Victorian Order of Nurses for Canada –Simcoe County Site (VON) seniors’ support services, child and family supports through Simcoe Muskoka Family Connexions, as well a community kitchen, two community program rooms, and a modest café. The café and program rooms within the building’s hub, as well as the public green space will be available and open to residents and members of the community.

Planning Process

The County of Simcoe has made planning applications with the City of Orillia for Site Plan Control approval and to rezone the vacant property, from ‘Institutional’ to ‘Residential-Five’ in the intensification area, to permit a multi-use apartment building with site-specific exceptions. Application for an Official Plan Amendment is also required to increase allowable area for the proposed non-residential uses.

Public Consultations

As part of our planning process, the County is looking to residents to offer their input on our plans. Two County Public Information Sessions will be hosted electronically on **Wednesday, March 10, 2021**, using Microsoft Teams Live **2:00 p.m. to 3:00 p.m. and 6:00 p.m. to 7:00 p.m.** The Public Information Sessions will begin with a presentation followed by an interactive question and answer session, as generally outlined below:

Time Topic

2:00 - Welcome and Introductions,
Background Information
2:05 - Overview of Building and Site
Design
2:15 - Community Services and Public
Use
2:20 - Safety & Traffic
2:25 - Environmental Impact
2:30 - Questions and Answers

Time Topic

6:00 - Welcome and Introductions,
Background Information
6:05 - Overview of Building and Site
Design
6:15 - Community Services and Public
Use
6:20 - Safety & Traffic
6:25 - Environmental Impact
6:30 - Questions and Answers

Providing Your Input

Questions and suggestions can be submitted throughout the event. The event moderator will post attendees’ questions according to topic. Additional time has been allocated at the end of the presentation for follow up questions and discussion.

Please R.S.V.P. your interest in the attending the virtual public information session by emailing CountyOrilliaCampus@simcoe.ca by **March 9th**. This will ensure the link to the event can be

provided to you in a timely manner. Please also share this information with others who may be interested in the development.

As part of the City of Orillia's consultation reporting requirements, the County must submit a copy of all written comments received, a record of all comments and/or concerns that have been received from residents, and a list of residents consulted.

Please note, the Consultation Report will be attached to the City staff report that will be published on the Council agenda. In order to meet the City of Orillia's consultation requirements, all names and addresses of property owners who participate in the consultation will be identified and shared with the Public via the Council agenda.

If you are unable to attend the scheduled public information session but would like to ask questions, please do not hesitate to contact staff directly by emailing CountyOrilliaCampus@simcoe.ca or by calling 705-726-9300, extension 1485.

This package includes a fact sheet for the proposed development including concept drawings for the new site, as well as technical information on how to participate virtually in the upcoming public information sessions, for your information.

Thanks for taking to time to review the information pertaining to this matter. Please do not hesitate to reach out with any questions.

Sincerely,



Brad Spiewak, P. Eng.
Maintenance and Facilities Project Manager
Social Housing Department

Where to find more information

Information on the project and relevant staff reports can be found at <https://www.simcoe.ca/countyorilliacampus>

Feedback or questions can be submitted by email to CountyOrilliaCampus@simcoe.ca or by calling the Social Housing Department at 705-726-9300, extension 1485.

Information on the development approvals process can be received by contacting the City of Orillia Planning Department, Jeff Duggan, Senior Planner by emailing jduggan@orillia.ca or calling at 705-325-2171.



COUNTY OF SIMCOE SOCIAL AND COMMUNITY SERVICES AND HOUSING DEVELOPMENT IN ORILLIA

MARCH 2021





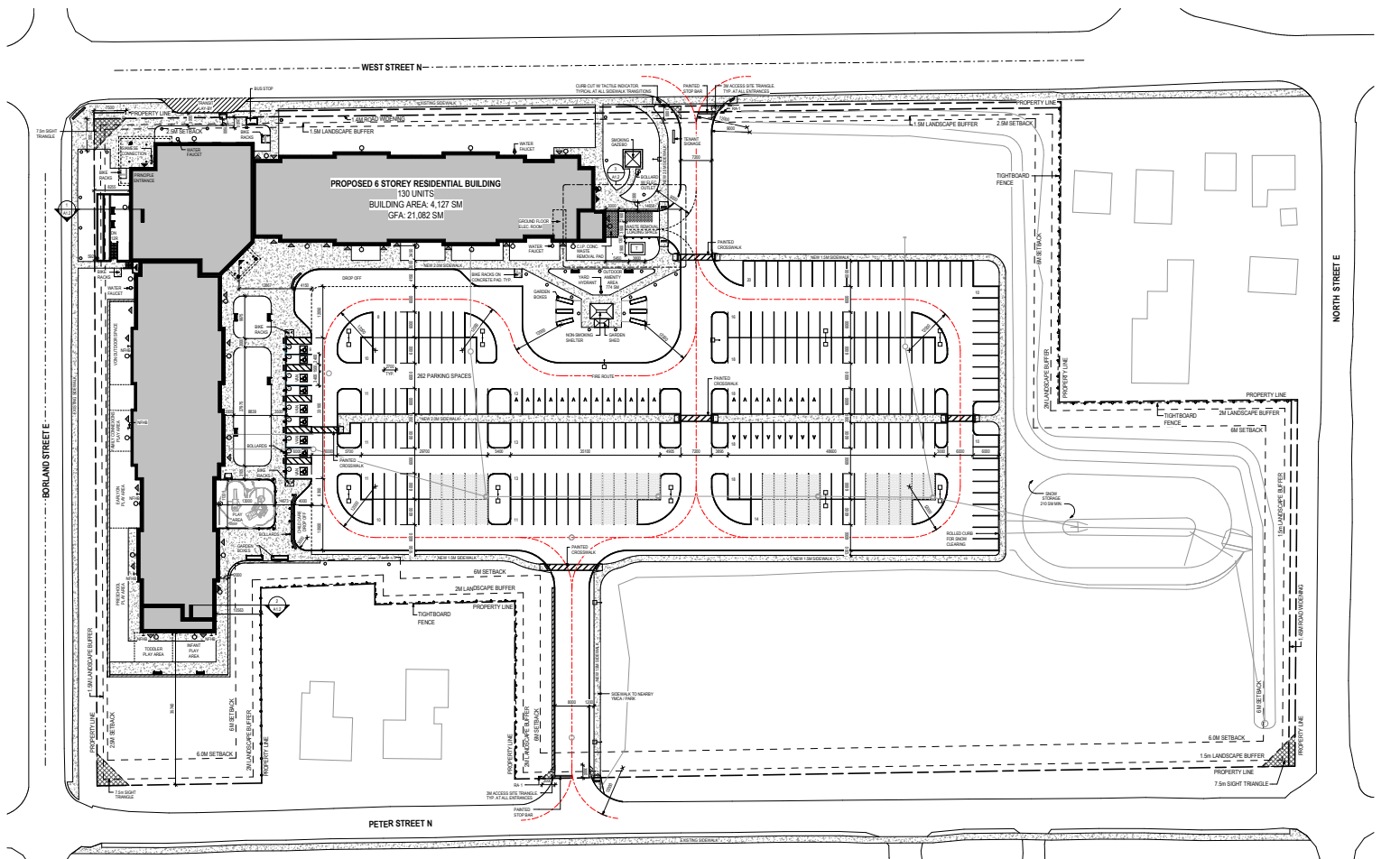
BACKGROUND

The County of Simcoe has made applications with the City of Orillia for Site Plan Control approval and to rezone the property, formerly the site of the Orillia District Collegiate and Vocational Institute (ODCVI) secondary school, to permit a multi-use apartment building. Application for an Official Plan Amendment is also required to increase allowable area for proposed non-residential uses. Located at the intersection of West Street North and Borland Street East, the Site is currently vacant.

