Transportation Impact Assessment (Update)

Base31 Revitalization District: Rental Building A – Prince Edward County

July 2026 | TYLin Project # 10762

Prince Edward County Community Partners Inc.

TYLin

Project Sheet

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1 INTRODUCTION

1.1 Scope and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by the Base31 Residences Inc. to prepare a Transportation Impact Assessment for a proposed residential development to be located in Village A, within the broader Base31 Lands in Prince Edward County in the community of Picton, Ontario. The proposed development is to be located at the northeast quadrant of the intersection of Church Street (County Road 22) at Kingsley Road and north of the existing Base31 / future Revitalization District, within Prince Edward County ("the County"), southeast Picton. This report builds on two previous studies related to Base31 lands prepared TYLin:

- Base31 Area Concept Plan Traffic Impact Study (dated November 2023), and
- Base31 Village-A Transportation Impact Assessment (dated June 2026)

For brevity, these two reports will be referred to "November 2023 Base31 TIA" and "June 2026 Village-A TIA", respectively, in this study.

This report serves as an update to the original transportation report for the proposed development dated November 2024 and the most recent revision dated February 2026, and addresses transportation comments received from the County dated May 8, 2026. The comments received and TYLin responses are included in **Appendix A**.

The original November 2024 report proposed the development's location on lands east of Church Street (County Road 22) and south of Kingsley Road (within the future Revitalization District). The proposed location of the development has since been changed to the northeast quadrant of the intersection of Church Street (County Road 22) at Kingsley Road which is part of the proposed Village A. Further, the proposed access on Church Street (County Road 22) has now been re-configured from full-moves access to a right-in/ right-out access.

This study will undertake the following:

- Forecast traffic volumes anticipated to be generated by the proposed development during the weekday AM/PM and Saturday peak hours.
- Assess future traffic operations for the weekday AM/PM and Saturday peak hours, during peak season, while considering the background traffic growth and relevant background developments and assessing the impact of the proposed development.
- Detail transportation impacts at site accesses and boundary network for assessed future condition scenarios for the Interim (2029) and Ultimate (2034) horizon years.

2 SITE CHARACTERISTICS

2.1 Study Environment

The subject site was previously proposed east of Church Street and south of Kingsley Road (within the future Revitalization District). The proposed location has now moved to the northeast quadrant of the intersection of Church Street at Kingsley Road, west of vacant lands and, north of existing Base31/ future Revitalization District. An overview of the development area and site's new proposed location is shown in **Figure 2-1**.

