



February 17th, 2021

JDE Project 20155

McKnight Charron Limited Architects

48 Alliance Blvd. Unit 110
Barrie, ON

**RE: Traffic Impact Study Addendum
Simcoe County Service Campus - 2 Borland Street, City of Orillia**

JD Northcote Engineering Inc. [JD Engineering] is pleased to provide the following addendum letter in support of the proposed development located at 2 Borland Street in the City of Orillia.

1.0 BACKGROUND

JD Engineering prepared a traffic impact study for the proposed Simcoe County Service Campus, located on the east side of West Street North, between Borland Street West and North Street East, in the City of Orillia (dated November 13th, 2020). This letter is intended as an addendum to the TIS, to address the City comments provided in the 1st Submission Comments (D11-359 – January 6th, 2021). Excerpts of the 1st Submission Comments are provided in the **Appendix**.

2.0 COMMENT #10

Not enough information to determine required parking. A Parking needs study will need to be submitted with Zoning Amendment Application Presumably the Parking Needs Study will identify the required parking for each use (i.e. Office, Child Care Centre, Retail etc.)

Through correspondence with City staff, the parking needs for the subject site have been addressed and resolved through the allocation of parking spaces to each specific use within the subject site. The following revised table summarizes the proposed parking allocation:



JD Engineering
Phone: 705.725.4035
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Table 1 – Proposed Parking Supply

Category	Parking Standard	Size	Required	Provided	Net Parking Supply
Residential Building containing more than 3 Dwelling Units	1.5 spaces per unit	130 units	195 spaces	134 spaces*	-61
Child Care Centre	1.0 space per class (min. of 3)	4 classes	4 spaces	4 spaces	-
Business, Professional or Administrative Office	1.0 space per 30m ² GFA	3,427 m ²	114 spaces	114 spaces	-
All other uses		293 m ²	10 spaces	10 spaces	-
TOTAL PARKING SPACES			323 spaces	262 spaces	- 61 spaces
<i>Barrier-Free Parking</i>	<i>2 spaces + 2% of Required spaces</i>		<i>9 spaces</i>	<i>9 paces</i>	<i>0 spaces</i>
<i>Bicycle Parking</i>	<i>1 space per 10 residential spaces 1 space per 300 m² commercial area</i>		<i>32 spaces + 13 spaces = 45 spaces</i>	<i>28 indoor + 42 outdoor = 70 spaces</i>	<i>+ 25 spaces</i>

*includes 105 resident parking spaces and 29 residential visitor parking spaces.

3.0 COMMENT #37

a) Traffic Impact Study to be updated to: Provide analysis for pedestrians at Peter St. N. entrance. Provide additional justification for maintaining lights on West St. If the lights are to remain the Developer would be responsible for upgrades required.

A sidewalk is proposed on the north side of the East Access, to provide pedestrian connectivity to Peter Street North, where existing sidewalk is available on the east side of the road.

There are four proposed sidewalk connections between the existing sidewalk on West Street North and the proposed building. An additional sidewalk connection is proposed, north of the building at the existing pedestrian signal.

As outlined in the TIS, pedestrian crossing volumes at Peter Street North will not warrant implementation of a pedestrian crossing facility. Based on the volume of traffic on West Street North, there are no adverse effects to traffic operations on West Street North, or at the West Access as a result of the pedestrian signals remaining in use. It is recommended that the existing pedestrian signals are upgraded to meet current standards, including pavement markings and signage. It is understood that the Developer will be responsible for the cost to upgrade the pedestrian signals.

4.0 COMMENT #38

b) Entrance Analysis Required

City staff has indicated that an entrance analysis is required confirm the physical location of the proposed entrances and review any conflicts.

As noted in the study, the West Access is located approximately 153 metres north of Borland Street (measured center to center). The proposed West Access is in the same location as the main entrance driveway for the former Orillia District Collegiate and Vocational Institute (ODCVI). This existing access is currently blocked off with concrete barriers. There is existing guide rail along the west property line of the subject site, with openings for the former ODCVI driveways. This guide rail will not be required upon redevelopment of the subject site; however, the existing guiderail does not obstruct the West Access. There is an existing midblock pedestrian signals across Peter Street, directly south of the West Access. There are no existing physical conflicts at the proposed West Access location.

