

**Re: Planning and Environment Committee Item 14
164 Sherwood Forest Square Site Plan**

The purpose of this email is to clarify the status of the preferred access arrangement for the site plan at 164 Sherwood Forest Square.

Previous debate regarding access to Sherwood Forest Square or Fairfax Court occurred during the August 26, 2014 PEC Zoning Change Public Participation Meeting (PPM). The result was a Council resolution (attached) to implement the site plan approval process consistent with the site plan drawing appended to the PEC report, this was referred to as Schedule "1" (attached). The referenced site plan drawing identified access to Sherwood Forest Square. The Transportation comments in the report expressed concerns with access to Sherwood Forest Square given the existing conditions with the current road configuration and traffic (school buses, etc.). Notwithstanding, Staff recommended approval of the referenced site plan (Schedule "1") at the August PPM as it reflected the outcome of a community meeting with the area residents, the applicant and staff. Additionally, staff had met with the school board and they were favourable to enhancements to Sherwood Forest Square to alleviate the existing condition concerns. A holding provision was created which included a requirement for appropriate access arrangements to the satisfaction of Council.

The current Site Plan drawing is attached and "is consistent with the Site Plan Drawings appended as Schedule "1" to the staff report dated August 26, 2014" in accordance with the Council resolution.

To provide some background from a transportation perspective, the development is projected to add 75 trips to the morning peak hour traffic volumes of 732 on Sherwood Forest Square. It will add 91 trips to the afternoon peak hour traffic volumes of 735 vehicles. It should be noted that the Banting Secondary School afternoon school bus timing is earlier than the peak timing for general traffic volumes. The increase in traffic can be accommodated on Sherwood Forest Square with street modifications and signal timing adjustments at the intersection with Wonderland Road.

In consideration of the holding provision, Civic Administration subsequently met with the developer to establish a design and agreement concept for improvements to Sherwood Forest Square. A design for the reconfiguration of Sherwood Forest Square has been developed that will provide a safe and operational access to the development. A drawing is attached and it should be noted that the school board is in agreement with the proposed design. The agreement concept is for the Sherwood Forest Square improvements to be cost-shared equally between the Developer and the City Services Reserve Fund (Development Charges).

The proposed modification of Sherwood Forest Square will improve current issues and make the street work better for all traffic. The improvements include conversion of the street to a conventional two-way configuration. The two-way conversion will eliminate the need for drivers from the existing condo at 122 Sherwood Forest Square to cross to the far side of the existing one-way oval and make an additional stop. This short street across the oval will no longer be necessary and will be eliminated. The oval portion of the street in front of Banting Secondary School will be reconfigured as a dedicated school access (driveway). This will enable school bus stacking within the driveway portion. The current mixing of school buses and residential traffic will be eliminated. Sidewalks currently exist on both sides of Sherwood Forest Square. A raised concrete pedestrian crosswalk with enhanced pavement markings across Sherwood Forest Square will be constructed just east of the school along the natural route of travel and a fence installed to encourage pedestrians/students to use the crosswalk.

Access to the arterial road network and points beyond is more direct via Sherwood Forest Square. Access via Fairfax Court is not preferred as it would cause significant disruption to an existing very low volume residential street with no sidewalks. Adding the additional site traffic to Fairfax Court and Limberlost Road would cause more out-of-way travel and emissions and could cause neighbourhood traffic complaints and requests for traffic calming.

In summary, the preferred access point from a transportation engineering perspective is on Sherwood Forest Square. The improvements to the roadway will not only remedy and improve the existing conditions that exist, but will provide better overall traffic management.

Thanks

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Director of Roads and Transportation