

From: [Mathew, Mohit](#)
To: [Hern, Darryl](#)
Cc: [Fadaee, Sara](#); [Kamal, Ahmad](#)
Subject: 39T-TC2501 Acorn Valley Resubmission - TIS Review
Date: Friday, February 13, 2026 11:14:02 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Darryl,

I have been assigned to review the **Acorn Valley TIS Resubmission** and am reaching out to provide my observations and feedback. My comments on the report are outlined below:

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

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?

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?

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.

Please feel free to reach out in case there are any questions or concerns.

Regards,

Mohit Mathew, P.Eng.
Transportation Engineer

Direct: [\(905\) 369-1049](tel:9053691049)
mohit.mathew@stantec.com



With every community, we redefine what's possible.

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately. For a list of Stantec's operating entities with associated license and registration information, please visit stantec.com.