

Attn: Jessica Schnurr
114 Marion Street, Apartment 1
Toronto, ON M6R 1E7

Re: Brighthouse Farm - 12444 County Road 2
Traffic Brief – Amendment

Greer Galloway has been asked to update our previous traffic submission to reflect actual conditions for the existing development, and consider the impact of proposed additional development plans including cabins, an inn, and a mixed use building.

Original Traffic Details

- 1244 County Road 2 Event Venue and Cabins, Traffic Impact Study, June 25, 2019
- Development details:
 - o Wedding / Event Venue:
 - 250 person capacity.
 - Using Entrance #1
 - o Cabins and Tuck Shop (Accommodation Precinct):
 - 15 short term accommodation cabins (though it is noted only 10 cabins were planned).
 - 20 parking spaces for an office and shop.
 - Internal laneway with additional parking at each cabin.
 - Using Entrance #2
- Study horizon considered a development year of 2019 and 10-year additional horizon.
- Traffic count data was available from Prince Edward County:
 - o 24 hour count dated Monday July 24th, 2017
 - o Total volume = 2,325 vehicles
 - o AM Peak = 156 vehicles (11am - noon)
 - o PM Peak = 233 vehicles (4:15pm - 5:15 pm) – This was the critical period.
 - o PM Directional Distribution = 50% northbound and 50% southbound
- Assumed 2.0% annual increase in background traffic.
- No seasonal adjustment was applied.
- Trip Generation:
 - o Wedding / Event Venue –188 peak hour vehicle trips, 75% of planned capacity.
 - 80% arriving; 20% leaving
 - 150 trips entering; 38 trips leaving
 - Using Entrance 1
 - o Cabins – 30 peak hour trips
 - 1 trip entering; 1 trip leaving for each cabin
 - o Event / cabin traffic will occur at different times so Entrance #1 will not impact Entrance #2, and visa versa.
 - o Assumed directional distribution reflects the background traffic.
- Peak hour of the background traffic is assumed to coincide with trip generation traffic.

Total traffic distribution, including background and development traffic was summarized in these figures:

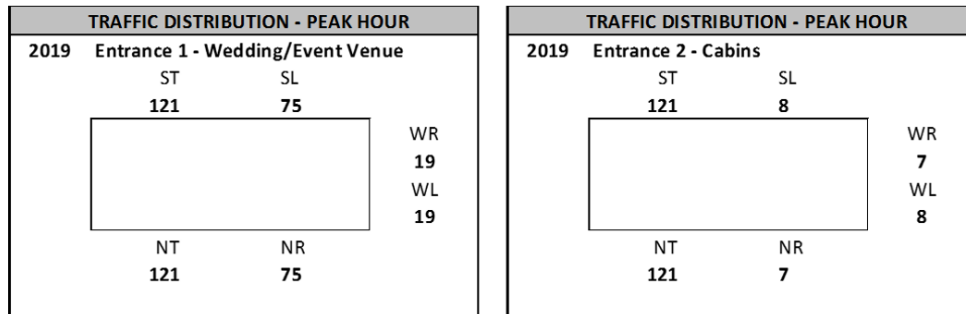


Figure 5: Peak Hour Traffic Distribution at Proposed Development Entrances - Current Year

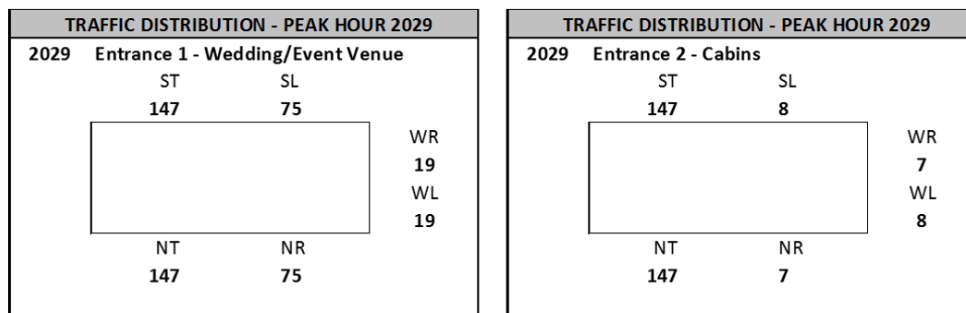


Figure 6: Peak Hour Traffic Distribution at Proposed Development Entrances - 10-year Projection

The entrances were modelled and vehicle / capacity ratio; queue length; delay; and resulting level of services were good (A/B).