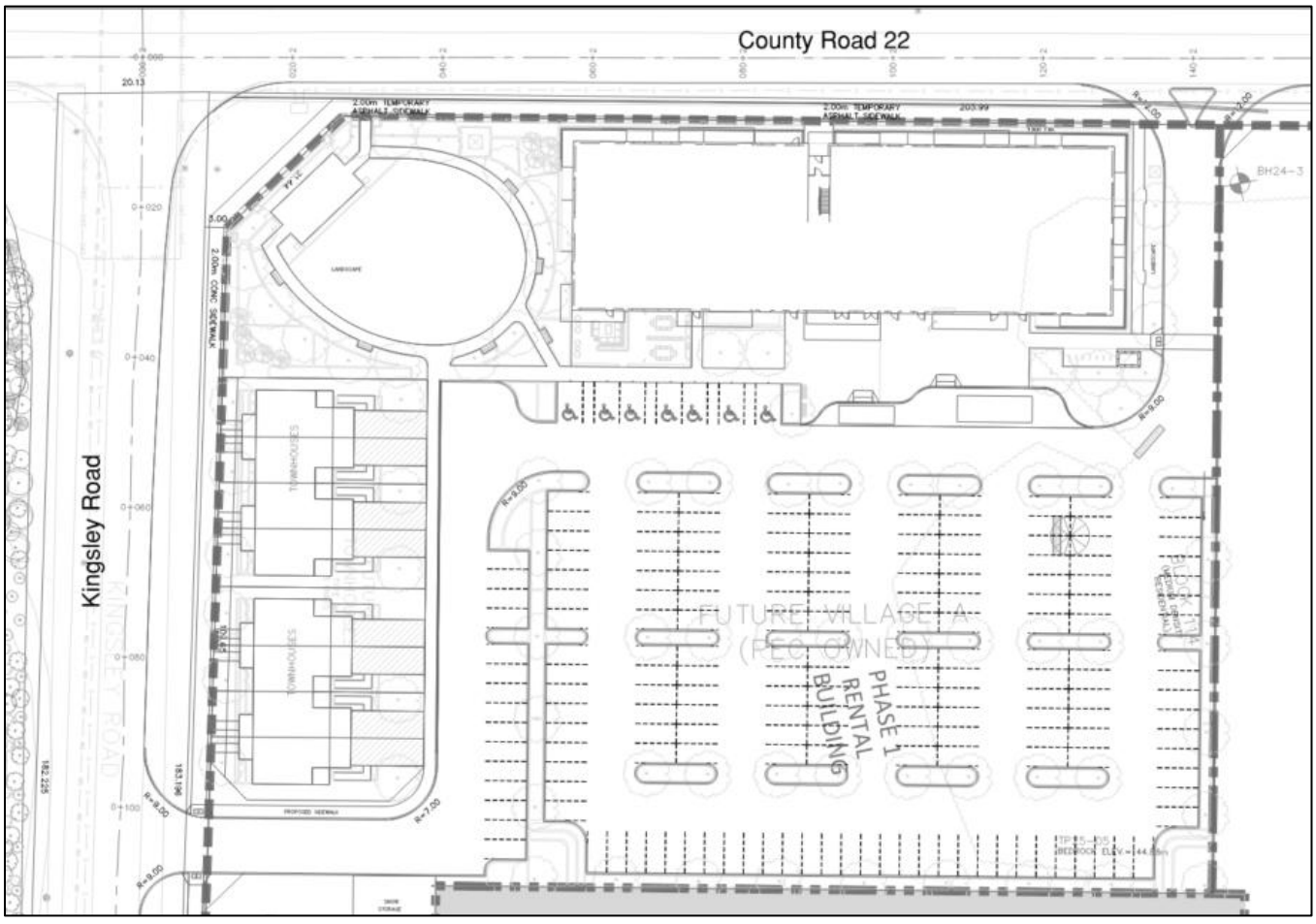
Figure 2-1 Development Area

2.2 Development Context

The proposed development will be one of several planned developments within the Base31 Village A Phase 1 that will make up the future Base31 Area Concept Plan, which encompasses residential developments as well as a mixture of commercial and recreational land uses. The proposed development will consist of a mid-rise apartment building (called rental building A) consisting of 120 units. The development will also include 8 townhouses abutting Kingsley Road, separate from the rental building A. The proposed development is expected to be built and operational by year 2029 which will coincide with the proposed Village A Phase 1 completion. The development proposes a right-in/ right-out access on Church Street and a full-moves access on Kingsley Road.

The site plan of Proposed development can be found in **Figure 2-2** and in detail in **Appendix B**.

Figure 2-2 Site Plan



3 EXISTING CONDITIONS

3.1 Road Network

Kingsley Road is an east-west road under the jurisdiction of Prince Edward County. As per Schedule 'E' of County's Official Plan, it has a functional classification of a "Local Road". Further, it is identified as an "Activity Route" in Schedule 'B' of Picton Urban Centre Secondary Plan.

Kingsley Road begins at Church Street (County Road 22) on the west and ends at Old Milford Road to the east. Within the study area it operates as a two-way undivided cross section (one lane in each direction). Within the study area it has a posted speed limit of 70 km/h with unpaved shoulder and no sidewalks.

Church Street (County Road 22) is a north-south Inter-Centre Collector under the jurisdiction of Prince Edward County. As per Schedule 'E' of County's Official Plan, it has a functional classification of a "Collector Road".
Within the County, it runs from Bridge Street in the north to County Road 10 to the south. Within the study area it operates as a two-lane undivided cross section (one lanes in each direction) with a posted speed limit of 60 km/h and unpaved shoulders.

3.2 Transit Network

Picton is served by Quinte transit which provides the following services within the area:

A **Fixed Route Service** operates between Picton, Bloomfield, and Belleville. The route runs on weekdays between 6:30 AM and 6:30 PM with three busses in the morning and two busses in the afternoon. There is a bus stop located by the intersection of Church Street and Kinglsey Road, which services the Base31 lands. In addition, there are several bus stops in other locations within Picton including medical facilities, the supermarket, and Macaulay Mountain, before stopping at the Bloomfield post office, and finally going to the Belleville Transit Terminal.

An **On-Demand Door to Bus Stop Service** operates in the communities of Wellington, Consecon, Carrying Place, Rednersville, and Rossmore. The service is booked in advance and takes users from their front door to the nearest bus stop to take the fixed route service.

A **Specialized Service** operates within Prince Edward County for users over 55 years old and disabled users. The service is booked in advance and takes the users from their front door directly to their destination.

Figure 3-1 shows the current transit routes in the region. In addition, a localized map is provided in **Figure 3-2** illustrating transit routes within Picton Settlement Area.

