

December 17, 2025

Chris Walcott
2188 C.R. 1, P.E.C.

RE: 2188 C.R. 1 ZBA Application – Traffic Impact Brief
Jewell Engineering File No. 250-5926

Jewell Engineering Inc. (Jewell) has prepared this Traffic Impact Brief (TIB) to discuss the expected impact of a proposed commercial development in Prince Edward County (PEC), approx. 5km northwest of Bloomfield.

The site's existing main building is being used as a tile store and HVAC/plumbing business. The HVAC/plumbing business will be moved from the east unit to the west unit to replace the tile business, and a proposed veterinary clinic will move into the east unit. This TIB has been prepared in support of a zoning by-law amendment (ZBA) application for the proposed uses.

Vehicles will access the development via the existing entrance on C.R. 1 (Schoharie Road), 135m east of the Hwy 62 intersection (CL-CL).

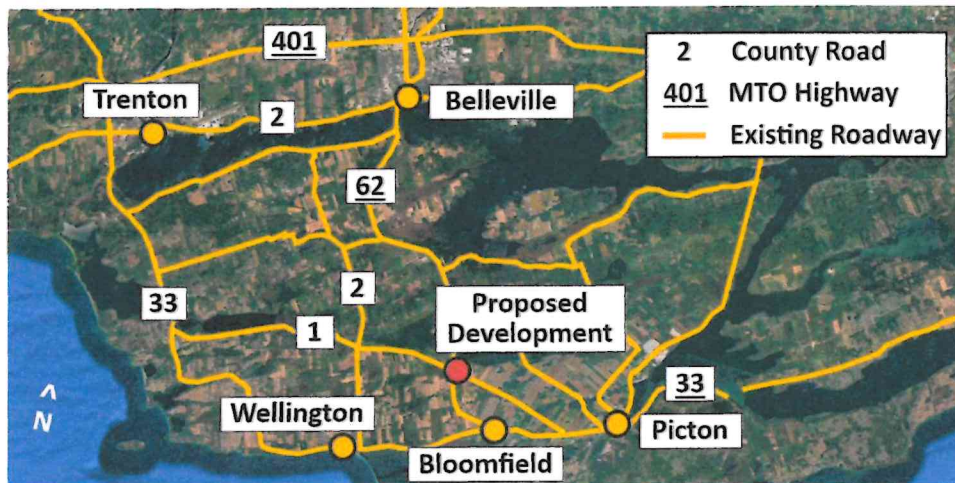


Figure 1: Development Location (Google, Maxar Tech 2023)

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Existing Conditions and Surrounding Road Network

The subject property is situated east of the intersection of C.R. 1 and Hwy 62, and has an existing area of ~0.8ha. The site is located within a rural area, with a driving distance of 22km to Belleville, 5km to Bloomfield, 10km to Picton, and 12km to Wellington.

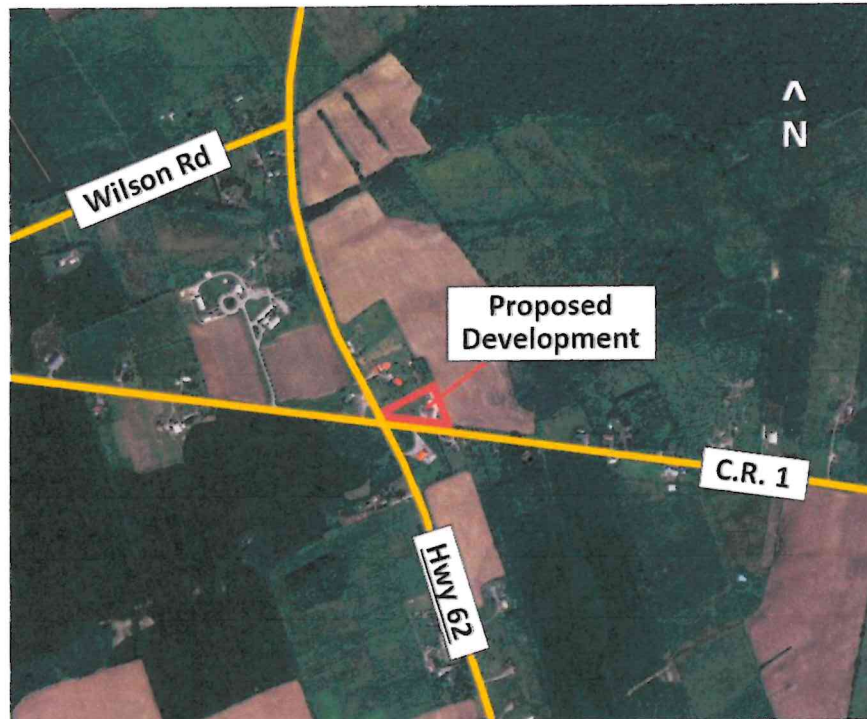


Figure 2: Surrounding Road Network (Google, Maxar Tech May 2023)

The lands surrounding the proposed development are primarily rural and agricultural (to the north and east), with a Taste of Country (bakery and frozen food store) and several residential dwellings along the south side of C.R. 1.

The existing development has a main building with a tile business and HVAC/plumbing business (Figure 3), and an associated storage yard to the rear building. Parking for both businesses is located immediately south of the building, and to the east side of the existing driveway.

Plans are currently underway to develop the western portion of the site, however the future development is outside the scope of this traffic brief.



