

2026-03-11  
Project: 230556

Tracy Tucker  
Manager of Land Development  
Doug Tarry Limited

**RE: ACORN VALLEY DEVELOPMENT, 83 CHRISTIE DRIVE, DORCHESTER  
RESPONSE TO PEER REVIEW COMMENTS**

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In December 2025, Paradigm Transportation Solutions Limited completed a Transportation Impact Assessment (TIA) Update<sup>1</sup> for the proposed subdivision located at 83 Christie Drive in Dorchester. Stantec Consulting has provided peer review comments on the TIA Update, to the Municipality of Thames Centre via email dated 13 February 2026. We provide the following responses and clarifications to the peer review comments.

**Comment 1: Executive Summary and 1.1 Overview – (Minor Typo):** *Following discussion of the draft plan changes, it is noted that the Executive Summary identifies 2020 as the base year. However, the Introduction (Page 1) states that 2019 is the adopted base year, and the subsequent analysis appears to be based on 2019 conditions. For consistency and clarity, please update the Executive Summary to reflect the correct base year used in the assessment.*

**Response:** Noted.

**Stantec Comment 2: Executive Summary and 1.1 Overview -** *The Executive Summary and Introduction state that three four-leg accesses are proposed on Christie Drive, one of which is aligned with Wheeler Avenue. This is consistent with the draft subdivision plan figure. However, the 'TIA Scope' section identifies the Christie Drive / Wheeler Avenue (future) intersection as one study intersection and refers to three additional future access intersections. Based on the description provided, there appear to be two new four-leg accesses on Christie Drive (Street B and Street D), with the third being the new southern leg at Christie Drive / Wheeler Avenue (Street A). Could you please clarify the origin of the fourth access referred to (i.e. the High-Density Block access), as this does not appear to be reflected in the draft subdivision plan?*

**Response:** The High-Density Block Access relates to the High-Density Block on the south side of Christie Drive. The driveway is shown in the traffic figures and analyses in the TIS for

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<sup>1</sup> Paradigm Transportation Solutions Limited, *Acorn Valley Development 83 Christie Drive Dorchester Transportation Impact Assessment Update*, December 2025.

the purpose of traffic impact assessment. The access is not shown in the Draft Subdivision Plan but could be established through the Site Plan Application process for the High Density Block.

**Stantec Comment 3: Section 2.2 Traffic Volumes – (Minor Typo):** Please revise the date to 27 August, 2019.

**Response:** We note that the date included in Section 2.2 is 27 August, 2019.

**Stantec Comment 4: Section 2.2 Traffic Volumes -** The adjustment factor calculation for the AM peak hour is presented as  $452/360 = 1.255$ . When rounded to one decimal place prior to application, this would result in a seasonal factor of 1.3 rather than 1.2. While it is acknowledged that applying the higher factor may not result in any movements failing, the use of 1.2 understates traffic volumes within the study area and is not consistent with a conservative assessment approach. Please review and modify the seasonal factor adopted in the analysis, as required.

**Response:** The adjustment factor was calculated using an alternative approach (i.e.  $1 + (92/452) = 1.203$ ). The difference between either approach is minimal at 0.05. As Stantec noted in their comment, adjusting the existing traffic volumes by either a factor of 1.2 or 1.3 is unlikely to alter the conclusions of the December 2025 TIS.

**Stantec Comment 5: Section 3.2 Trip Generation –** The report text references LUC 221 (Multifamily Housing Mid Rise). However, Table 3.1 applies LUC 220 (Multifamily Housing Low Rise). Please revise the write-up to ensure consistency with Table 3.1 and reflect LUC 220 throughout.

**Response:** Noted.

**Stantec Comment 6: All Turning Movement Count (TMC) figures -** Across all TMC figures, it is unclear where the referenced “High Density Block” driveway on Christie Drive originates from. The report repeatedly states that there are only three access points to Christie Drive — the Christie Drive/Wheeler (Street A) intersection and the Street B and Street D roundabouts. Furthermore, the draft subdivision plan (Figure 3.2) does not identify any additional access along Christie Drive between Street D and Harris Road. Based on the plan, it appears that the High-Density Residential Block would access the network via Street D rather than via a separate dedicated driveway to Christie Drive. If a standalone “High Density Block” access is not proposed, the traffic movements currently shown at that location would need to be redistributed across the three identified accesses, which may affect the operational performance of each. Could this please be clarified?