Figure 3-1 Transit Routes

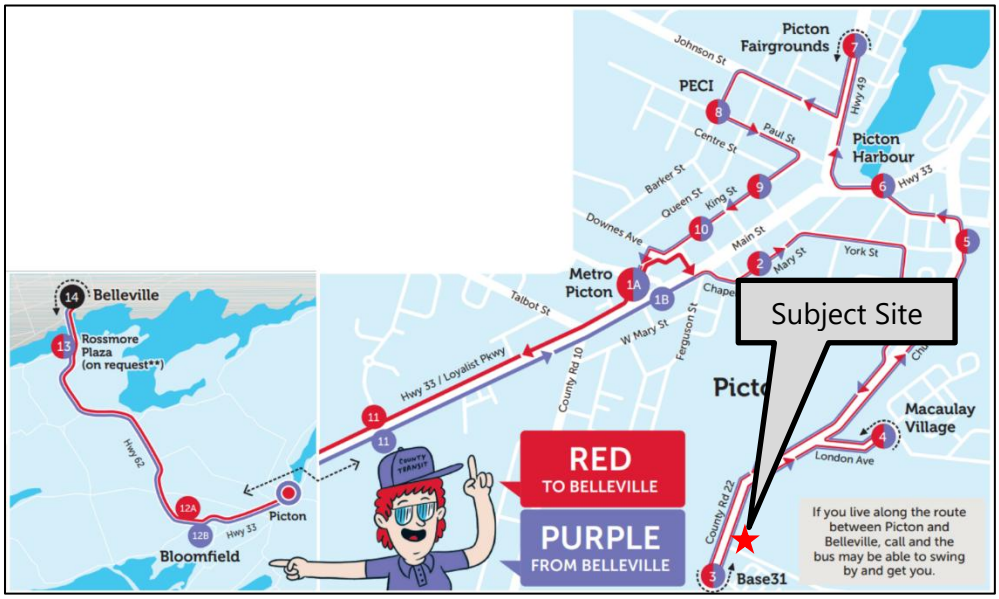
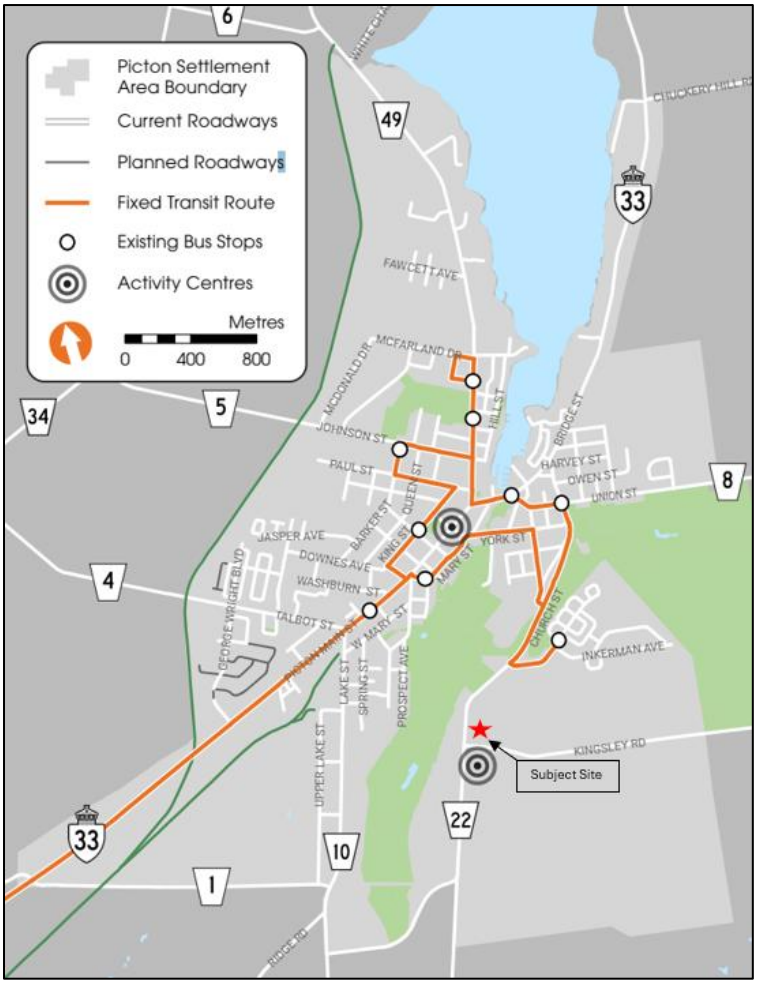


