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12 Dececember 2019
Project: 180218

Joe Haasen
Brantam Developments Inc.
9334 Glendon Drive
Mount Brydges ON N0L 1W0

Dear Mr. Haasen:

RE: PROPOSED RESIDENTIAL DEVELOPMENT, 9904 OXBOW DRIVE, KOMOKA ON
RESPONSE TO PEER REVIEW COMMENTS

The following are our responses to the peer review of our Transportation Impact Study, dated April 2019, for the above noted development. The peer review was prepared by IBI Group dated 20 June 2019.

Build-Out Year and Development Phasing

At the time of writing the TIS, the phasing information was not available, and therefore was analysed as one total phase. As the total phase did not warrant improvements, it can be inferred that an interim phase would also not warrant improvements.

Horizon Year

As the development is not located in the City of London, the City's guidelines were not followed. Instead a pre-study consultation with the County of Middlesex and Municipality of Middlesex Centre was conducted via e-mail in which a scope for the report was proposed. The horizon year of 5 years was approved by both County and Municipal staff.

Unfortunately, in section 1.2 of our report, a sentence was included which indicated that we were following the City's guidelines. However, this was in error, as the City of London's guidelines were not brought up in pre-study consultation. We apologise for the confusion.

Collision History

A review of collision history was not requested as part of the scope of the study. Paradigm does not anticipate the site generated traffic will cause adverse conditions.

A review of the collision history can be performed, however it would only be noteworthy if collisions were abnormally high for the amount of traffic, which would be considered an existing condition.

Background Developments

The Kilworth Heights West development was identified to impact the subject study area. As the development only contributed traffic volumes to the eastbound and westbound through movements at the Glendon Drive and Komoka Road intersection, the impact of the development on study area intersections was minimal.

The traffic volumes for the Kilworth Heights West development were taken from its TIS and are included in Appendix A.

Forecast Queue Lengths at the Glendon Drive and Komoka Road Intersection

The reviewer identified that the 95th percentile queue lengths on the southbound left-turn movement at the Glendon Drive and Komoka Road intersection is forecast to exceed available storage under 2023 total conditions. The reviewer also recognizes that the mentioned intersection will be reconstructed as a roundabout in the future, which will eliminate this concern.

As the 95th percentile queue will exceed the available storage as an interim condition, it is not recommended to extend the storage length under the existing intersection configuration as the lane will be replaced in the near future. However, if long term delays are anticipated for the intersection reconstruction, it is recommended that the County continues to monitor intersection operations and consider implementing the southbound left-turn lane with 35 metres of storage.

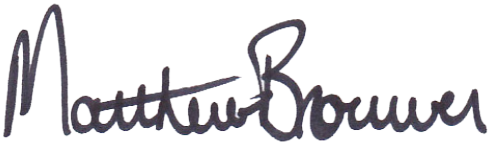
Formatting

The remainder of the comments focus on formatting and how to present our data within our figures and tables. Paradigm thanks the reviewer for suggestions on how to improve our reports.

If you have any questions or comments on the above response, please do not hesitate to contact us.

Yours very truly,

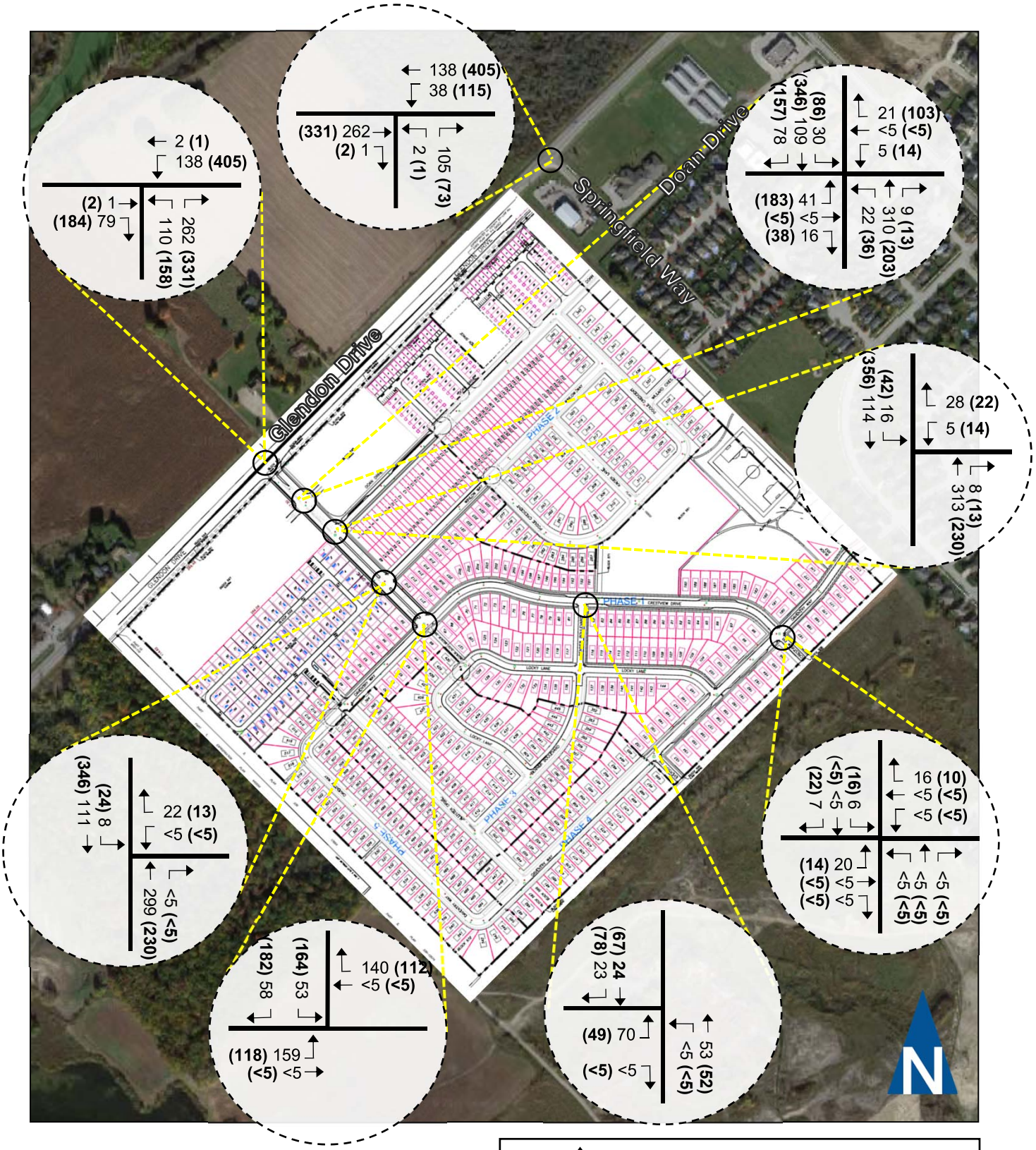
PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Matt Brouwer
P.Eng.
Senior Project Manager

Appendix A

Future Trips Generated by Other Developments



Left/Through/Right Traffic Volume

111 (222) AM Peak Hour **(PM Peak Hour)**

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Site Traffic Volumes