

May 14, 2026

PTRAN2024022

Adam Layton, MCIP, RPP
Associate Principal
Goldberg Group
Land Use Planning and Development
Toronto, Ontario M5M 4A8

Re: Redtail Winery Traffic Impact Study Report – Responses to Peer Review and County Comments

Dear Adam Layton,

TraffMobility Engineering Inc. (TraffMobility) prepared a Traffic Impact Study (TIS) Report dated December 6, 2024 (December 2024 Report) in support of the site plan control process for the proposed Redtail Vineyard development on Loyalist Parkway, Prince Edward County (County), Ontario.

Paradigm Transportation Solutions Limited (Paradigm) was retained by the County to conduct a technical review of TraffMobility's December 2024 Report. Paradigm provided their findings and recommendations in a technical review letter, dated January 14, 2026 (January 2026 Review Letter).

TraffMobility responded to the findings and recommendations in the January 2026 Review Letter along with comments from the County in a response letter dated March 26, 2026 (March 2026 Response Letter). In a follow-up technical review letter dated April 13, 2026 (April 2026 Review Letter), Paradigm noted that most of the responses in the March 2026 Response Letter were sufficient, but a few items required further clarification.

This letter addresses the few items which required further clarification in the April 2026 Review Letter and additional comments provided by the County.

March 2026 Response Letter Comments and Responses

Peer Review comments and recommendations received on the March 2026 Response Letter and corresponding responses for the outstanding items are summarized below.

April 2026 Review Letter Comments and Recommendations

Comment #7

The consultant has now considered the effect of the downhill grade of Loyalist Parkway north of the subject site access, which they identify as 3% to 4%. They apply a 1.05 adjustment factor (5% increase) to the TAC sight distance requirement for a 100 km/h design speed, which increases it from 210 m to 221 m. The available sight distance north of the subject site access is shown as >220 m in Table 4: Sight Distance Verification Summary. Therefore, the consultant finds that the consideration of the downhill grade does not change their original conclusion that the sight distance to the north is sufficient.

The response is generally satisfactory and we agree that there is sufficient sight distance.

Notwithstanding, we note that the available sight distance is shown in the TIS as 210 m and not ">220 m". Based on our review using available aerial mapping and Streetview images, we agree that the sightline is somewhat longer than 220 m. We also note that there is no reference for the 1.05 adjustment factor used by the consultant. In the October 2021 Traffic Brief, Greer Galloway applied a 1.10 adjustment factor (10% increase). We find that the latter is consistent with the TAC manual for

grades less than 4%. Applying the higher factor would result in a sight distance requirement of 231 m, which is likely met in the field based on our review.

Response

As noted in the March 2026 Response Letter the sight distances were adjusted by 1.05 to account for the downhill grade. This was based on Table 2.5.3 – Stopping Sight Distance on Grades in the TAC Manual for a grade of 3%.

We acknowledge that an adjustment factor of 1.10 will account for a downhill grade of 4%, and using this factor will require a sight distance of 231 m as summarized in **Table 1**. The results in **Table 1** show that the proposed site access has adequate sight distances for a design speed of 100 km/h when accounting for a downhill grade of 4%. The access sightline analysis is provided in **Attachment 1**.

Table 1: Sight Distance Verification Summary

Parameters	TAC Requirements for 100 km/hr Design Speed (m)		Available Distance (m)
	North Approach (@4% downgrade)	South Approach (<3% downgrade)	
Minimum Stopping Sight Distance	185 x 1.10 = 204	185	>231
Minimum Left Turn Sight Distance	210 x 1.10 = 231	210	>231
Minimum Right Turn Sight Distance	N/A	185	>231

Comment #10

To emphasize that emergency access is sufficient, the consultant provided additional vehicle maneuvering diagrams to illustrate a pumper fire truck entering and exiting the site at Loyalist Parkway. In the TIS, only the smaller waste collection truck had been shown making these maneuvers. The new diagrams show that the full 6.0 m width of the site access roadway is required for the fire truck to enter and exit the site. Similarly, the waste collection truck would require most of the roadway width in entering and exiting the site.