Left turn lane warrants were considered and while not required, were close to the threshold where they should be considered.

Right turning traffic was high enough that a right turn taper was noted for consideration.

Lines of sight requirements in both directions of 290m were noted which were to be confirmed as part of the site plan design and will not have changed.

Current Development Traffic Details

The wedding / event venue portion of the development has been in operation form some time now and the following represents actual conditions relative to what was understood at the time of authoring the original traffic study:

- Wedding Event Venue:
 - o Capacity for the event barn is 150 people (or 170 if a 'standing style' event).
 - o 73 parking spaces.
 - o Full occupancy is assumed.
 - o We will make the conservative assumption that 70% guests arrive during the peak hour.
 - o Events are not booked to anyone who doesn't have a bus booked for transportation which will reduce the number of vehicle trips.
 - o Owner observations suggest they see a maximum of 25 cars arriving throughout the day, with many of the vehicles being left overnight.
 - o Staffing of 5-10 people is reasonable, but staff will arrive outside of the peak hour so they will not contribute to the peak hour volume.

- Cabins and Tuck Shop (Accommodation Precinct):
 - o These have not been built.

The original estimated traffic activity for the development was overestimated based on actual final occupancies and even more overestimated based on actual, observed conditions.

We understand that over time the function, operation, ownership and other elements are subject to change.

Accordingly, we will consider a scenario that exceeds actual current conditions, but may reflect a possible future condition should the property be sold, reenvisioned or otherwise, including:

- The capacity of the venue will remain unchanged.
- The likely 'pairing' of guests through ride sharing in some manner (couples, shared rides, etc.).
- Of the 120 guests estimated to arrive during the peak hour, we estimate 100 will arrive in pairs, sharing a vehicle; and 20 as individuals; or 70 vehicle trips.
- The timing of events may vary so we will presume site and background traffic peak periods will overlap.
- No busing assumption will be made in case this is not continued.
- Event staff arrive outside of the peak hour.

In this 'worst case' scenario, the number of arriving vehicles is 70 which is less than half of the 150 vehicles projected in the original report.

Proposed Development

This traffic submission is required to support the developers site plan submission for a modified plan including cabins, an inn and multipurpose building. The development plans now include maintaining the Wedding / Event Venue in its existing form, with the addition of:

- 10 short term accommodations (cabins) with 15 beds.
- A pair of buildings including a 6 guest-room Inn and multi-purpose Reception Building.
- 30 parking spaces (26 standard and 4 accessible).

The additional proposed development occupancy is intended to be complimentary to the event space, suggesting when wedding guests are arriving, the wedding party would have arrived long before while they make use of these complimentary facilities.

Accordingly, it is not likely that the proposed development plans and it's additional traffic will coincide with that of the venue space.

However, again, noting the function of these spaces may change over time, we'll consider a situation where these additional occupancies overlap with the event space.

Similar to the earlier event space assumption, we will assume a significant portion of the occupancy will arrive during the peak hour. In this case we will reference the parking spaces as an occupancy estimate. If 70% of the parking spaces are filled during the peak hour that would be an additional 21 arriving guests.

With the 70 trips allowed for from the event space, this would be a total of 91 arriving trips. This remains a significant reduction over the 150 arriving trips assumed in the original submission.

Background Traffic

Prince Edward County has continued to conduct periodic traffic counts and have been able to provide additional background traffic counts including:

- County Road 2, south of County Road 1 from October 9-16, 2025 (Appended)
 - o Peak hour traffic occurred on Saturday between 1:30-2:30 with 333 total vehicles.
 - o It is noted that this was Thanksgiving weekend and is not felt to be representative of 'typical' conditions.

