

## Addendum to Development Permit Response

On receipt of the Traffic Impact Assessment (TIA) on 29<sup>th</sup> August 2014, several major concerns have arisen.

### 1 **Traffic Study**

To our knowledge no traffic study has been done. A full Traffic Study was promised for Wednesday 3<sup>rd</sup> September but no study was observed taking place.

#### Question

Why hasn't a comprehensive Assessment been carried out on 3<sup>rd</sup> September as promised? How can a major School be constructed in the middle of a Community without analysis of the impact of the additional traffic on an already busy road?

### 2 **Residential Driveways and a junction – Scimitar Point – lie across from the proposed School site and entrance**

The lives and concerns of the residents who are situated across the road from the School have not been addressed at all. They will have traffic and pedestrians impacting their movements and immobilizing the entrances to their driveways.

#### Question

How can so little of the report be given over to the impact of the School and associated traffic in the entrance area closest to the School?

### 3 **Pedestrian crosswalks**

In Section 8 'Recommendations', the Report states that it is "**Mandatory to install crosswalks at the following locations – Scenic Acres Drive and Scimitar Point NW – south, east and west legs**"

#### Question

How will the residents of 223 Scenic Acres Drive be able to reverse out of the driveway to head north if there is a Crosswalk adjacent to it? How will the residents of 300 homes in Scimitar Point NW be able to exit Scimitar Point onto the Drive with the extra School Traffic and two pedestrian crosswalks to navigate each time they want to leave Scimitar Point?

In conclusion, we submit that this TIA has been rushed through – June 20<sup>th</sup> to 1<sup>st</sup> July 2014 with Final Date of 14<sup>th</sup> July – and no regard has been given to the impact of additional bus and parental traffic for the residents of Scenic Acres Drive and Scimitar Point.

The scope referred to using the same rationale for 5 **Community** Elementary Schools which are currently being worked on and this Report reflects the issues and concerns of a **Community** Elementary School. This is a **Regional** Elementary school with entirely different concerns and with 95% of students being bussed in from the NW. 'Walk to School' and 'Cycle to school days' will not be relevant to 95% so why take up so much of the report assessing pedestrian/cyclist access from Silver Springs instead of addressing the real concerns of extra busses and cars dropping off as many as 400 children. This is a totally inadequate Report and needs to be redone to correctly reflect the nature of the school and the concerns of the residents.