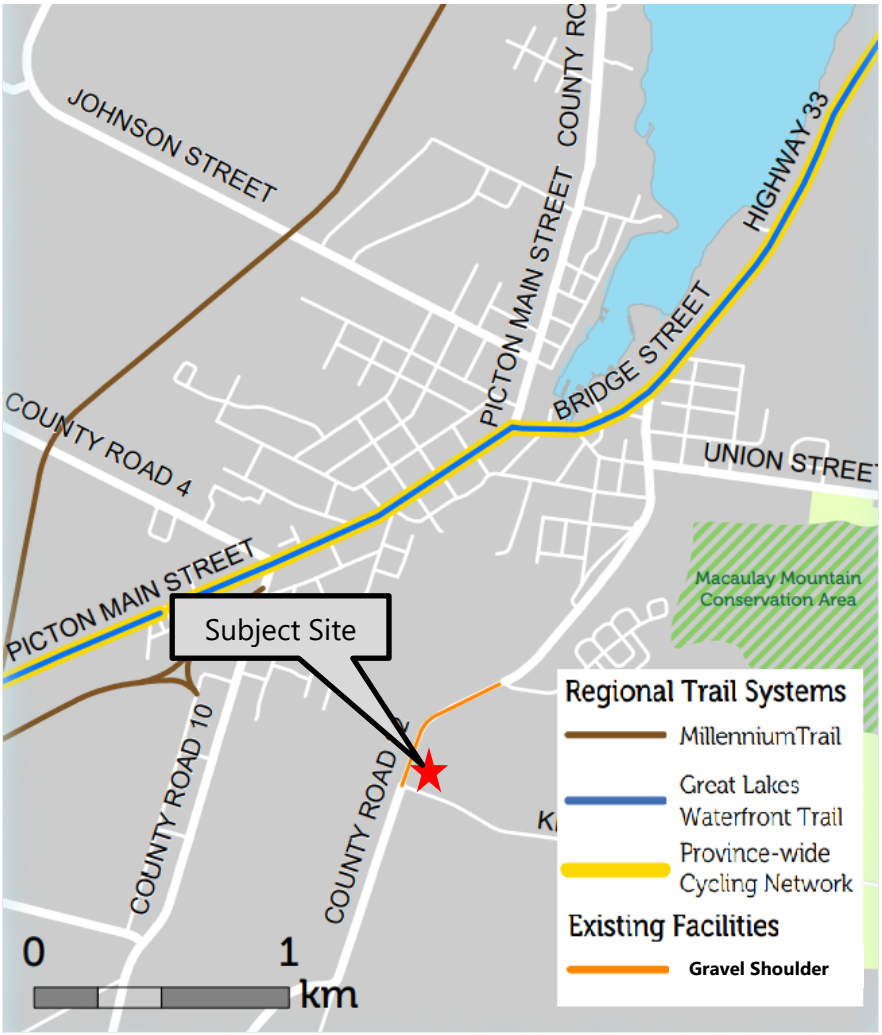
Figure 3-2 County Transit Fixed Route Service and Stop - Picton



3.3 Active Transportation

Figure 3-3 identifies the existing facilities available for active transportation within the study network. This includes major infrastructure, including the Millennium Trail, which runs parallel to Picton Main Street. Within Downtown Picton, sidewalks are provided, ensuring walkability within the core of the settlement area. In addition, several paved shoulders are present, contributing to improved connectivity within the active transportation network.