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- County Road 2, 250m of Gilead Road from May 30 – June 6, 2022 (Appended)
 - o Peak hour traffic occurred on Saturday between 12:45-13:45 with 259 total vehicles.
 - o If we project this forward to 2025 using a 2% annual increase, this would be equivalent to 275 vehicles in 2025.

Background traffic in the previous submission was 242 vehicles on County Road 2 during the peak hour in 2019. If this is projected forward to 2025 it would be 273 vehicles.

This suggests the projected background traffic is generally consistent with conditions reflecting the early summer conditions documented in 2022 and projected to 2025.

This suggests the background traffic noted in the original report remains a reasonable approximation of normal background traffic conditions.

Site Specific Counts

The owner conducted a series of traffic counts at the property entrance for 4 different event days. This data is appended for reference.

While these counts were taken in October which will under represent the peak summer season for County Road 2, event traffic will remain relatively similar regardless of the time of year.

County Road 2 peak hour traffic was 138 total vehicles.

(We note the volumes recorded would have included Saturday Thanksgiving traffic as noted in the County background traffic count section above, but volumes are significantly less. This suggests that background traffic volumes are likely to drop from the mid day peak vs. the hours leading up to site event times.)

Peak hour traffic specific to the event venue is 26 total trips.

Summary

The following highlights are relevant to comparing traffic conditions from the original 2019 submission and current anticipated conditions:

- Original background traffic projections remain reasonable given the additional traffic count records received from the County and owner.
- The entering development is highest and most impactful to County Road 2.
- Development traffic was originally estimated to be 188 (150 arriving / 38 departing) peak hour trips.
- Actual development traffic is estimated to be approximately 26 trips – though this may change as the nature and use of the space changes.
- Presuming a change in event activity that increases traffic beyond existing observed levels, revised event space traffic is estimated to be 70 vehicle trips entering.
- Proposed cabins and complimentary occupancies and related traffic is not likely to occur during the event traffic peak.
- Presuming the complimentary occupancies align with the event space peak periods, an additional 21 trips is estimated.
- Overall, traffic volumes will decrease over original assumptions, even when considering a single entrance.

Conclusion

The original traffic brief was based on assumptions that do not reflect current development conditions.

Even with the additional proposed traffic associated with the proposed accommodations and complimentary occupancies, anticipated traffic volumes are projected to be less than those allowed for in the original submission.

Based on our understanding of the existing and proposed development, we believe the original report conclusions remain valid, including:

- The existing single entrance will be sufficient for the existing and proposed development.
- No auxiliary lanes are required.
- Should the operation of the event venue or otherwise change in a manner that is likely to directly impact traffic activity, traffic conditions may warrant further review, but not based on the current development plans.

If there are any questions or comments, please contact the undersigned.

Yours truly,

Greer Galloway, a division of Jp2g Consultants Inc.



Matthew McIntosh, P.Eng.
Senior Civil Engineer

Site Traffic Count – Saturday October 11, 2025
Event Start Time: 5:00 PM

2:45 – 3:00 PM

Northbound: 12
Northbound Right-Turn: 3
Southbound: 4
Southbound Left-Turn: 1
Right out of Brighthouse: 0
Left out of Brighthouse: 0

3:00 – 3:15 PM

Northbound: 19
Northbound Right-Turn: 2
Southbound: 7
Southbound Left-Turn: 1
Right out of Brighthouse: 0
Left out of Brighthouse: 2

3:15 – 3:30 PM

Northbound: 15
Northbound Right-Turn: 3
Southbound: 19
Southbound Left-Turn: 1
Right out of Brighthouse: 0
Left out of Brighthouse: 1

3:30 – 3:45 PM

Northbound: 16
Northbound Right-Turn: 6
Southbound: 10
Southbound Left-Turn: 2
Right out of Brighthouse: 3
Left out of Brighthouse: 0

3:45 – 4:00 PM

Northbound: 18
Northbound Right-Turn: 2
Southbound: 11
Southbound Left-Turn: 2
Right out of Brighthouse: 1
Left out of Brighthouse: 1