In our technical review, we had noted that the 6.0 m width of the Site Access and main internal roadways is the minimum width for a fire route. We also noted that additional width could be considered for the Site Access road in proximity to its intersection with Loyalist Parkway to reduce the encroachment of these larger vehicles on the opposing travel lane when turning to or from the site. This consideration would apply to larger delivery trucks too.

We note that the County's Property Entrance Application Instructions document states that "Commercial Entrances shall be constructed in accordance with the commercial site access standards established by the Ministry of Transportation, and approved by Operational Services". From our review of the MTO standards, the proposed 6.0 m width for the access road would only be appropriate for access to a small or large "utility station", presumably for maintenance services. The standard widths for other commercial accesses include 7.5 m for a recreational area, 8.0 m for a small business, 9.0 m for a truck access, and 10.7 m for a shopping centre (includes a 1.2 m median). We also note that in the October 2021 Traffic Brief, Greer Galloway recommended an 8.0 m width based on MTO drawing 305.140 (small business access).

Response

Noted. The site access design was updated to reflect an 8 m width as per Ministry of Transportation Ontario Drawings (MTOD) 305.140 – Commercial Entrance to Small Business. A minimum radius of 15 m was used since Loyalist Parkway posted speed is greater than 70 km/h.

Recommendation #4

The consultant acknowledges that sufficiency of the parking supply is to be confirmed by County staff. Regarding the adequacy of emergency access, the consultant cites the additional vehicle maneuvering diagrams that have been submitted with their memorandum to demonstrate pumper fire truck entry and exit maneuvers at the Loyalist Parkway/Site Access intersection.

The response is sufficient regarding County staff confirming parking supply requirements. As noted previously, a wider site access roadway at the intersection with Loyalist Parkway would be appropriate considering the proposed higher intensity of commercial uses at the subject site.

Response

Noted. The site access design was updated to reflect an 8 m width as per MTOD 305.140 – Commercial Entrance to Small Business. A minimum radius of 15 m was used since Loyalist Parkway posted speed is greater than 70 km/h.

April 2026 Review Letter Recommendations

Recommendation #1

Regarding Comment #7, the consultant should clarify their response related to sight distance requirements and confirm the required and available sight distances on Loyalist Parkway to the north of the subject site access.

Response

Available sight distances along Loyalist Parkway are sufficient. Please see response to **Comment #7** above for details.

Recommendation #2

Regarding Comment #10, the consultant and site architect should consider a modification to the site plan to facilitate a wider site access at Loyalist Parkway. Increasing the width of the exit and entry lanes would facilitate safer and more efficient operations, especially in consideration of the higher travel speeds observed on Loyalist Parkway as well as the occasional need to accommodate larger vehicles and emergency services.

Response

Noted. The site access design was updated to reflect an 8 m width as per MTOD 305.140 – Commercial Entrance to Small Business. A minimum radius of 15 m was used since Loyalist Parkway posted speed is greater than 70 km/h.

County Comments on March 2026 Response Letter

County comments received on the March 2026 Response Letter and corresponding responses are summarized below.

Comment #1

Please address the Peer Review comments from Paradigm Transportation Solutions Limited, dated April 13, 2026.

Response

Noted. Peer Review comments from Paradigm dated April 13, 2026 are addressed above.

Comment #2

Will any roadside poles for hydro or telecommunications be located within the required clearance zone from the traffic lane following widening of Loyalist Parkway? Please verify that this is not an issue and indicate clearance zone requirement as per the applicable engineering standard.

Response

No roadside poles for hydro or telecommunications will be located within the required clearance zone as shown in **Attachment 1**.

Please contact the undersigned should you have any questions.

Sincerely,

TraffMobility Engineering Inc.

Approved by:



Rudy Sooklall, M.A.Sc., P.Eng.
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Prepared by:



