



January 18<sup>th</sup>, 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 13<sup>th</sup>, 2020). This letter is intended as an addendum to the TIS, to address the City comments provided in the 1<sup>st</sup> Submission Comments (D11-359 – January 6<sup>th</sup>, 2021). Excerpts of the 1<sup>st</sup> 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:



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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	135 spaces*	-60
Child Care Centre	1.0 space per class (min. of 3)	1 class	3 spaces	3 spaces	-
Business, Professional or Administrative Office	1.0 space per 30m <sup>2</sup> GFA	3,427 m <sup>2</sup>	114 spaces	114 spaces	-
All other uses		293 m <sup>2</sup>	10 spaces	10 spaces	-
<b>TOTAL PARKING SPACES</b>			<b>322 spaces</b>	<b>262 spaces</b>	<b>- 60 spaces</b>
<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 m<sup>2</sup> commercial area</i>		<i>32 spaces + 13 spaces = 45 spaces</i>	<i>28 indoor + 42 outdoor = 70 spaces</i>	<i>+ 25 spaces</i>

\*includes 106 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