The proposed development, referenced as the

County of Simcoe Social and Community Services and Housing Development in Orillia, directly supports *Our Community 10-Year Affordable Housing and Homelessness Prevention Strategy*, and will contribute to the diversity of housing options in the community, as well as provide multi-generational community and social services. The County's campus-style development will receive some funding from Ontario Priorities Housing Initiative (OPHI) program (a Federal and Provincial program), as well as the County of Simcoe.

SITE PLAN



PROPOSED DEVELOPMENT

The building is designed as one building and divided into three distinct sections comprised of six- and four-storey 'wings' that are visually separated by the tiered central hub.

The proposed development includes 130 affordable mixed residential units designed for seniors, families, and individuals with specific needs such as accessibility or support resources. This includes approximately 29 studio units to serve vulnerable populations, which were incorporated into the design based on consultation with the community. The mix of units provides a range of housing; approximately 46 units are multi-bedroom units targeted to families and 55 one-bedroom units designed for seniors.

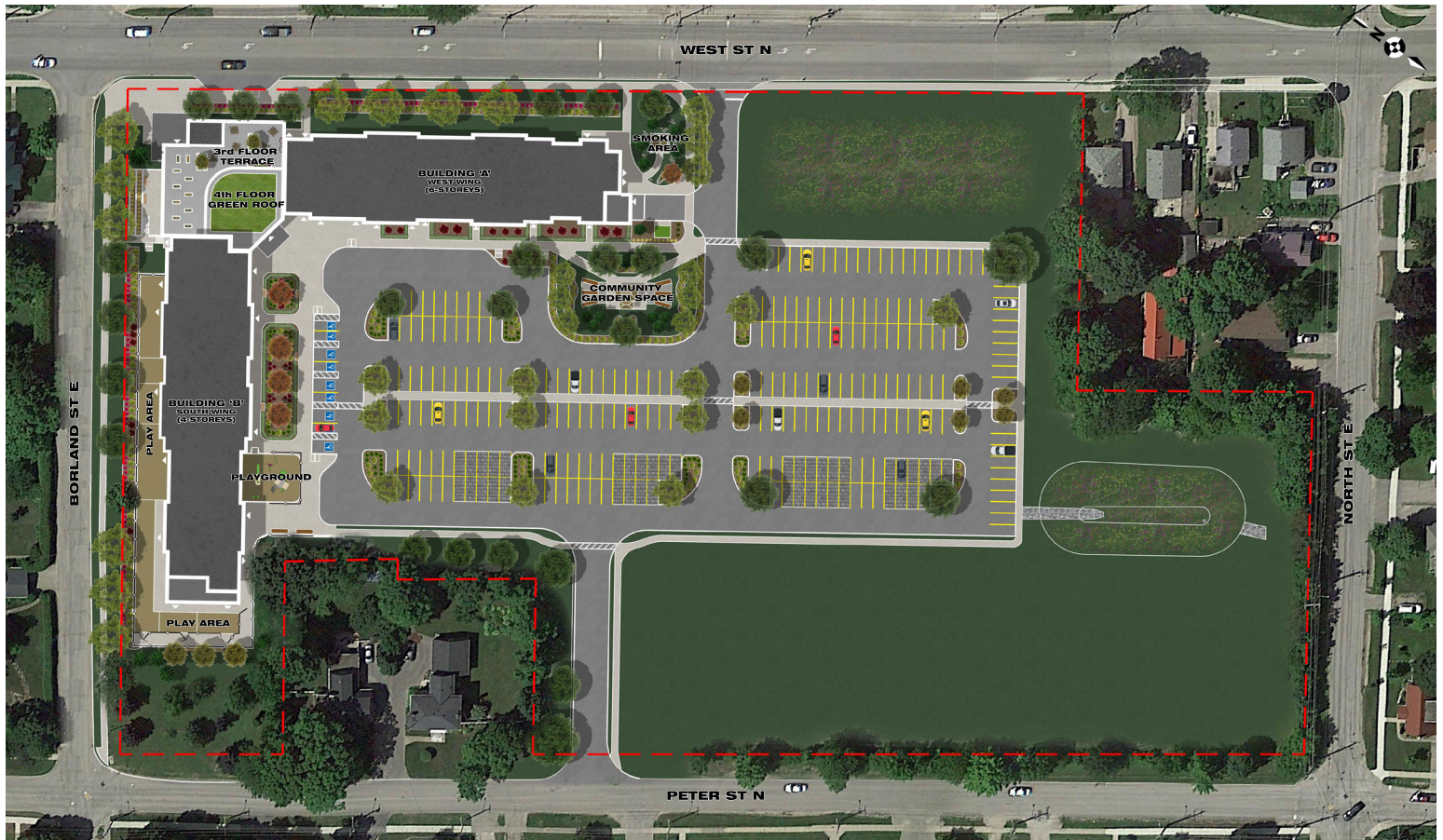
All of the apartment units and community rooms will be barrier-free and utilize universal design practices and can accommodate persons with disabilities. The residential tenants will have access to a tenant common room with a kitchen that can be used for programs, and an adjacent outdoor patio amenity area.

The north and eastern portion of the Site will be planted with grass and the existing memorial arboretum will be maintained. Outdoor amenity areas

with garden boxes, playground and walking paths are also planned. The landscaping will also include seating areas, accent plantings, and appropriate tree planting to enhance the Site and compatibility with adjacent residential uses.

The development also proposes to include non-residential uses, primarily on the ground level. Ground floor resources and supports through County of Simcoe services include Ontario Works, Children and Community Services, and Social Housing services. These services will be available as key components of the proposed campus-style development. The on-site service hub setting presents partnership opportunities with community agencies to work directly with building residents, as well as community residents. Additional agencies and uses that provide multi-generational community service include EarlyON Child and Family Centre, licensed child care centre, Victorian Order of Nurses for Canada – Ontario Branch – Simcoe County Site (VON) seniors' support services, child and family supports through Simcoe Muskoka Family Connexions, as well a community kitchen, two community program rooms, and a modest café.