The East Access is located approximately 122 metres north of Borland Street (measured center to center). Existing chain-link fence currently extends along the entire east property line of the subject site. There are no other existing physical conflicts at the proposed East Access location.

We trust you will find this submission acceptable. Should you have and questions or concerns, or require additional information in this regard, please contact our office.

Yours truly,
JD Northcote Engineering Inc.



John Northcote, P.Eng.
President

APPENDIX



**Development Services and
Engineering Department**
Planning Division

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📍 50 Andrew St. S., Suite 300,
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COUNTY OF SIMCOE REGIONAL COMMUNITY HUB (D11-359 – JANUARY 6th, 2021)

1st Submission Summary of Comments:

		Street North).
7		Zoning Matrix identifies permitted height as 20.5 m – please clarify as maximum height permitted in the R5 Zone is 12.5 m.
8		Identify 1.5 m Landscaped Buffer Area abutting West Street North
9		Privacy fence needs to be extended along the east side of the R2 zone at West Street North and North Street East (from the proposed fencing to North Street West)
10		Not enough information to determine required parking. A Parking needs study will need to be submitted with Zoning Amendment Application Presumably the Parking Needs Study will identify he required parking for each use (i.e. Office, Child Care Centre, Retail etc.)
11		Width of Parking Spaces (typical and accessible) to be dimensioned and identified
12		Sidewalk should not disconnect along the north side of the parking area but should be continuous in order to create a complete pedestrian connection between Peter Street North and West Street North.
13		1.5 m Landscaped Buffer adjacent to improved streets to be identified
14		Dimension Driveway Entrance at existing (Peter Street North) or new property line (West Street North). Entrance to be 7.2 m minimum and 12 m maximum.
15		Sight Triangle at Peter Street North and North Street East to be identified
16		Sight Triangle adjacent to residential area at the Corner of West Street North and North Street East is not required.



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1st Submission Summary of Comments:

		in conformance with the municipal numbering bylaw.
Site Servicing and Transportation Comments (Contact: Wes Cyr, Manager of Engineering & Transportation (705) 325-2211)		
36		Stephen Gendron – sgendron@orillia.ca – 705-325-2212 <ul style="list-style-type: none"> • Please advise Developer that a watermain upgrade project on Borland Street East may be under construction in 2020/2021. The most western project limit includes the intersection of Borland Street East and Peter Street North. The City contact for further information is Stephen Gendron.
37	a) b)	Jeremy Dutka – jdutka@orillia.ca – 705-325-2314 <ul style="list-style-type: none"> • Traffic Impact Study to be updated to: <ul style="list-style-type: none"> ○ Provide analysis for pedestrians at Peter St. N. entrance. ○ Provide additional justification for maintaining lights on West St. <ul style="list-style-type: none"> ▪ If the lights are to remain the Developer would be responsible for upgrades required. • Grade Percentage required, Identify the slopes of the driveway, parking, etc.
38	a)	Lisa Dobson – ldobson@orillia.ca – 705-326-4132 <ul style="list-style-type: none"> • Parking Spaces - Mark typical width for regular parking spaces, as well as Type A and Type B.



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1st Submission Summary of Comments:

	b) c)	<ul style="list-style-type: none"> Entrance Analysis required. Sight Triangles required, mark access site triangles at all access points.
39	a) b) c)	<p>Tracy Blanchard – tblancard@orillia.ca – 705-325-5802</p> <ul style="list-style-type: none"> Site Services Plan – Update to identify sanitary sampling manhole; Pipe crossing on Peter Street is less than 0.3m, sanitary main will require insulation. Construction Management Plan required, to be submitted with Site Plan Approval. Notes and Details Plan to be updated, 1.9m cover required for watermain / services; Section 8.1 updated spec for Tracer Wire required.
40		<p>Wes Cyr – wcyr@orillia.ca – 705-325-2211</p> <ul style="list-style-type: none"> Transit layby standard to include barrier curb with drop section to provide adequate accessibility. Please reference on site plan DWG.
Environment and Infrastructure Services Comments		
41	a)	<p>Collection and Distribution - Chris Hoos, Superintendent of Collection and Distribution – jhoos@orillia.ca – 705-325-2293</p> <ul style="list-style-type: none"> Water service connections to be live tapped