

From: Barbara Wiens
To: Holly Willford
Subject: FW: latest Kunda Park & Forest Park subdivision traffic proposal
Date: Monday, August 30, 2021 1:43:25 PM



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From: Bill Heska
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Subject: latest Kunda Park & Forest Park subdivision traffic proposal

To Mayor & Councillors,

Note: This item was on agenda for last Council meeting but did not get discussed because of curfew, and I assume will be on Sept 7 2021 Council agenda

I have reviewed the details provided in the Council Agenda of Monday August 23, 2021, Item 8.5.1 Correspondence re: Draft Plan of Subdivision and Zoning By-law Amendment Forest Park and Kunda Park and have the following comments and concerns

The transportation study prepared by R V Anderson Associates Ltd dated May 27, 2021 only considers the traffic for the new Kunda Park and Forest Park subdivisions- areas owned by Sterling Realty It does not consider current Kunda Park traffic flow or other adjacent areas Based on the background statement "in consultation with Town staff" the Town staff participated in the transportation review

In the original plan for Kunda Park (Phase 4) subdivision, before Sterling Realty purchased the land, there were two primary road accesses to the subdivision- NE corner road out to Port Robinson Road, and in the SE, Kunda Park Blvd would be extended north along east side of subdivision In addition the access to Stella St on the NW corner would have current dead end roadway opened up

The current Kunda Park subdivision has 3 accesses to the area (Vera St, John St, and Kunda Park Blvd) with a total of 77 residences The new Phase 4 development adds 84 residences to the traffic flow (73 in north and 11 in south Kunda Park) more than twice the number of residences

Since the original development plan, there have been changes in legislation and studies made, and several significant areas have been identified through environmental studies- archaeological settlement and provincially significant wetlands (PSW)

At the NE location, an archeological settlement was identified This does not STOP the construction of a roadway if the area can be remediated (The town recently approved a development on N Pelham St after the archeological site was cleared) This NE location should be considered as a primary access and the intersection at Station St needs to be engineered Why was this option not included in the study? Can this area be remediated?

Option 1- may make the access to Stella St the preferred access route, since access across the Steve Bauer Trail (SBT) will be a high profile access because of SAFETY issues (pedestrian crossing, speed bumps, etc) This option will still have major impact on current Stella St traffic and needs to be reviewed With the limitations to the SBT crossing, assuming half of all traffic goes to Stella St, this would increase residences accessing Stella St from current 19 residences north of Vera St to 56 (19 + 73/2)- almost 3 times the volume of traffic Note:

The crossing of the SBT is prohibited based on Council motion approved on January 11, 2021

Option 2 would increase traffic flow on Stella St to 92 (19+73) residences- 5 times the current residences

In Option 1 & 2, I have not factored in the other traffic that currently uses Vera St as primary access to current Kunda Park south of Vera St There are no other areas in Fonthill that has these potential traffic volumes in a residential area

Option 3 proposes the extension of Kunda Park Blvd across the PSW Hopefully, this would split traffic flow from new Kunda Park subdivision (Phase 4) but will still increase traffic volumes by more than 3 times on Stella St Why was the extension of John St to the east to Kunda Park Blvd not proposed? John St is on the south side of the PSW and it would reduce traffic volumes on Kunda Park Blvd through to Merritt Road

In the proposal there is a multi-criteria evaluation table Who was on the project team that was involved in the evaluation process- consultant, developer, Town staff? It appears to be primarily developer focused with no public input including neighbours in existing Kunda Park There needs to be a more transparent proposal and public evaluation process

During the initial public input on these subdivision developments in the fall of 2021, we presented many other details which relate to both vehicle and pedestrian traffic that need to be considered ie school children, construction, etc

Please consider these issues when you deliberate the consultants proposal and the subdivision developments

Regards,

Bill Heska