LANDSCAPE PLAN



BUILDING RENDERINGS

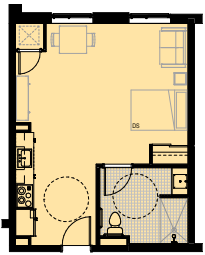
SOUTH WEST



EAST

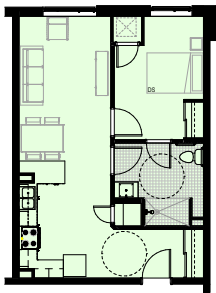


SUITE DESIGN



STUDIO SUITE

1:100



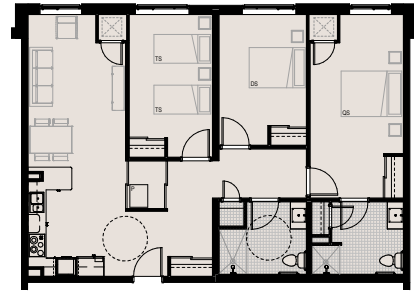
ONE BEDROOM SUITE

1:100



TWO BEDROOM SUITE

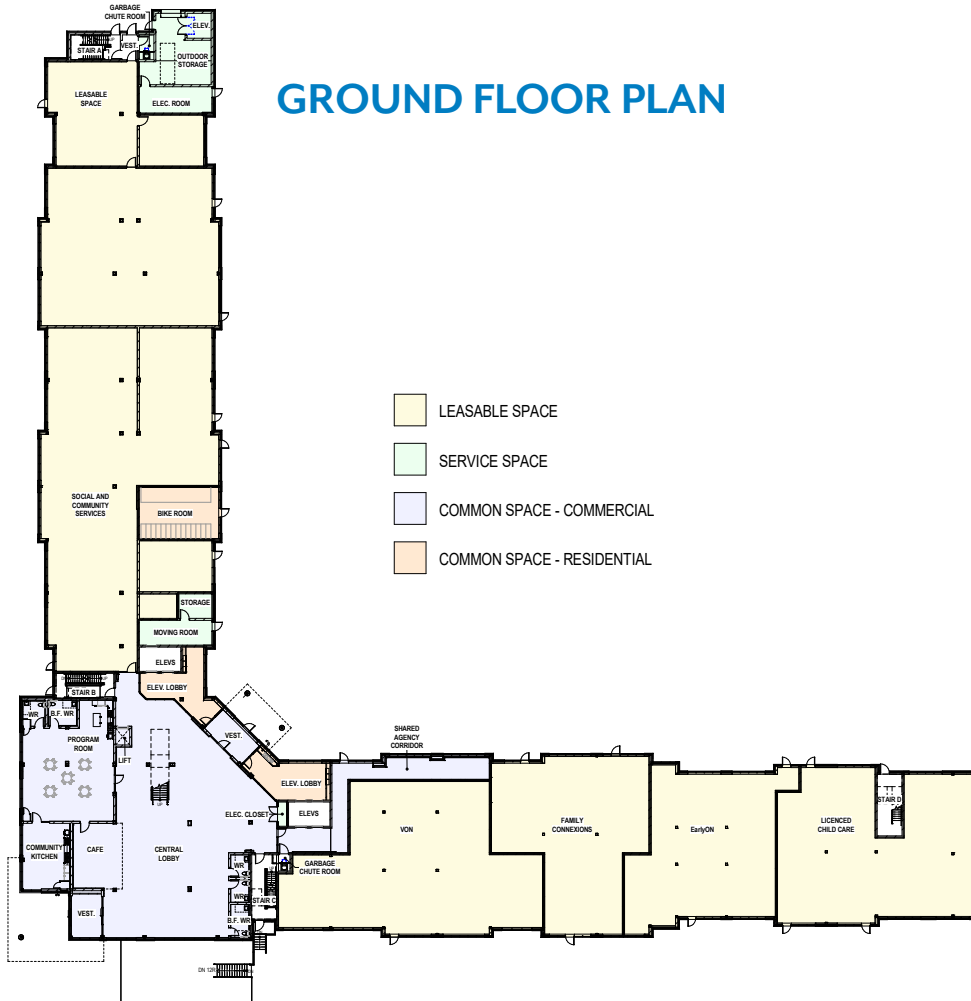
1:100



THREE BEDROOM SUITE

1:100

GROUND FLOOR PLAN



- LEASABLE SPACE
- SERVICE SPACE
- COMMON SPACE - COMMERCIAL
- COMMON SPACE - RESIDENTIAL

MORE INFORMATION

The County plans to construct the multi-use apartment building starting in the Spring/Summer of 2021 and it is expected to be available for occupancy beginning in the fall 2023.

Where can I find more information?

Information on the project and relevant staff reports can be found at <https://www.simcoe.ca/countyorilliacampus>

Feedback or questions can be submitted by email: CountyOrilliaCampus@simcoe.ca or by calling the Social Housing Department at 705-726-9300, extension 1485.

Information on the development approvals process can be received by contacting the City of Orillia Planning Department, Jeff Duggan, Senior Planner by emailing jduggan@orillia.ca or calling at 705-325-2171.

How to Participate in the Virtual Public Information Sessions

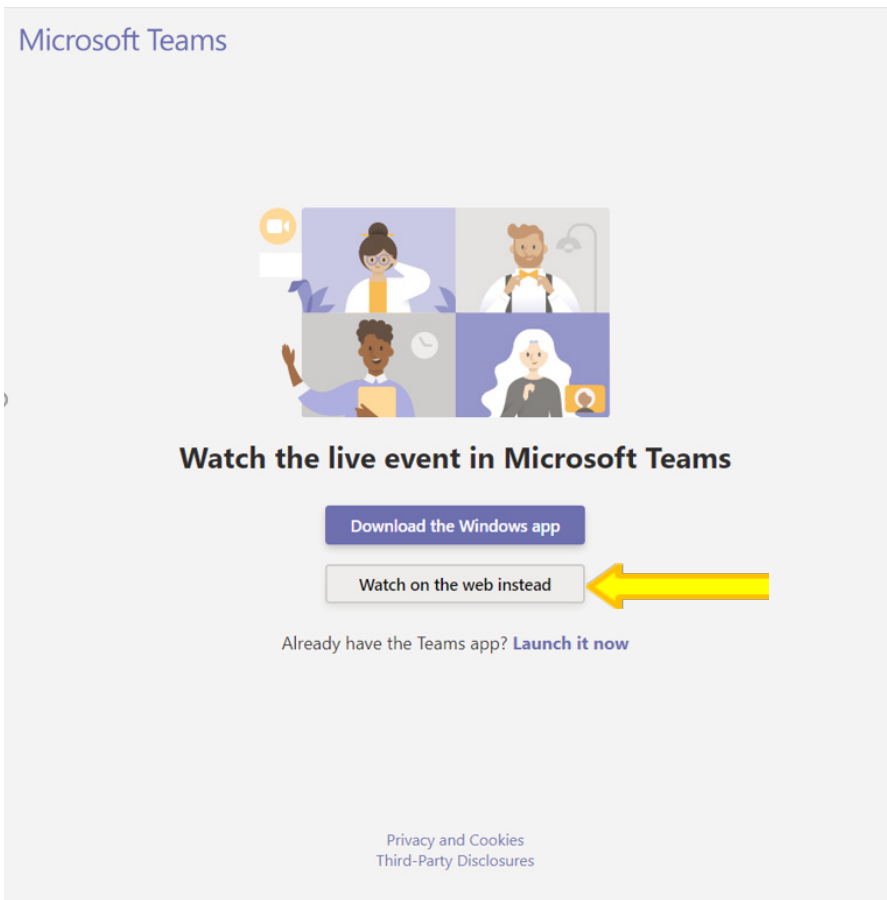
The County is hosting two Public Information Session electronically using Microsoft Teams Live. These events are public, anyone who has the link can attend. Attendees can join the event on their computer or mobile device.