Figure 3-3 Cycling Routes



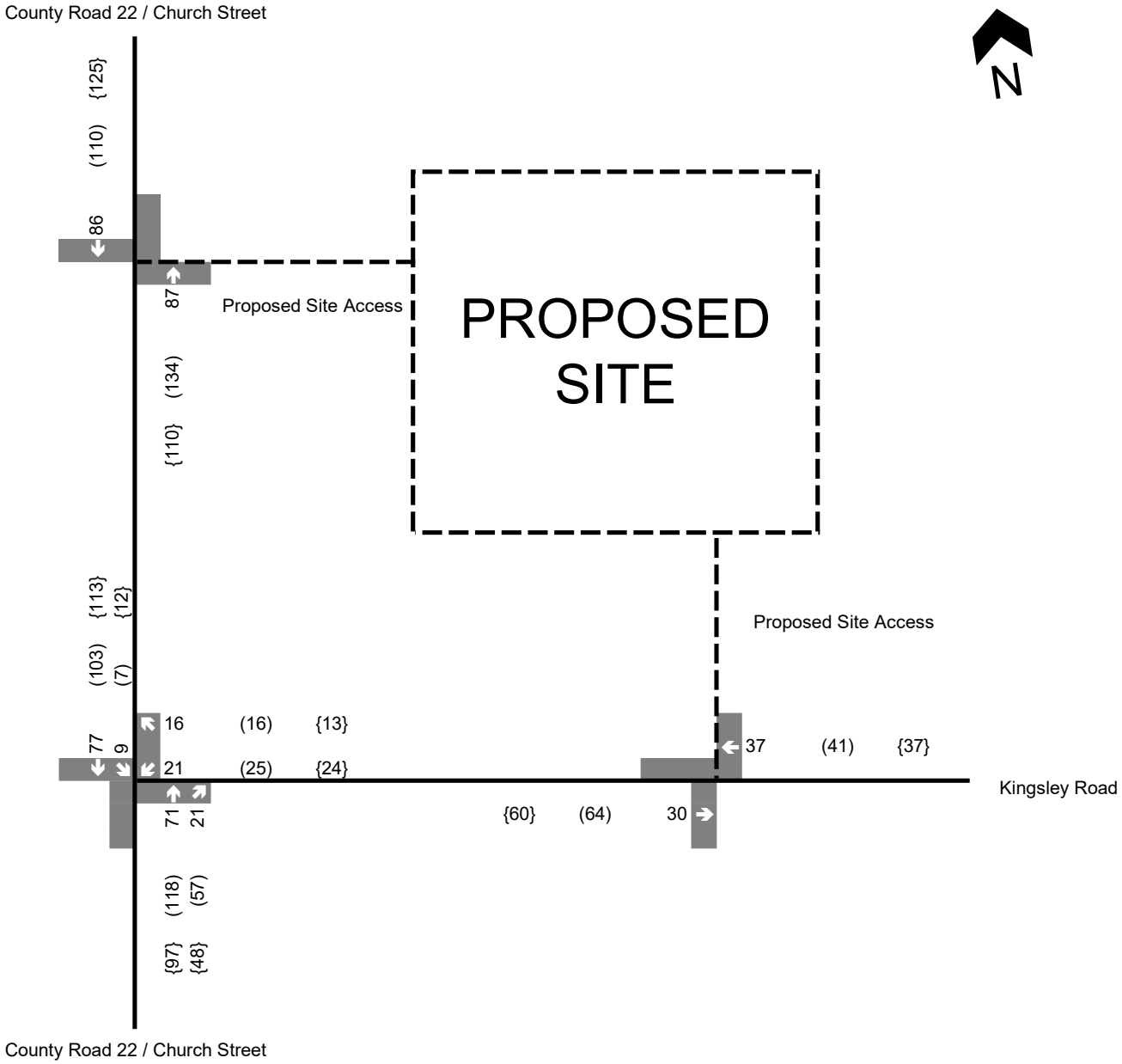
3.4 Existing Traffic

Existing intersection Turning Movement Counts (TMCs) were collected during the weekday AM (7:00–9:00 AM) and PM (4:00–6:00 PM) periods on July 5th 2023, as well as the Saturday mid-day period (11:00 AM–3:00 PM) on July 8th, 2023 to capture weekend traffic conditions.

This count data is consistent with November 2023 Base31 TIA and June 2026 Village-A TIA . For the purposes of this study, a 2.4 % per annum growth rate was applied to the 2023 TMCs to establish baseline condition for 2026 existing conditions analysis. This applied growth rate is consistent with growth rate assumed in November 2023 Base31 TIA.

Collected traffic data was obtained during the peak tourism season and the use of these volumes are considered to provide a conservative approach for the analysis.

Turning movement count data for the peak tourism season is provided in **Appendix C**. The existing traffic volumes for the study intersections are shown in **Figure 3-4.**



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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Fig 3-4
Existing Traffic Volumes

4 FUTURE CONDITIONS

4.1 Study Horizon Year

Assessment for future conditions were based on the proposed development being completed in a single phase. Future condition study horizons are as follows:

- Build-Out (2029): represents opening day of the Building A development
- 5-Year Post-Build-Out (2034): five-year post completion study horizon .

4.2 Background Corridor Growth

A 2.4 % per annum growth rate was applied to all roads within the study area. This applied growth rate is consistent with growth rate assumed in TYLin's June 2026 Village-A TIA and aligns with the County's Master Servicing Work.

4.3 Planned Transportation Improvements

4.3.1 Transit Improvements

As per the Picton Transportation Master Plan Addendum (PTMPA) published in March 2025, no immediate recommendations have been provided related to current transit servicing. However, it is expressed that the delivery of transit service will continue to be amended, evolving as demand grows and changes within the study area. The focus of improving the transit network within the study area appears to be premised on strengthening ridership of the Picton-to-Belleville commuter service. As ridership and travel patterns emerge from this, improvements may be integrated.

As part of the November 2023 Base31 TIA, further transit improvements have been recommended for the County and Base31's consideration. It is recommended that the County and Quinte Transit consider providing transit routes to service these lands if deemed appropriate based on demand.

Additionally, it is TYLin's understanding that the County is seeking to engage a specialized transit consultant to review post pandemic transit services and growth patterns to develop updated transit routes. It is our understanding that the Base31 team will provide input to assist with the development of new routes to complement its development.

4.3.2 Active Transportation Improvements

The Picton Transportation Master Plan Addendum (PTMPA) proposes several improvements to the existing active transportation network. Critical recommendations emerging from the PTMPA

include the introduction of a multi-use path along the northern portion of Picton Main Street, as shown in **Figure 4-1**. Additionally, a larger network of proposed, signed bicycle routes are proposed. A complete list of trail safety enhancements are also recommended, providing for better active transportation connectivity within the Picton Settlement Area. These are illustrated within **Figure 4-2.** The two maps highlight recommendations for the cycling and pedestrian network and can be compared to determine shared facility improvements.

