

File 321806

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Re: 388/392 West Street North, City of Orillia  
Site Access - Response to City Comments

Dear Jeremy:

We have reviewed the City's comments with respect to the proposed access provision for the 388/392 West Street North residential development. While the City provided various comments regarding the traffic impact brief submitted in support of the development, this response letter focuses on the comments concerning the proposed access provision as they relate to Sections 6.1.4.1.d.ii and 6.1.4.2.b.iv of the City's *Official Plan*.

#### **OFFICIAL PLAN - ARTERIAL ROADS**

The City has requested justification for the provision of 3 access points on West Street North in context of the intent and function of an arterial road, as described in the *Official Plan*. The relevant sections of the *Official Plan*, as identified by City staff, are as follows:

##### **Section 6.1.4.1.d.ii – Roads, General Policies**

- *Arterial Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists from across the City. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to adjacent land does not detract from the primary function of moving the various modes of transportation.*
- *Arterial Roads will generally limit private land access to existing lots, and commercial and industrial uses, with new residential access permitted only where traffic movement, volume, speed and safety are not compromised, no alternative local or collector road access is available and the entrance criteria of the City are met.*

**Section 6.1.4.2.b.iv – Roads, Design Policies for Roads – Arterial & Collector Roads**

- *direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.*

**ACCESS JUSTIFICATION**

The noted sections of the *Official Plan* are intended to guide and control access to arterial roads so as to ensure any permitted access does not detract from the primary function of the road (conveyance of through traffic) or disrupt/compromise traffic flow, capacity, speed or safety. As noted in the *388 & 392 West Street North Traffic Impact Brief*, and further summarized below, the proposed development is a low volume trip generator that will not have any material impact to the function or operation of West Street North.

**Trip Generation**

As per the *388 & 392 West Street North Traffic Impact Brief*, the proposed is expected to generate in the order of 20 peak hour trips or less. This level of trip generation is considered low and not such that would otherwise impact the traffic operations of the adjacent road network. Guidance provided by the Institute of Transportation Engineers (ITE) suggests that peak hour trip generation of less than 100 trips is unlikely to impact road network operations to any significant degree. As such, the development is not expected to have any material impact to the operations of West Street North, regardless of the number of access points provided.

**Traffic Flow/Capacity**

It is acknowledged that increased access density can impact the traffic flow and capacity of a road segment, particularly where several high-volume access points or road connections are located in close proximity to one another. In this respect, access control is recognized as an important tool in preserving the intended function of an arterial road. Having said that, it is noted that the proposed access provision for 388 and 392 West Street North does not introduce high-volume access points that would otherwise be a concern on an arterial road. As per the submitted traffic impact brief, the individual turning movements at the site access points will not surpass 5 vehicles during the peak hour periods. Given the existing 3-lane configuration of West Street North (1 lane per direction with a continuous two-way left turn lane), the inbound left turn volumes, which are considered the most disruptive movement on a road segment in that left turning vehicles can impede through volumes, are removed from through traffic and thus have no impact on the traffic flow or capacity of the road. Inbound right turn movements are considered free flow movements and are not considered as an impediment to through traffic until the turning movements exceed 60 vehicles per hour (by comparison, the site will generate right turn volumes of 4 vehicles per hour or less).



It is noted that the proposed provision of 3 access points will not impact the traffic flow or capacity operations along West Street North. Given the low trip generation of the site, there will be no material impact to the operations along West Street North or its function as an arterial road whether access to the site be provided via a single access point or 3 access points.

### **Speed**

West Street North has a posted speed limit of 50 km/h, with a reduced limit of 40 km/h in effect during school start and end times. As such, West Street North is considered a low-speed arterial road. The implementation of the proposed access points to the subject site, which as previously described will be very low volumes access points, will not have any impact to the operating speeds along West Street North.

### **Design and Separation**

The proposed access points will be constructed to satisfy City requirements with respect to design and the Transportation Association of Canada (TAC) guidelines with respect to separation. As identified in the traffic impact brief, each access will provide adequate separation (exceeding TAC guidelines) from one another and from the nearest adjacent access points to the north and south. The TAC guidelines for access separation are intended to mitigate the impact of land access on through operations.

### **Access Operations**

As indicated in the *388 & 392 West Street North Traffic Impact Brief*, the subject access points are expected to provide excellent operations with minimal delay. Thus, the proposed development will not have any material impact on the adjacent road network, including the intended function of West Street North as an arterial road.

### **Existing Level of Access**

The proposed access provision is consistent with the level of access along West Street North, particularly to the south of the subject site where there are numerous driveways on both sides of the road, including a number of consecutive driveways in close proximity associated with detached residential units.

### **Justification Statement**

Based on the proposed size of the development and associated trip generation, and in consideration of the proposed access design, anticipated operations and existing configuration and capacity of West Street North, the proposed development, regardless of the number of access points provided, will not compromise the intended function of West Street North as an arterial road. As such, the provision of 3 access points as proposed is considered acceptable.



**SUMMARY**

As noted herein, and further detailed in the *388 & 392 West Street North Traffic Impact Brief*, the proposed development is a low volume development that will not have any measurable impact on the adjacent road network. The proposed development, regardless of the number of access points provided, will not compromise the intended function of West Street North as an arterial road.

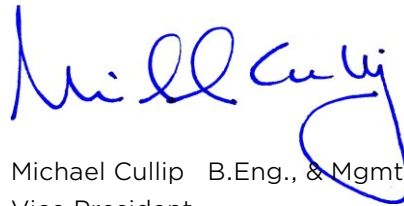
We trust that the above adequately addresses the City's comments regarding the proposed access provision. Should you have any questions, please do not hesitate to contact us directly to further discuss.

Yours truly,

**Tatham Engineering Limited**



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