System requirements and supported platforms:

- Supported operating systems: Windows 7 and later (32-bit and 64-bit), macOS X 10.10 and later
- Supported mobile operating systems: Android 4.4 and later, iOS 10 and later
- Supported web browsers: Chrome (last 3 versions), Edge RS2 and later, Firefox (last 3 versions), Internet Explorer 11, Safari

You should test your computer/device to make sure it is capable of joining a video-conference.

Using the event link provided, the following window will appear. There are three options for accessing the live event:



1. Download the Windows app

For attendees who want to use the Teams app in order to view the event. (Sign-in required after app download.)

2. Launch it now

For attendees who already have the Teams app and are signed in with their organization-provided Microsoft 365 account. Upon selection, Teams will open to the live

3. Watch on the web instead

For attendees who want to watch the event on their preferred browser and for public-event attendees who wish to join without signing in. For attendees who do not have Microsoft Teams downloaded, select "Watch on the web instead".

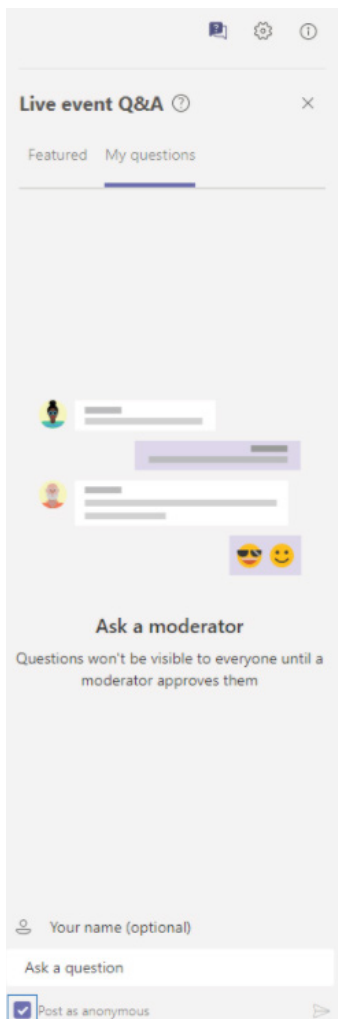
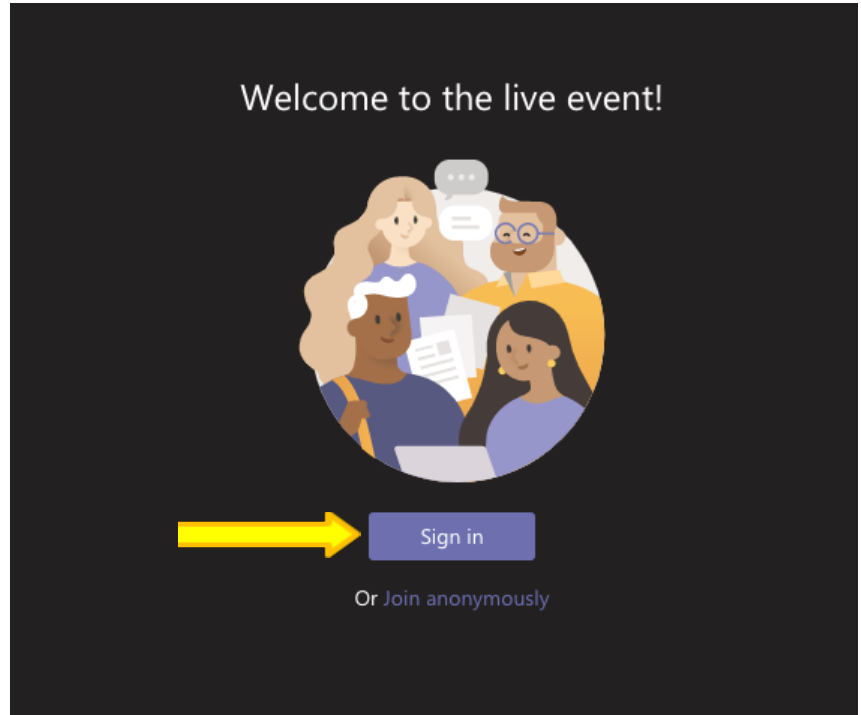
The following window will appear upon selecting the web option:

Please sign in to the event.

Signing-in helps meeting organizers to reduce “zoombombing”.

Also, as part of the City of Orillia’s consultation reporting requirements, the County must submit a record of all comments and/or concerns that have been received from residents, and a list of residents consulted.

Please note, the Consultation Report will be attached to the City staff report that will be published on the Council agenda. All names and addresses of property owners consulted with will be identified and shared with the Public via the Council agenda.



Engagement

As an attendee of a live event in Teams, you can watch the live presentation and participate in the moderated Q&A. You can't share audio or video.

Microsoft Teams Live event is interactive with attendees. Attendees can post comments and ask questions. The comments and questions will be seen by other attendees once approved by the event moderator.

Only comments and questions submitted by attendees that have signed-in to the event will be posted.

For more information on how to attend and participate in the event visit Microsoft's support tutorial:

<https://support.microsoft.com/en-us/office/attend-a-live-event-in-teams-a1c7b989-ebb1-4479-b750->

If you do not have access to the electronic event, you are welcome to provide a written submission. Written submissions can be mailed to:

Attention: Social Housing, County Orillia Campus
County of Simcoe 1110 Highway 26,
Midhurst, Ontario L9X 1N6

If you require additional information, you can contact **CountyOrilliaCampus@simcoe.ca** or **705-726-9300**, extension **1485**.

2 BORLAND ST. CAMPUS DEVELOPMENT

Comments submitted March 8, 2021 by:

~~_____~~,
~~261 Peter St North, Orillia - L3V 5A3~~
E. _____
T. _____

There are a number of community concerns that need to be addressed prior to the City of Orillia giving permission for the Simcoe County project at 2 Borland St. These are:

Driveway Access and Sidewalk to Peter St. N.

This part of the plan is a danger to both vehicle and pedestrian traffic on Peter St. and must not go ahead. The stretch from North St. to Borland includes a rise in elevation both ways. This means a vehicle turning north onto Peter from the proposed driveway cannot see or be seen by vehicles proceeding north from Borland Street sometimes at great speed as they climb the hill. Vehicles turning either north or south from the shared driveway at 257 and 261 Peter St. and south from 258 Peter cannot currently see vehicles proceeding south on Peter once they pass North St. Any increase in traffic will create the potential for serious accidents. This was already an issue with the YMCA exits and current traffic levels. The JD Northcote Engineering traffic study was done in 2020 with pandemic low traffic levels and with a closed YMCA, so it is not accurate.

There is no sidewalk on the west side of Peter St. between North St. and Borland forcing all pedestrian traffic to cross the road to the east side. Seniors and those with small children often move slowly - in an area already identified as a danger zone this creates a significant risk and a potential liability issue for both the City and the County.

The Peter Street access will be dangerous both to pedestrian and vehicle traffic.

