Summary of Public Comments	Stantec's Response	Paradigm's Clarifications/Responses
The build-out of the development will result in increased traffic on nearby roads including Wheeler Avenue, Christie Drive, Mill Street, Tiner Street, and Boardwalk Way, all of which were not designed to handle high volumes. Has consideration been given to route traffic away from Tiner Estates and the Boardwalk Subdivision?		As shown in the TIA, the study area road system is conducive to distributing traffic from this development among multiple roadways, thereby reducing the impact on any specific road. Overall, the total traffic volumes are within roadway capacities, and traffic operations show acceptable levels of service. It is also noted that Street D and Street B in the development will be extended to connect with a future development to the south. This will provide an alternative route to the south and divert some traffic away from Christie Drive and Mill Road.
The projected daily Annual Average Daily Traffic (AADT) was not included in the TIA, which is concerning given the ~40-year-old infrastructure in our community, where such data is critical for planning and assessing the impact on aging roads and water mains. Wheeler Avenue is expected to carry ~40% of the total subdivision traffic, equivalent to 1,794-2,242 vehicles per day, compared to about 300 today – an increase of 7-8.5 times current volumes.	The resident's calculations are reasonable and directionally consistent with expected daily traffic for a development of this scale. However, it is important to clarify that AADT is not the basis for evaluating capacity, operations or required road improvements associated with developments. Standard practice – and the basis of all provincial and municipal traffic guidelines – is to assess peak-hour conditions, not total daily volumes. While daily volumes can help with communicating impacts to residents,	As Stantec have indicated in their response, while the AADTs may be useful in providing a broader context for comparison, the peak-hour analysis in the TIA, is the basis for evaluating road capacity and identifying potential need for road improvements. AADTs are calculated by multiplying two-way PM peak hour traffic volume by a factor of 10. The AADT estimates for Wheeler Avenue are: - Existing Traffic Conditions: 270 – 1180 - 2030 Background Traffic Conditions: 330 – 2100 - 2030 Total Traffic Conditions: 1830 – 3600

Why was the AADT not apart of the TIA when it illustrates the daily impact of the full project on our existing streets and infrastructure?	they do not change the technical conclusions regarding the function of Wheeler Avenue or the adequacy of the road network. To improve clarity and address the resident's concerns, the applicant could provide a simple AADT summary using the trip generation and assignment assumptions already applied in the TIA but note clearly that the road and intersection design recommendations remain grounded in peak-hour analysis, consistent with accepted practice.	In Section 3.3, the traffic distribution between Wheeler Avenue and Christie Drive has been adjusted to be almost equal based on the east/west split of development traffic assigned to Hamilton Road.
The TIA does not predict any increase traffic on the Christie Drive extension to Harris Road from the neighbouring Boardwalk housing development. This is a significant oversight since the Boardwalk development will likely add traffic on Harris Road and use the Christie Drive extension as a throughfare.		The background development traffic has been added to the study road network according to the trip assignment used in their respective TIAs.
Traffic calming measures within the Acorn Valley development and surrounding neighbourhoods are needed to protect		Traffic measures will be implemented as appropriate in consultation with the Municipality.

residents from the increased traffic.		
The number of units presented in the TIA is not consistent with the FSR. Please clarify if the FSR and TIA are based on the latest Draft Plan.	To remove any confusion, the TIA could be updated to align with the FSR, or alternatively, the TIA could assume a land use scenario generating the highest number of units possible and could then be characterized as a significantly conservative estimate of traffic operations in the future build conditions. Build out phasing and associated analysis should be provided with any update of the TIA.	This TIA Update reflects the latest Draft Plan which consists of 147 single family units, 46 semi-detached units, 21 street townhouse units, 540 low/medium-density residential units, and 589 high-density apartment units.
The projected 1,904-2,380 daily ADT on Wheeler Avenue from Acorn Valley will significantly increase vibrational stress and exacerbate existing cracks, hastening infrastructure failure. A Pavement Condition Index for Wheeler Avenue and a Watermain Condition Assessment for the line from Mill Road to Christie Drive, including Wheeler Avenue should be completed.	The resident's request for a Pavement Condition Index, a Watermain Condition Assessment and other long-term infrastructure renewal needs falls outside the scope of a TIA and are more appropriately addressed through the Municipality's asset management and capital planning process.	We agree that these requests fall outside the scope of a TIA and would be better addressed through the Municipality's asset management and capital planning processes.
The proposed 588-unit, 6-storey apartment block is not a policy-compliant intensification. The high-density block will add a total of 740 daily trips on		As noted, the assignment of traffic to Wheeler Avenue has been revised in this update. As noted in the TIA and in this matrix, the study road system

Wheeler Avenue (a local road (vs. arterial, connector)). Tiner Road and Wheeler Avenue should be permanently removed as access points for the high-density block. All traffic must be redirected to a new, funded arterial/collector road (in addition to Harris Road) with full municipal acceptance. Local roads cannot support the daily traffic from high-density alone. Direct arterial access is needed.		provides an appropriate road network for efficiently distributing both existing and new development traffic. While new development traffic benefit from existing roads, existing developments also benefit from intersection improvements undertaken as part of the development.