Figure 3: Development Site – Existing Conditions

C.R. 1 (Schoharie Rd)

C.R. 1 is a two-lane, hard-surfaced *Inter-Centre Arterial* road (PEC GIS, 2025) under PEC jurisdiction, with a posted speed of 70km/h in the vicinity of the proposed development. The lanes are moderately wide (~3.3m), and there are ditches and wide (~3m) gravel shoulders on both sides of the road.



Figure 4: County Road 1 at Site Entrance, Facing West

Hwy 62

Hwy 62 is a two-lane, hard-surfaced Highway under MTO jurisdiction (PEC GIS, 2025), with a posted speed of 80km/h in the vicinity of the proposed development and a rural cross-section. Hwy 62 extends north through Belleville (crossing the 401), and south to Bloomfield/Picton as Hwy 33.

C.R. 1 / Hwy 62 Intersection

The intersection of C.R. 1 / Hwy 62 is a four-way, minor-road stop-controlled intersection. East-west traffic (C.R. 1) is stop-controlled, while north-south traffic on Hwy 62 remains free (uncontrolled). The intersection is oblique as per the TAC *Geometric Design Guide* (2017), with a minimum angle of 55° between approaches.

The Ministry of Transportation (MTO) is planning to convert the C.R.1 / Hwy 62 intersection to a roundabout to improve safety and traffic flow, however detailed design has not yet been completed.

Site Access Configuration, Intersection Spacing

The development has a single site access connecting to C.R. 1, roughly 135m east of the C.R. 1 / Hwy 62 intersection (CL-CL), which will continue to be utilized for the proposed vet clinic. The uncontrolled site access will effectively remain yield-controlled on the minor approach as traffic is entering a public highway from private property (as per the Ontario Highway Traffic Act s. 139 (1)), and east-west traffic will remain uncontrolled. There are no intersections within 1km to the east.

The TAC *Geometric Design Manual* Figure 8.8.2 indicates that a driveway should be set back a minimum 25m from an intersecting road along an Arterial road. The driveway is spaced 135m from the Hwy 62 intersection, therefore adequate spacing is provided.



Figure 5: Driveway Corner Clearance

Sightlines

Jewell staff measured sightlines at the existing entrance to ensure that safe access is provided. The entrance has a clear line of sight to the east with a sight distance of >400m.



Figure 6: Sightline from Driveway, Facing East

Similarly, the line of sight to the west is in excess of 400m.



Figure 7: Sightline from Driveway, Facing West

It should be noted that traffic will likely be travelling below the posted speed limit past the driveway entrance due to the proximity to the Hwy 62 intersection.

Table 1. Sightline Measurements

Vehicle Movement	Design Speed	Required Stopping Sight Distance	Measured Distance	Measured > Required?
Eastbound	90km/h	155m	> 400m	✓
Westbound			> 400m	✓

As demonstrated, sightlines along C.R. 1 exceed minimum requirements and are sufficient to provide safe access at the existing driveway location.

Site-Generated Traffic

Based on standard trip generation rates for the existing and proposed land-uses (I.T.E. 11th ed.), the development is anticipated to generate the following peak-hour vehicle trips.

Table 2. I.T.E. Trip Generation Rates

	AM			PM		
	Avg. Rate	IB%	OB%	Avg. Rate	IB%	OB%
180 – Specialty Trade Contractor	1.98	77%	23%	2.18	38%	62%
640 – Animal Hospital	3.73	53%	47%	3.83	52%	48%

Table 3. Development Trip Generation – Existing vs. Proposed

G.F.A. (x 1,000 sq.ft.)			AM			PM		
			Trips	IB	OB	Trips	IB	OB
Exist.	180 – Specialty Trade Contractor	5.26	10	8	2	11	4	7
Prop.	180 – Specialty Trade Contractor	2.45	5	4	1	5	2	3
	640 – Animal Hospital	2.81	10	5	5	11	6	5
Net Increase			+5	+1	+4	+5	+4	+1

The critical analysis period is the PM Peak hour during which, 16 vehicle trips are expected to be generated by the development – a net increase of 5 trips per hour. The addition of 5 peak-hour trips (less than one vehicle trip every ten minutes on average) will have no noticeable impact on the operation of the surrounding road network.

Active Transportation

Due to the commercial land use and the rural location of the development, active transportation is unlikely to be used to/from the site.

Parking Requirements

As per Prince Edward County’s Zoning By-Law (2025), the following number of parking spaces are required:

Table 4. Required Parking

Land Use	m ²		Spaces Required
	1 Space Per	GFA	
Other Commercial Uses	33	228	7
Animal Hospital	30	261	9
Total	-	489	16

A total of 20 parking spaces is proposed, therefore the minimum parking requirement is satisfied. In addition, the minimum 4% of barrier-free spaces (1 space) is provided.

Conclusion

Jewell has authored this brief to discuss the anticipated impact of the proposed commercial development in Prince Edward County. The owner is proposing to relocate an HVAC/plumbing business from the east half to the west half of an existing building (replacing an existing tile business), and adding a veterinary clinic in the east unit.

The addition of 5 (AM/PM) peak-hour trips is not expected to have a noticeable impact on the local road network. Therefore, no upgrades or network improvements are required to support the proposed development.

The 20 provided parking spaces achieves the required minimum in PEC’s Zoning By-Law (2025).

The site access exceeds minimum corner clearance and sight distance requirements along a County/Arterial road. No changes to intersection controls are proposed; traffic leaving the site is required to yield to traffic on C.R. 1, and east-west traffic remains uncontrolled. Therefore, safe access/egress can be provided.

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Attached: Site Plan