Much of Peter St. is in an area of Orillia currently designated as Heritage Residential and is seen as a desirable place to live in the City. Vehicle traffic on Peter pre-pandemic was already an issue with drivers using Peter Street to avoid the West Street stop lights. The additional potential traffic that would result from the proposed driveway would inevitably spill over to adjoining streets, decreasing their desirability as prime residential areas and potentially affecting the economic base of the downtown area.

There is ample space on the West St. side of the 2 Borland St. property for both entrance and exit drives and accompanying pedestrian walks to a safe sidewalk. West is also a 3 lane Street and can handle the traffic better than Peter St.

Drainage

The back yard at 261 Peter St. was flooded each spring before the high school was demolished and the site regraded. It is worse now. This problem needs to be remedied going forward. We have co-operated with the engineering firm doing elevation studies, but have not had any reports of their results and recommendations.

Parking Lot Lighting

We want you to ensure that the lighting plan for the parking area and buildings embraces “Dark Sky” lighting. Lights from the proposed parking area should not impact residences on Peter, North and West streets. Please provide the lighting specifications, including height of lamps, focus down, number required to adequately service the site and lamp types.

Smoking Area

In the earlier proposal drawings, there was a smoking area designated near the east fence backing on 261 Peter St. This is unacceptable. Prevailing westerly winds will mean that the smoke will drift into the back yard creating an unhealthy atmosphere for the current resident who is asthmatic. Please ensure that this smoking area is removed.

Creating a Healthy Community

The proposed structure at 2 Borland St. was conceived and designed before the current pandemic and includes a number of traditional multi-unit elements – ie. a common building entrance, common hallways and elevators, a shared HVAC system. There are also several spaces, both indoor and outdoor designed for communal gathering and living as well as a number of areas designed for commercial use. No unit has a balcony or other personal outdoor space.

It is becoming increasingly clear from statistics in a number of Ontario communities that the spread of infections and pandemics is particularly enhanced when people live in close proximity, share common areas and have limited ability to self-isolate when necessary. It is also clear that seniors and other vulnerable populations, such as those for whom this project is designed are most at risk.

This is not the first pandemic/epidemic we have encountered and it will not be the last. Rather than proceed with the current outmoded design the City and County have an opportunity to revisit the project with current knowledge and design something that provides a healthy living environment for our vulnerable populations and can be a model for other communities. The current development does not address the new reality of social distancing, etc. The question to ask is: Would you want your elderly parent to live in this project? Would you?

From: [REDACTED] >

Sent: Wednesday, March 10, 2021 3:37 PM

To: Zwiers, Arfona <Arfona.Zwiers@simcoe.ca>

Cc: [REDACTED]
[REDACTED]

Subject: [EXTERNAL] Today's meeting

Hello Arfona-

While I appreciate today's meeting, and please be aware that I have worked very hard on moving to a place of acceptance with the project, it felt like the County is interested in the powder puff issues that are raised such as public art and gardens, but the harder issues of the height of the structure and how it fits into the community were glossed over.

I understand that as a resident, I have very little say in what ultimately happens at the 2 Borland site. The County will do what they will do regardless of what the residents of the local ward want.

I absolutely understand the need for this and I appreciate that it will all work out well for the tenants, I still feel that 6 stories is excessive.

Yet there was no hint that the county would be interested in a different footprint, perhaps using the rest of the land on the property to redistribute the height.

The changes that are being brought to our neighbourhood are enormous. We love our neighbours and this neighborhood.

The County does not seem to be taking the concerns about the Peter St. Exit seriously at all. This is a grave concern for me.

As I have previously said, I want to be a champion for this project, but I am finding it difficult as I do not feel there is a lot of give and take happening. It seems all take and zero give.

Best regards,
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, March 10, 2021 7:18 PM

To: [REDACTED]

Cc: Zwiers, Arfona <Arfona.Zwiers@simcoe.ca>; [REDACTED]

Subject: [EXTERNAL] Re: Today's meeting

Hello Arfona,

My husband and I had registered to participate in this evenings meeting regarding "the Hub". Unfortunately, despite numerous attempts to sign in to the meeting, we were not allowed into the live meeting. We are both very frustrated as we have concerns which we wanted to express about the planned site many which echo those expressed by Shari in the email above.

It really feels as though the meeting was not set up to hear concerns and to, perhaps make some adjustments to the plan. It feels as though Council is going through the motions and that everything is a done deal.

It is really beyond my understanding that there was never any consideration for the residents in the area. We do appreciate that there is a need for this service and the low income housing, however was there not any thought that a six storey building does not fit with the homes which are already in existence? Is there no possibility that this could be altered? It is my understanding that when housing was proposed near to the Stephen Leacock Centre that Council heard the concerns expressed and altered their plan for building in the area based on those concerns.

I have no idea why my husband and I were not able to participate in the meeting. I am not familiar with the Microsoft Teams program but it certainly does not appear to be user-friendly. I am aware that Covid has presented issues which make it harder for you to get public feedback but, in the end, it feels as though there is not a real interest in what the neighbourhood has to say. My husband and I are relatively new residents of Orillia but have come to love the town and the people here. I am truly saddened by how this whole situation has been handled.

Yours sincerely,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, March 10, 2021 6:11 PM

To: CountyOrilliaCampus@simcoe.ca

Subject: Re: [EXTERNAL] Input sought on design, layout of housing hub planned at former ODCVI site

Perhaps you used my email account, which is not the same as my rogers account.

Next time, some clearer (or more specific) instructions would be appreciated.

My input to the meeting is below the screenshot.

Input for the meeting:

- Privacy fence: height? material?
- "Noise and Vibration Impact Assessment": Poorly scanned.
- Setting a precedent for vertical growth. Zoning apparently means nothing anymore.
- Several questions and disagreements regarding the "Traffic Impact Study" and "Addendum" documents, specifically regarding the East Access:
 - Conclusions 3, 5) Will the East Access also be used by larger vehicles (e.g., trucks), or can they be forced/encouraged to use the West Access??
 - Conclusion 6) Does not mention the absence of any turning lanes on Peter Street North, either northbound or southbound.
 - Section "5.3: Pedestrian Crossing Operations": I see no mention of plans to facilitate pedestrian traffic at the East Access. Note that the Site Plan shows a sidewalk leading to & from Peter Street North, but there is in fact no sidewalk on Peter Street North for it to join with. The only sidewalks on Peter Street North are on the east side of the street, so pedestrians will be forced to cross Peter Street North in order to stay on the sidewalk.
 - Section "5.4: Site Access": "Single ingress and egress lane will provide the necessary capacity to service the proposed development." With respect to the East Access, is that one single lane in total for both directions, or one lane in each direction
 - Section "5.5: Sight Distance Review": It is right at the top of a hill. How is that "suitable"?

Thanks.

From: [REDACTED] >
Sent: Wednesday, March 10, 2021 8:09 PM
To: tlauer@orillia.ca
Cc: [REDACTED] >; jduggan@orillia.ca; CountyOrilliaCampus@simcoe.ca
Subject: [EXTERNAL] Re : Development of old ODCVI site at West and Borland

Tim,

We live at [REDACTED] directly across from the OD site . Our house was built in 1921 by W.O Tudhope , one of the industrial pioneers of Orillia. We moved into the house in 1987 and our two children attended Hillcrest and OD so we are very familiar with the neighbourhood.