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Attachments

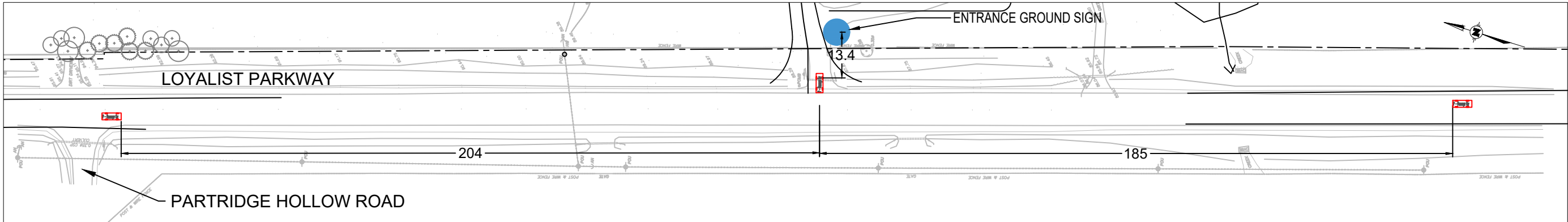
Attachment 1: Access Sightline Analysis

Attachment 1

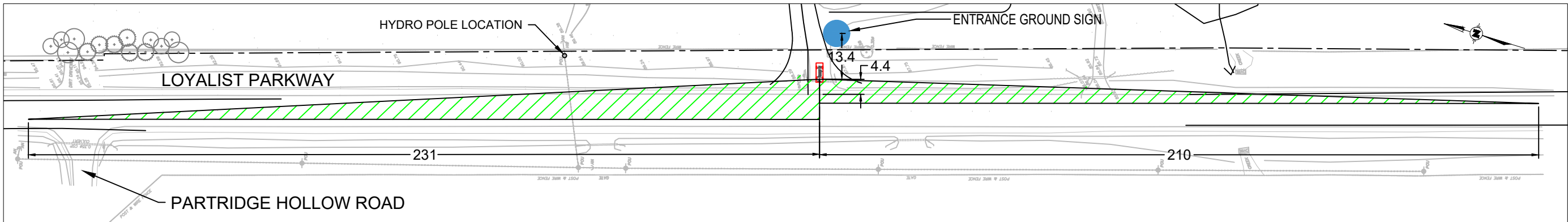
Access Sightline Analysis

NOTES:

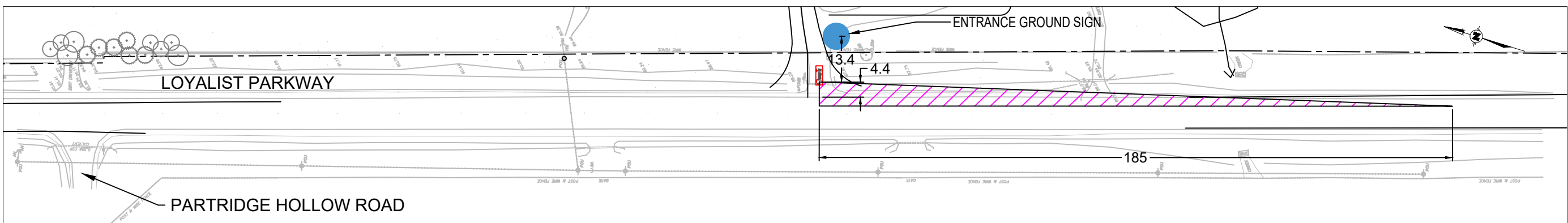
1. MEASUREMENTS SHOWN ARE IN METRES
2. DESIGN SPEED: 100KM/H



MINIMUM STOPPING SIGHT DISTANCE (NORTH APPROACH) - 204m
MINIMUM STOPPING SIGHT DISTANCE (SOUTH APPROACH) - 185m



MINIMUM LEFT TURNING SIGHT DISTANCE (NORTH APPROACH) - 231m
MINIMUM LEFT TURNING SIGHT DISTANCE (SOUTH APPROACH) - 210m



MINIMUM RIGHT TURNING SIGHT DISTANCE - 185m

				REDTAIL WINERY TRAFFIC IMPACT STUDY		 TRAFF MOBILITY							
D	FOURTH SUBMISSION	14/05/2026	MY			DESIGN	M.Y.	DRAWN	V.L.	CHECKED	M.Y.	CONTRACT No.	PTRAN2024022
C	THIRD SUBMISSION	03/17/2026	MY			SCALE:	1:1000		DRAWING NUMBER	SIGHT LINE ANALYSIS			
B	SECOND SUBMISSION	02/13/2026	MY			DATE:	MAY 14, 2026						
A	FIRST SUBMISSION	11/28/2024	MY										
REV.	SUBMISSION	DATE	INITIAL	SIGHT LINE ANALYSIS									