4:00 – 4:15 PM

Northbound: 11
Northbound Right-Turn: 1
Southbound: 12
Southbound Left-Turn: 0
Right out of Brighthouse: 0
Left out of Brighthouse: 0

4:15 – 4:30 PM

Northbound: 7
Northbound Right-Turn: 1
Southbound: 10
Southbound Left-Turn: 0
Right out of Brighthouse: 1
Left out of Brighthouse: 2

4:30 – 4:45 PM

Northbound: 11
Northbound Right-Turn: 3
Southbound: 12
Southbound Left-Turn: 2
Right out of Brighthouse: 1
Left out of Brighthouse: 0

Site Traffic County – Saturday October 18
Event Start time: 4:45pm

NOTE: Oct 18: Wellington Pumpkin Parade.

2:45 - 3pm

Northbound: 16
Northbound Right-Turn: 2
Southbound: 7
Southbound Left-Turn: 1
Right out of Brighthouse: 0
Left out of Brighthouse: 0

3-3:15pm

Northbound: 19
Northbound Right-Turn: 3
Southbound: 6
Southbound Left-Turn: 1
Right out of Brighthouse: 0
Left out of Brighthouse: 0

3:15 - 3:30pm

Northbound: 19
Northbound Right-Turn: 2
Southbound: 20
Southbound Left-Turn: 2
Right out of Brighthouse: 0
Left out of Brighthouse: 0

3:30pm-3:45pm

Northbound: 22
Northbound Right-Turn: 7
Southbound: 11
Southbound Left-Turn: 0
Right out of Brighthouse: 0
Left out of Brighthouse: 0

3:45-4

Northbound: 28
Northbound Right-Turn: 1
Southbound: 13
Southbound Left-Turn: 2
Right out of Brighthouse: 0
Left out of Brighthouse: 0

4-4:15

Northbound: 10
Northbound Right-Turn:
Southbound: 11
Southbound Left-Turn: 0
Right out of Brighthouse: 0
Left out of Brighthouse: 0

4:15-4:30

Northbound: 12
Northbound Right-Turn: 1
Southbound: 13
Southbound Left-Turn: 0
Right out of Brighthouse: 0
Left out of Brighthouse: 0

4:30-4:45

Northbound: 14
Northbound Right-Turn: 2
Southbound: 13
Southbound Left-Turn: 2
Right out of Brighthouse: 1
Left out of Brighthouse: 0

Project No. 1836383

March 31, 2026

Site Traffic Count – Saturday October 25

Event Start Time: 5:00 PM

2:45 – 3:00 PM

 Northbound: 17
 Northbound Right-Turn: 3
 Southbound: 8
 Southbound Left-Turn: 1
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

3:00 – 3:15 PM

 Northbound: 20
 Northbound Right-Turn: 2
 Southbound: 7
 Southbound Left-Turn: 1
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

3:15 – 3:30 PM

 Northbound: 18
 Northbound Right-Turn: 3
 Southbound: 19
 Southbound Left-Turn: 1
 Right out of Brighthouse: 2
 Left out of Brighthouse: 1

3:30 – 3:45 PM

 Northbound: 23
 Northbound Right-Turn: 6
 Southbound: 10
 Southbound Left-Turn: 2
 Right out of Brighthouse: 1
 Left out of Brighthouse: 0

3:45 – 4:00 PM

 Northbound: 27
 Northbound Right-Turn: 2
 Southbound: 12
 Southbound Left-Turn: 2
 Right out of Brighthouse: 0
 Left out of Brighthouse: 1

4:00 – 4:15 PM

 Northbound: 11
 Northbound Right-Turn: 1
 Southbound: 12
 Southbound Left-Turn: 0
 Right out of Brighthouse: 1
 Left out of Brighthouse: 0

4:15 – 4:30 PM

 Northbound: 13
 Northbound Right-Turn: 1
 Southbound: 14
 Southbound Left-Turn: 0
 Right out of Brighthouse: 1
 Left out of Brighthouse: 2

4:30 – 4:45 PM

 Northbound: 15
 Northbound Right-Turn: 3
 Southbound: 14
 Southbound Left-Turn: 2
 Right out of Brighthouse: 1
 Left out of Brighthouse: 0