[REDACTED] and I had a 'Zoom' meeting with Simcoe County staff (Brad Spiewak, Rachelle Hamelin, Jason Allan) on Monday March 8, 2021 to discuss the proposed development of the OD site. We also attended the 2pm presentation today (Wednesday March 10, 2021) which I understand you also attended. I wanted to relay our concerns to you , as one of our city councillors , in writing so that we are on record. I will try to be as brief and direct as possible so if you would like further clarification , please feel free to contact us any time.

We have no concerns with respect to the use of the building (ie: affordable housing & services for the residents) but we do have the following concerns :

1. The wing facing Borland Street is too high and too close to the street. This building is much larger than the old school and is occupied 24/7 vs only when school was in session. The sight line study clearly shows people in the apartments will have a bird's eye view of our backyard.
2. The density of the site compared to the R1 zoning around the site is too much . It appears from the site plan and our discussions with County staff that the buildings are being situated as close to the West St / Borland St corner to leave as much of the site available for future projects. Those future projects will more than likely increase the density even further.
3. The planned entrance on Peter Street will add traffic to an already busy Peter St which is a residential street . It will also increase the traffic at the Borland/Peter intersection which in my opinion is already very dangerous , especially in the winter.
4. They are asking to reduce parking spaces. As we all know , parking is always an issue in Orillia.

5.Their design includes a play area for children . There is a nice city park at the old Hillcrest School site that would satisfy their needs for free.

6.We asked about using the old YMCA property across the street to provide the meeting rooms and other non-residential spaces but there didn't seem to be much interest in that idea.

To sum up , we don't like the plan they have set forth and would not be in favour of allowing their zoning amendments.

A plan I believe could be a solution would see the entire building facing West Street (ie: eliminate the Borland wing and extend the West wing) , with parking behind it.The excess land along Peter and North Streets could be subdivided into residential lots . This would fully utilize the site now and avoid future development concerns.

Regards,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED] >

> Sent: Wednesday, March 10, 2021 7:12 PM

> To: CountyOrilliaCampus@simcoe.ca

> Subject: [EXTERNAL] Peter St N

>

> Hi

> Thank you for the presentation on Mar 10. There are clearly some great design features; especially with regards to accessibility. However, increasing traffic on Peter St N— a two lane road, is simply not a good idea. Vehicles travelling at excessive speeds is a common daily occurrence and there is no observable traffic enforcement. As well, at the intersection of North St and Peter— a 4-way stop, this does not adequately control traffic. Vehicles rarely stop. In fact in the past twelve to eighteen months, vehicles increasingly drive through without stopping or reducing speed. Why not locate the second exit/entrance on West St?

> Looking forward to your response.

> Thank you

> [REDACTED]

>

> Sent from my iPhone

From: [REDACTED]
Sent: Saturday, March 13, 2021 10:19 AM
To: CountyOrilliaCampus@simcoe.ca
Subject: Re: [EXTERNAL] virtual session

this seems well thought out, but i think there should be balconies on at least some units. no everyone will be able to get down to the garden or wherever. where will people be able to smoke? i also suggest a tuck shop/small convenience store in amongst the other facilities. the bldg seems quite big for the neighbourhood, though i suppose it is a balance between offering housing and not upsetting neighbours. looking forward to seeing how it unfolds

On Fri, Mar 12, 2021 at 2:29 PM CountyOrilliaCampus@simcoe.ca <CountyOrilliaCampus@simcoe.ca> wrote:

Hi [REDACTED],

Yes you may submit your comments and questions at any time.
The presentation slide deck has been posted on the project webpage for viewing:
<https://www.simcoe.ca/countyorilliacampus>
And the recording of the presentation will be uploaded early next week.

If you require additional information, do not hesitate to contact me.

Sincerely,
Rachelle Hamelin, MCIP RPP
Program Supervisor

County of Simcoe, Social Housing Department
1110 Highway 26, Midhurst, Ontario L9X 1N6
Phone: 705-726-9300 Ext. 1485

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From: [REDACTED] >
Sent: Thursday, March 11, 2021 9:57 AM
To: CountyOrilliaCampus@simcoe.ca
Subject: Re: [EXTERNAL] virtual session

i tried several times in various ways to join this but none worked. can i express my comments/concerns via email? and can i view the virtual meeting somehow? thx

From: [REDACTED] >

Sent: Saturday, March 13, 2021 12:13 PM

To: CountyOrilliaCampus@simcoe.ca

Cc: [REDACTED]; jduggan@orillia.ca; Tim Lauer <TLauer@orillia.ca>; Pat Hehn <PHehn@orillia.ca>; [REDACTED] >

Subject: [EXTERNAL] Borland Street Simcoe County development: resident concerns

Dear Simcoe County staff and council,

We live at [REDACTED], across the street from the former ODCVI school where Simcoe County is planning its new affordable housing community hub. Last week we received our first information about the county's design for the site. The proposed design puts a large, four-storey building on a residential street. This design does not integrate the new housing into the residential neighbourhood. It instead undermines the residential quality of the street. Our houses, front yards, and back yards will now be impacted by this towering building with noise and complete loss of privacy.

We are strongly opposed to the Official Plan and Zoning Bylaw amendments that increase the height and the commercial density allowed on the site.

We would support a two-storey building on Borland Street, scaled like the school that was here for the century before. We would also support two-storey townhouses or residential lots on Borland Street. We would support a four-storey height on West Street, as per the Official Plan.

We would like to see Simcoe County propose a more suitable design appropriate to the context. The lot is large enough to accommodate all the proposed residential units and community services in a design more suitable to this residential neighbourhood location.

We would also like a Simcoe County representative to meet with us about our concerns.

1. We have been provided with no information about how much of our house interior and our back and front yards will be visible to residents in the apartments on Borland Street and to residents using the 3rd floor terrace. It appears that we will have no privacy.
2. We have been provided with no information about how much of our sky and view in the back yard will be blocked by the height of this building, which is on a hill higher than our side of the street. We actively use our back yard all year, and spend much of the summer outside gardening.
3. The design shows trees providing some minimal cover of the first level of the building but not the three upper floors, and with no explanation of privacy when leaves are not on the trees.
4. We have been provided with no information about the noise levels from the site, including its mechanical systems and the proposed 3rd floor open terrace that will tower over our houses. The former school was empty and quiet outside Monday to Friday, 8 am – 3 pm.
5. We have received no information about whether the county has considered more appropriate designs compatible with a residential neighbourhood.

[REDACTED]

From: CountyOrilliaCampus@simcoe.ca
Sent: Tuesday, March 16, 2021 11:17 AM
To: [REDACTED] >
Subject: RE: [EXTERNAL] Comments and Questions Arising from Wed Presentation

Hi [REDACTED],

I received the following response from Pearson Engineering regarding the potential to naturalize the stormwater management pond:

It is not designed to be a wet feature with permanent standing water and bullrushes etc., however, the SWM Pond area will be finished with native grasses and grass cutting will be limited or minimized to allow the grass to grow and provide enhanced sediment removal and water quality. An oil-grit separator is installed at the outlet of the facility to remove additional sediment prior to discharging to the downstream municipal storm sewer.

I trust that answers your question.

If you require additional information, do not hesitate to contact me.