The County is working on a project called the Delhi Park Community Connections, which is in the process of designing a series of 3-metre-wide, paved pathways in Delhi Park. Upon completion of the project, the pathway alignments will be reviewed by the Base31 team to identify opportunities for active transportation connections. As indicated on the County's website, this project is currently in Phase 2 where County Staff, as directed by Council is seeking funding opportunities to begin a phased approach to implement the Delhi Park Community Connections Active Transportation Plan.

Additionally, active transportation facilities are planned along the future and redeveloped roadways as part of the proposed development lands, which will support non-auto modes of travel throughout the development lands. The proposed cross sections of the existing roadways with active transportation facilities are included in **Appendix D**.

The above planned active transportation facilities would also enhance connectivity with the adjacent blocks within the Base31 Area Concept Plan.

Figure 4-1 Recommended Bicycle Facilities

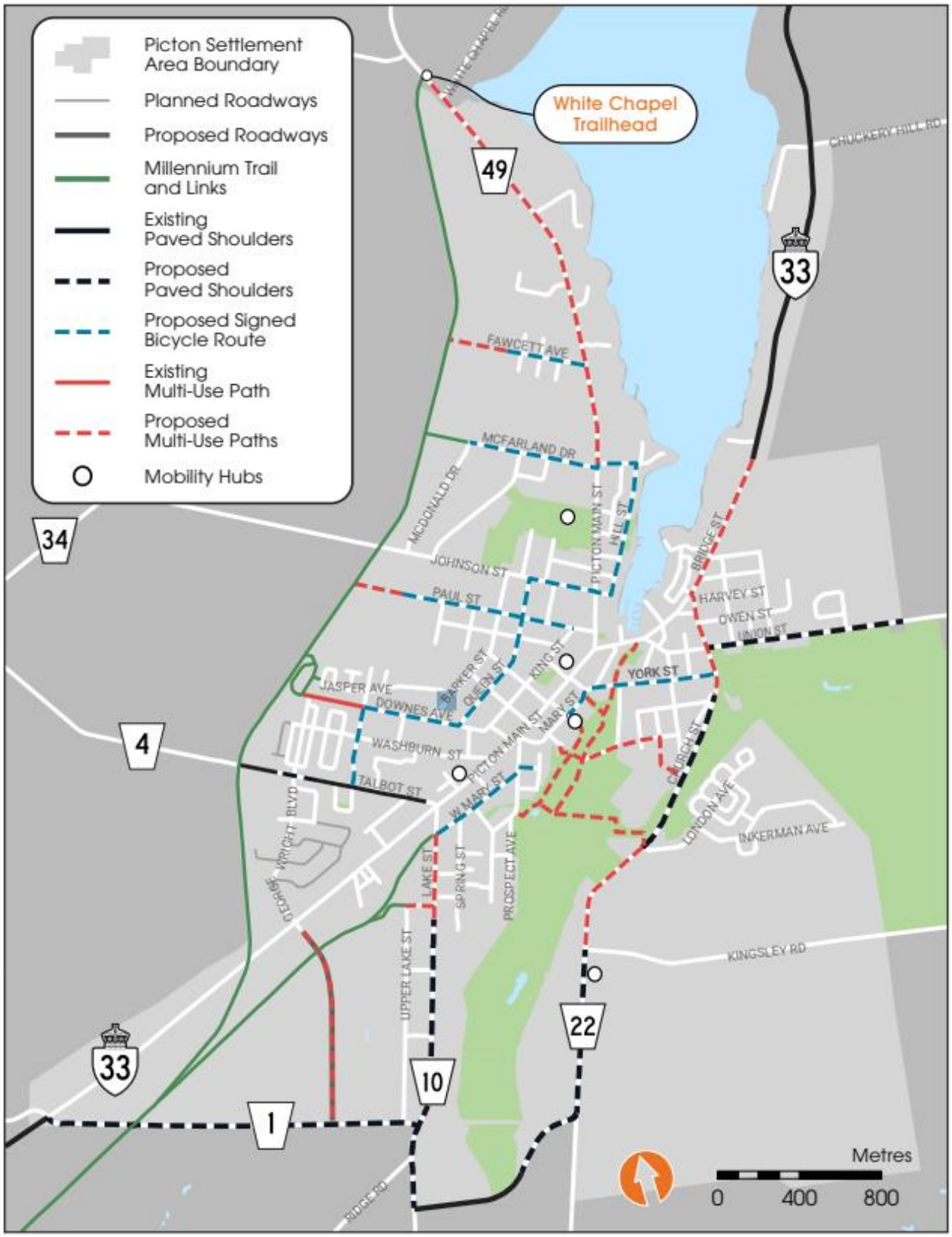
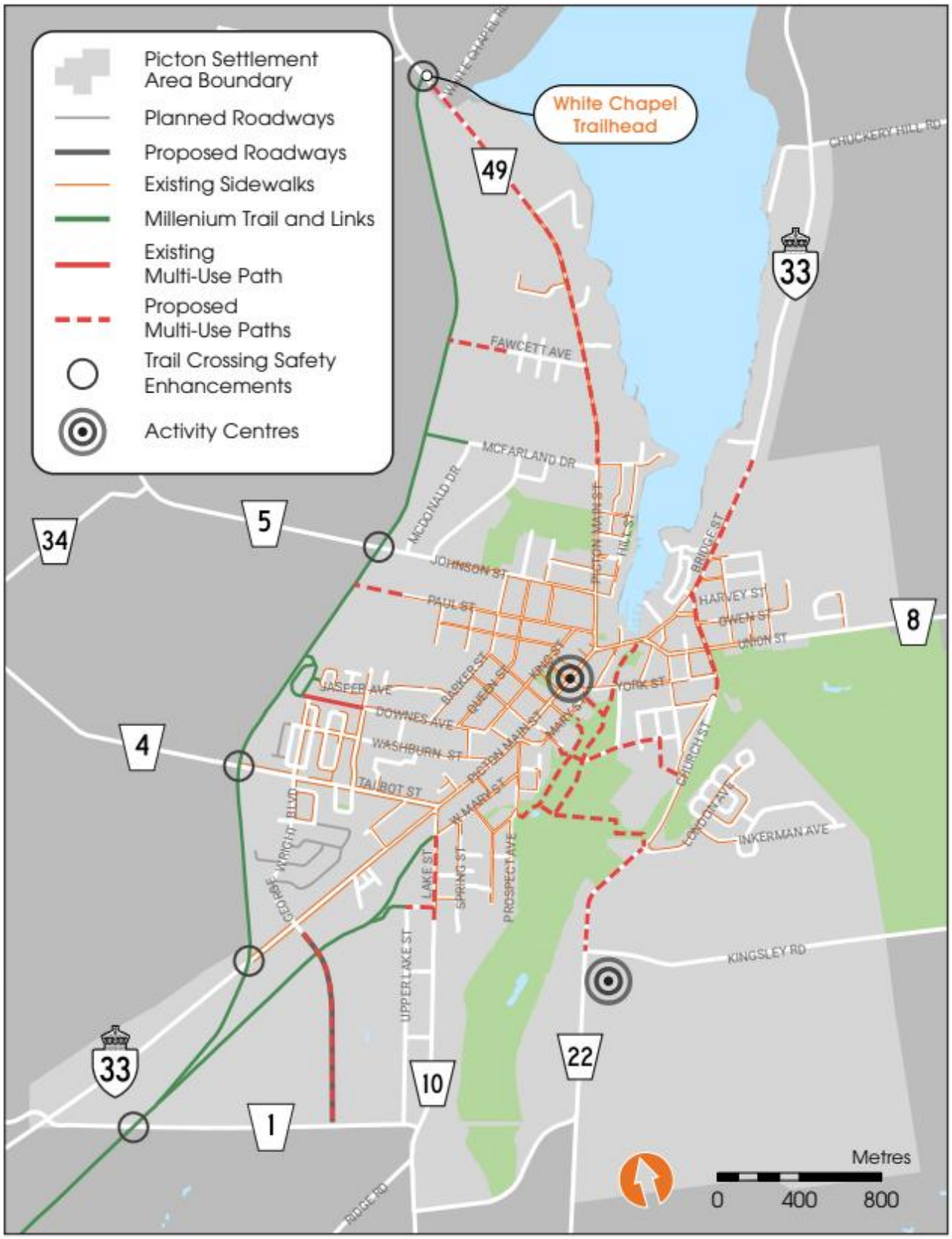