Site Traffic Count – Saturday November 1

Event Start Time: 4:30 PM

2:15 – 2:30 PM

 Northbound: 15
 Northbound Right-Turn: 2
 Southbound: 8
 Southbound Left-Turn: 1
 Right out of Brighthouse: 1
 Left out of Brighthouse: 0

2:30 – 2:45 PM

 Northbound: 18
 Northbound Right-Turn: 3
 Southbound: 6
 Southbound Left-Turn: 1
 Right out of Brighthouse: 2
 Left out of Brighthouse: 0

2:45 – 3:00 PM

 Northbound: 20
 Northbound Right-Turn: 3
 Southbound: 18
 Southbound Left-Turn: 2
 Right out of Brighthouse: 0
 Left out of Brighthouse: 1

3:00 – 3:15 PM

 Northbound: 21
 Northbound Right-Turn: 5
 Southbound: 11
 Southbound Left-Turn: 2
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

3:15 – 3:30 PM

 Northbound: 22
 Northbound Right-Turn: 1
 Southbound: 13
 Southbound Left-Turn: 2
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

3:30 – 3:45 PM

 Northbound: 9
 Northbound Right-Turn: 1
 Southbound: 10
 Southbound Left-Turn: 0
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

3:45 – 4:00 PM

 Northbound: 11
 Northbound Right-Turn: 1
 Southbound: 12
 Southbound Left-Turn: 0
 Right out of Brighthouse: 0
 Left out of Brighthouse: 0

4:00 – 4:15 PM

 Northbound: 13
 Northbound Right-Turn: 2
 Southbound: 13
 Southbound Left-Turn: 1
 Right out of Brighthouse: 1
 Left out of Brighthouse: 0

Entrance	Saturday October 11, 2025								Saturday October 18, 2025							
Northbound	12	19	15	16	18	11	7	11	16	19	19	22	28	10	12	14
Northbound Right Turn	3	2	3	3	2	1	1	3	2	3	2	7	1	0	1	2
Southbound	4	7	19	10	11	12	10	12	7	6	20	11	13	11	13	13
Southbound Left Turn	1	1	1	2	2	0	0	2	1	1	2	0	2	0	0	2
Westbound Right Turn	0	0	0	3	1	0	1	1	0	0	0	0	0	0	0	1
Westbound Left Turn	0	2	1	2	1	0	2	0	0	0	0	0	0	0	0	0
Total - 15 min	20	31	39	36	35	24	21	29	26	29	43	40	44	21	26	32
Total - Hour				126	141	134	116	109				138	156	148	131	123
County Road 2																
Total - 15 min	16	26	34	26	29	23	17	23	23	25	39	33	41	21	25	27
Total - Hour				102	115	112	95	92				120	138	134	120	114
Brighthouse																
Total - 15 min	4	5	5	10	6	1	4	6	3	4	4	7	3	0	1	5
Total - Hour				24	26	22	21	17				18	18	14	11	9
Entrance	Saturday October 25, 2025								Saturday November 1, 2025							
Northbound	17	20	18	23	27	11	13	15	15	18	20	21	22	9	11	13
Northbound Right Turn	3	2	3	6	2	1	1	3	2	3	3	5	1	1	1	2
Southbound	8	7	19	10	12	12	14	14	8	6	18	11	13	10	12	13
Southbound Left Turn	1	1	1	2	2	0	0	2	1	1	2	2	2	0	0	1
Westbound Right Turn	0	0	2	1	0	1	1	1	1	2	0	0	0	0	0	1
Westbound Left Turn	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0
Total	29	30	44	42	44	25	31	35	27	30	43	39	38	20	24	30
Hourly				145	160	155	142	135				139	150	140	121	112
County Road 2																
Total - 15 min	25	27	37	33	39	23	27	29	23	24	38	32	35	19	23	26
Total - Hour				122	136	132	122	118				117	129	124	109	103
Brighthouse																
Total - 15 min	4	3	7	9	5	2	4	6	4	6	5	7	3	1	1	4
Total - Hour				23	24	23	20	17				22	21	16	12	9