Sincerely,
Rachelle Hamelin, MCIP RPP
Program Supervisor

County of Simcoe, Social Housing Department
[1110 Highway 26, Midhurst, Ontario L9X 1N6](#)
Phone: 705-726-9300 Ext. 1485

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From: [REDACTED] >
Sent: Monday, March 15, 2021 10:49 AM
To: CountyOrilliaCampus@simcoe.ca
Cc: Jeff Duggan <JDuggan@orillia.ca>
Subject: Re: [EXTERNAL] Comments and Questions Arising from Wed Presentation

Thank you Rachelle. Hopefully I will receive a response from Jeff in order to get a sense of where the City is going with this.

Regards,

[REDACTED]

On Mon, 15 Mar 2021 at 08:53, CountyOrilliaCampus@simcoe.ca
<CountyOrilliaCampus@simcoe.ca> wrote:
Good morning [REDACTED].

Yes, your comments will be submitted to the City for their review and consideration. However, you are always welcome to contact them directly.

The City planner assigned to the proposed development applications is Jeff Duggan, copied on this reply.

Sincerely,
Rachelle

From: [REDACTED] >
Sent: Saturday, March 13, 2021 9:43 PM
To: CountyOrilliaCampus@simcoe.ca
Subject: Re: [EXTERNAL] Comments and Questions Arising from Wed Presentation

Thank you Rachelle for your response. I was thinking I would pass on my comments and questions to the City but would that be necessary if the County is forwarding all comments to the City? I assumed the proposed site layout did seek to minimize impact to the neighbourhood but I am not sure my suggestion would necessarily negatively impact the nearby residents.

Sincerely,

[REDACTED]

On Fri, 12 Mar 2021 at 14:50, CountyOrilliaCampus@simcoe.ca
<CountyOrilliaCampus@simcoe.ca> wrote:

Hi [REDACTED],

Thank you for attending the presentation. Please see responses to your questions below:

The green spaces on the site plan will be dressed with top soil and hydra seeded for public use. The future use of the vacant green space portions of the site have not been determined by County Council.

Yes, the track-like area is the proposed dry-pond for snow melt and stormwater management. I have forwarded your question to the engineering consultants whether this area can be naturalized. I will let you know when I receive a response.

Yes, an outdoor patio amenity area is proposed above the hub for the residents' use.

I do not have any information regarding the YMCA's intention with their property.

Rents have not been allocated to specific units at this time.

The County has submitted a proposed site plan to the City of Orillia regarding site layout. The proposed site layout seeks to minimize adverse impact to the residential neighbourhood as well as meet the provisions of the City's zoning bylaw.

Thank you for your comments and suggestions. The intent of the public information session was to share information to interested community members on the proposal to date, based on the work completed. It is also very much the intent of County staff to take into consideration

comments submitted, the expectations of County Council, as well as receive input from the City staffs' technical review. Furthermore, all public submissions received, including questions and comments from yesterday's public information sessions will be forwarded to the City, as part of the City's consultation requirement, for their consideration.

I hope I have addressed your questions and comments. If you require additional information, do not hesitate to contact me.

Sincerely,
Rachelle Hamelin, MCIP RPP
Program Supervisor

County of Simcoe, Social Housing Department
1110 Highway 26, Midhurst, Ontario L9X 1N6
Phone: 705-726-9300 Ext. 1485

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From: [REDACTED] >
Sent: Wednesday, March 10, 2021 11:29 PM
To: CountyOrilliaCampus@simcoe.ca
Subject: [EXTERNAL] Comments and Questions Arising from Wed Presentation

I was very impressed with the presentation and so pleased to see the degree of thought that went into the plan and how it will help the affordability issue in the county but with that aside, I do have some comments and questions

There was a brief mention of the green spaces to the north and east as future locations for some unspecified use. Could you be more specific? I took it that they would not be maintained as green spaces. Is that a fair assumption and if not, how would any future development impact the proposed parking and need for green space or park space in the immediate area? Seniors, people with disabilities and young children should have some immediate access to green space more than what was laid out in the presentation. These areas could provide space for such things as play equipment, seating and simple pathways or even a labyrinth.

What is the "track-like" area shown in the ariel view to the north of the parking lot? Is it the dry pond for water runoff? If so, that at least could provide some green space and the possibility for bullrushes, or other water filter vegetation.

Does the proposal/sketch indicate a patio presence as well as a green roof above the common hub? If so it would provide the residents more opportunity for outside social interaction as the plan appears to be lacking in open community gathering space at the ground level.

Was there any imaginative thinking regarding the future use of the nearby YMCA building, in relation to this housing proposal design and function? ie a shared recreation/fitness/social space?

Will or should rents reflect the various location of the units, ie those facing the busy/noisy West Street with the hot afternoon summer sun versus those with the lovely lake view and the cooler morning sun and sunrise? But I guess the ones facing West Street and Borland are not overlooking a parking lot.

With the above comments in mind, it raises the question as to the best location of the parking lot. Putting the parking lot along West Street with a treed boulevard as a buffer, the hub located in the southeast corner with a roof-top terrace overlooking the Honour Student Arboretum on Peter/Borland corner with its entrance on the inside of the L facing northwest onto the parking lot, thus removing congestion from the Borland/West corner. Both entrances could then be off of West Street which has the centre lane for turning. This would provide better site lines from West, better sound buffering from traffic on West, better connectivity to green spaces to the north and west on the property and with the YMCA building, as well as a more peaceful corner roof garden overlooking the Arboretum and the views of Lake Couchiching.

I appreciate the opportunity to provide some ideas, however, It is obvious to me that they have probably come too late in the planning process. I would appreciate your comments. I may be contacted at [REDACTED]

Sincerely,

[REDACTED]

What follows is a neighbourhood analysis of the preliminary renderings supplied by the County of Simcoe Affordable Housing Advisory Committee on the 19th of March 2021 for a residential/institutional building.