**Response:** Further to response to Comment #2, it is acknowledged that access to the High Density Block could be provided direct from Christie Drive and/or through Street D. This could be finalized through the Site Application process with a TIA Addendum. The effects of traffic redistribution will be minimal.



**Stantec Comment 7: 3.3 Trip Distribution and Assignment** – (Figure 3.2) There appears to be a discrepancy between the volumes shown in this figure and those presented in Table 3.1. For the AM peak hour, the total outbound volumes shown in the figure equate to 305 trips (84 from the High-Density Block, 29 + 69 from Street D, 85 + 28 from Street B, and 10 from Street A). This differs from the 332 outbound trips identified in Table 3.1. Similarly, the total inbound volumes shown in the figure equate to 106 trips (34 from the High-Density Block, 9 + 21 from Street D, 12 + 27 from Street B, and 3 from Street A), compared to 116 inbound trips identified in Table 3.1. Could you please clarify the reason for this discrepancy?

**Response:** The inbound and outbound volumes at the intersections of Street 'A', Street 'B' and Street 'D' correspond to the traffic volumes generated by the units located north and south of Christie Drive as shown in Table 3.1. The Draft Plan also includes lots fronting onto Christie Drive with driveways on Christie Drive; trips generated by these units (which are identified separately in Table 3.1), are assigned directly to Christie Drive and are not included in the turning movements at Street 'A', Street 'B' or Street 'D'. The differences in assigned traffic correspond to the differences in Table 3.1.

**Stantec Comment 8: 3.3 Trip Distribution and Assignment** – Figure (3.3) Same as comment 7, but for the PM peak hour. During the PM peak hour, the total outbound volumes shown in the figure equate to 208 trips (60 from the High-Density Block, 20 + 46 from Street D, 19 + 56 from Street B, and 7 from Street A). This differs from the 227 outbound trips identified in Table 3.1. Similarly, the total inbound volumes shown in the figure equate to 331 trips (93 from the High-Density Block, 31 + 74 from Street D, 30 + 91 from Street B, and 12 from Street A), compared to 360 inbound trips identified in Table 3.1. Could you please clarify the reason for this discrepancy?

**Response:** Same response as to Comment 7.

**Stantec Comment 9: Section 4.1.4 Traffic Operations** - This section notes that a default PHF of 0.92 has been applied for future scenarios, rather than the PHFs calculated from existing counts, on the basis that existing PHFs may not accurately reflect future traffic conditions. While this approach is reasonable for intersections subject to future changes—such as new accesses, the Christie / Wheeler, or the Christie / Harris intersections—where lane configurations and/or control types are being modified, it may not be appropriate for intersections where no changes are anticipated (e.g., Hamilton / Wheeler, Hamilton / Harris). At these unchanged intersections, driver behavior is unlikely to differ, and the originally computed PHFs would provide a more accurate representation of peak-hour demand.

**Response:** We note that the default PHF of 0.92 is generally used in the Synchro analysis unless specific TIS Guidelines require otherwise. We acknowledge that a PHF of 0.92 is higher than the PHF for each intersection in the AM and PM peak hours, except at the intersections of Hamilton Road and Harris Road; and Hamilton Road and Wheeler Avenue where the existing PHF is 0.96 and 0.93, respectively. However, the use of the default PHF or the existing PHF is not likely to change the results significantly.



Yours very truly,

**PARADIGM TRANSPORTATION SOLUTIONS LIMITED**

A handwritten signature in black ink, appearing to read 'Rajan Phillips', written over a light blue rectangular background.

**Rajan Phillips**  
M.Sc. (PI), P.Eng  
Senior Transportation Consultant