Primary Analysis -- 50%	Secondary Analysis -- 50%
<p>Walkable (0 out of 10)</p> <ul style="list-style-type: none"> - excess on-site parking requirement & expense - lack of on-street parking - excess building set-back from West Street 	<p>Transportation (10 out of 10)</p> <ul style="list-style-type: none"> - this location is on a transit route and appears to be anticipating a on-street bus stop
<p>Connectivity (5 out of 10)</p> <ul style="list-style-type: none"> - block is too long ~300 m - need 2-3 shorter blocks with through streets, sized similar to the ones north & south of site - entrance on both West and Peter increases connections, but only to a parking lot - need parking along Borland, West, and the newly created street(s) 	<p>Environment (5 out of 10)</p> <ul style="list-style-type: none"> - this site is an infill location and has a medium urban potential. Thus, its ecological footprint could be 56% lower than a greenfield location - however, this is undermined by the on-site parking, a literal "driver" of climate change - replace parking between the buildings with the garden; include plots for food production; also better view at the back of building - the trees along West should be moved to the street to slow traffic and protect pedestrians
<p>Mixed Use (5 out of 10)</p> <ul style="list-style-type: none"> - mix of residential and institutional uses is a good start; adjacent to a few retail uses - retail is missing from the ground floor along West Street and attendant on-street parking - on-street parking should be created by removal of the perpetual turning lane along that stretch - institutional uses should be moved to the 2nd & 3rd floors along West Street - the daycare is well placed away from traffic noise and pollution - the Borland Street wing should be mostly residential to match character of the street 	<p>Architecture (5 out of 10)</p> <ul style="list-style-type: none"> - this proposal has some vaguely traditional elements that sort of blend with the surrounding neighbourhood - the traditional elements along Borland Street should be enhanced - the demise lines are too wiggly for an urban setting, and leave no impression of "stand alone" buildings, particularly along West Street - the sidewalk along West should be increased by 4-5 x; the building moved out to the sidewalk; and alignment straightened - move the terrace to the 4th floor east end of the Borland street wing; quieter & better views - the residential units need some added grace, such as one modest balcony per unit
<p>Diversity (5 out of 10)</p> <ul style="list-style-type: none"> - presence of various ages is good - concentration of only one income level may be problematic 	<p>Density (10 out of 10)</p> <ul style="list-style-type: none"> - 130 units over two mid-rise buildings is a wise level of concentration
<p>Traditional Structure (10 out of 10)</p> <ul style="list-style-type: none"> - site is near the functional centre of this neighbourhood and the amenities of other neighbourhoods 	<p>Integration (6 out of 10)</p> <ul style="list-style-type: none"> - the quality of life for this project, based on all the other elements, is medium
<i>Primary sub-total</i> 25	<i>Secondary sub-total</i> 36
TOTAL	61

Discussion:

Overall, Orillia’s walkability gets a mark of F-. The web-tool Walk Score specifically rates it at 40 out of 100, i.e., car-dependant, where most errands require a car. The “Hub” site itself gets a solid D-, with a “walk score” of 52 out of 100. That places it in the “somewhat walkable” category, where some errands can be accomplished on foot. The analysis above, though not based on Walk Score, is also done as a percentage and has similar outcomes. Thus, the preliminary work by the design team could elevate this location to 61 out of 100, or a mark of C-. The suggested enhancements listed above would push this mark even higher, making the task of housing people into an actual rejuvenation of the neighbourhood. The missing ingredient is walkability. The key design flaw is the excess on-site parking. The requirement for 250 spaces reveals that the project is sub-urban in nature and designed to be primarily dependant on cars. There are several things that could make the project more viable.

First, is the elimination of the on-site parking requirements. To quote walkability expert Jeff Speck: “Any investment in parking is an investment in driving is an investment in global heating”. He goes on to quote parking expert Donald Shoup, who says that the: “On-site parking requirement is a fertility drug for cars.” He ends with: “Anything you do to make parking easier or required is going to make parking more ubiquitous, driving more ubiquitous, and the driving lifestyle more ubiquitous and climate change worse.”ⁱⁱ

The elimination of the on-site parking requirement could also save the project \$2,500-\$5,000 per space in construction costsⁱⁱⁱ, and \$900-2,000 per space in annual O&M costs^{iv}. Thus, this proposal would be relieved of a burden from anywhere between \$625,000 to \$1,250,000 in unnecessary initial costs and between \$225,000 to \$500,000 in perpetual costs. These savings could be used to enhance other aspects of the project.

Second, this long block needs to be broken up into smaller ones. Researchers such as Reid Ewing and Robert Cervero have found that short blocks are the most predictive of walkability and pedestrian safety.^v The proposal does break up the block, but only with entrances to a parking lot. A through street will provide access for further development of this site and begin to activate this neighbourhood as a walking destination.

Third, to fully activate this neighbourhood as a walking destination, more retail opportunities need to be added to those that already exist along this section of West Street. The addition of institutional uses may help but will probably not be enough on their own. There are numerous amenities and necessities near by, but often at, or just beyond, the walking frustration limit of 800m from this location. Mixing more goods and services into this proposal would foster the creation of a sense of place, allowing it to acquire some street life.

As a destination, folks will not only visit by foot, but by car as well. When parked curbside, they make the street experience safer for pedestrians and spreads purchasing across more locations than drive-to shopping. It would require that this section of the street be re-stripped to remove the perpetual turning lane and add parallel parking spaces. Which in turn slows traffic, vastly improving walkability. This proposal is a prime opportunity to create a functional, vibrant neighbourhood.

ⁱ [<https://www.walkscore.com/score/>] 2021

ⁱⁱ Jeff Speck. Creating Walkable Cities. The Permaculture Podcast. 18 July 2020.

<https://www.youtube.com/watch?v=fIngSoURCvs>

ⁱⁱⁱ Maria Doyle. Transit Stations: No such thing as free parking. March/April 2015. vol.30, No.2. Ontario Planning Journal. OPPI. Toronto, ON.

^{iv} Pamela Blais. Metropole Consultants. Perverse Cities: Mis-incentives, urban form and municipal finances. Green Economic Summit. Toronto. 26 October 2012.

^v Speck, Jeff. 2018. Walkable City Rules: 101 Steps to Making Better Places. Rule #37 – Keep Blocks Small: Intersection density is what makes cities safe and walkable, page 88. Island Press. Washington, D.C.

From: [REDACTED] >
Sent: Wednesday, April 21, 2021 3:50 PM
To: CountyOrilliaCampus@simcoe.ca
Subject: RE: [EXTERNAL] Redevelopment of 2 Borland Street East Orillia

Hi Rachelle

Thanks very much for the information. Jason & I have emailed briefly & will be chatting when its appropriate.

Again, thanks for following up.

Take care, [REDACTED]

----- Original Message -----

From: "CountyOrilliaCampus@simcoe.ca" <CountyOrilliaCampus@simcoe.ca>
Date: April 20, 2021 at 3:56 PM

Hi [REDACTED],

Overnight parking and use at the Orillia site will be monitored as follows:

- During construction the entire site will be fenced and secured

- During occupancy -
 - Security cameras installed on-site with appropriate signage advising the premises are monitored,
 - Baffled downward safety lighting in the parking lot,
 - Signage indicating parking is for residents only,
 - Residents will have vehicle parking stickers to identify which vehicles are permitted to park in the parking lot,
 - Residential units facing parking lot provides 24 hour natural surveillance, and
 - On-site County staff during business hours.

In addition, a tight board 2 meter tall privacy fence will be installed around the parameter of residential properties, including yours, to preclude trespassing.

I hope this information is helpful. If you require additional information, do not hesitate to contact myself or Jason Allan, Construction Projects Supervisor.

Sincerely,
Rachelle Hamelin, MCIP RPP
Program Supervisor

County of Simcoe, Social Housing Department
1110 Highway 26, Midhurst, Ontario L9X 1N6
Phone: 705-726-9300 Ext. 1485

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From: [REDACTED] >

Sent: Tuesday, April 20, 2021 8:54 AM

To: CountyOrilliaCampus@simcoe.ca

Subject: [EXTERNAL] Redevelopment of 2 Borland Street East Orillia

Good Morning

Just to follow up on a question I had from the virtual meeting March 10th.

There were many issues with the vacant lot being used for overnight parking & personal uses. The addition of the concrete barriers took care of the problem which we greatly appreciated.

How will overnight parking & use of the lot be addressed / monitored once it is completed?

Thanks, [REDACTED]

[REDACTED]

[REDACTED]