Figure 4-2 Recommended Pedestrian Facilities



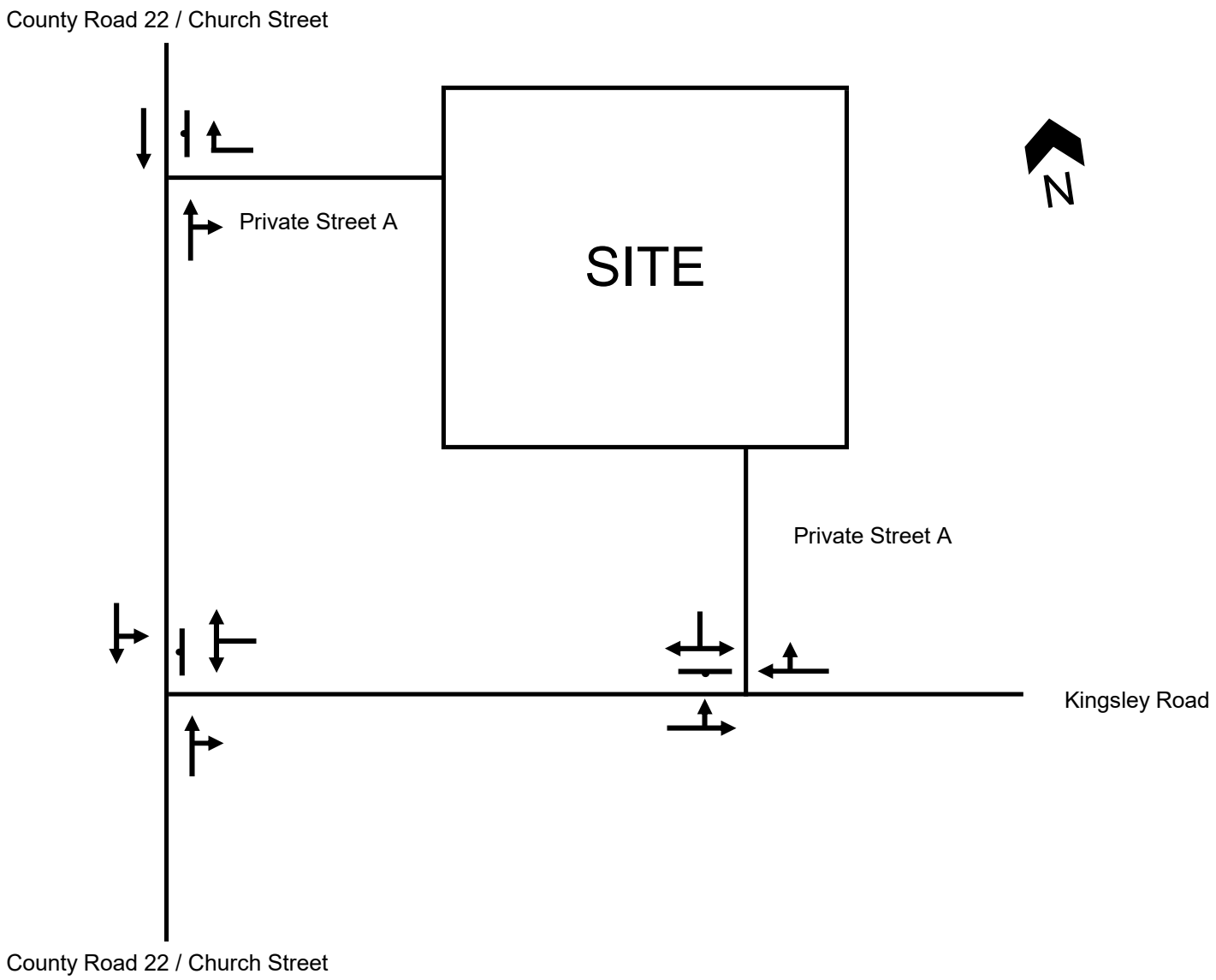
4.3.3 Road Network Improvements

As previously identified in the November 2023 Base31 TIA, the cross-section of Kinglsey Road is being proposed to be revised. In the interim year (2029), Kinglsey Road will operate similarly to its existing conditions, where it will operate as a two-way undivided cross-section (one lane in each direction) rural road. In the ultimate year (2034), Kingsley Road would be designed as an Urban Collector Road with a 26.0 metre ROW and would include a 4.2 metre centre two way left-turn lane (TWLTL) and provide sidewalks on either side and a 3.0 metre two-way bicycle path along south side of the roadway. In the ultimate year (2034), the cross-section of Church Street is also being proposed to be revised from the existing two-lane rural cross-section to include 1.5m sidewalks on both sides with curb and gutter. Further, the existing intersection of Church Street and Kingsley Road is expected to be signalized by the ultimate year (2034), as noted in November 2023 Base31 TIA. The proposed ultimate year (2034) cross-sections for Church Street and Kingsley Road are included in **Appendix D**. The future lane configurations for the study area for interim year (2029) and ultimate year (2034) are shown in **Figure 4-3** and **Figure 4-4**, respectively.

4.3.4 Church Street Speed Reduction

Due to the expected increase in traffic due to the buildout of Village A Phase 1 by the year 2029, and further increase in traffic due to the full buildout of all villages (A though K) by the year 2034, and, to improve operational safety for all road users along Church Street and Kingsley Road , TYLin has recommended a speed reduction on Church Street and Kingsley Road. A speed reduction to 50 km/h is recommended on Church Street from London Avenue to Airport Lane. On Kingsley Road, a speed reduction to 50 km/h is recommended from County Road 22 to 100 m east of Village A's Collector Road A.

In support of this proposed speed reduction, TYLin has prepared and submitted a "Speed Reduction Memo" dated July 2026 for County's approval which is included in **Appendix E** of this report.



Legend

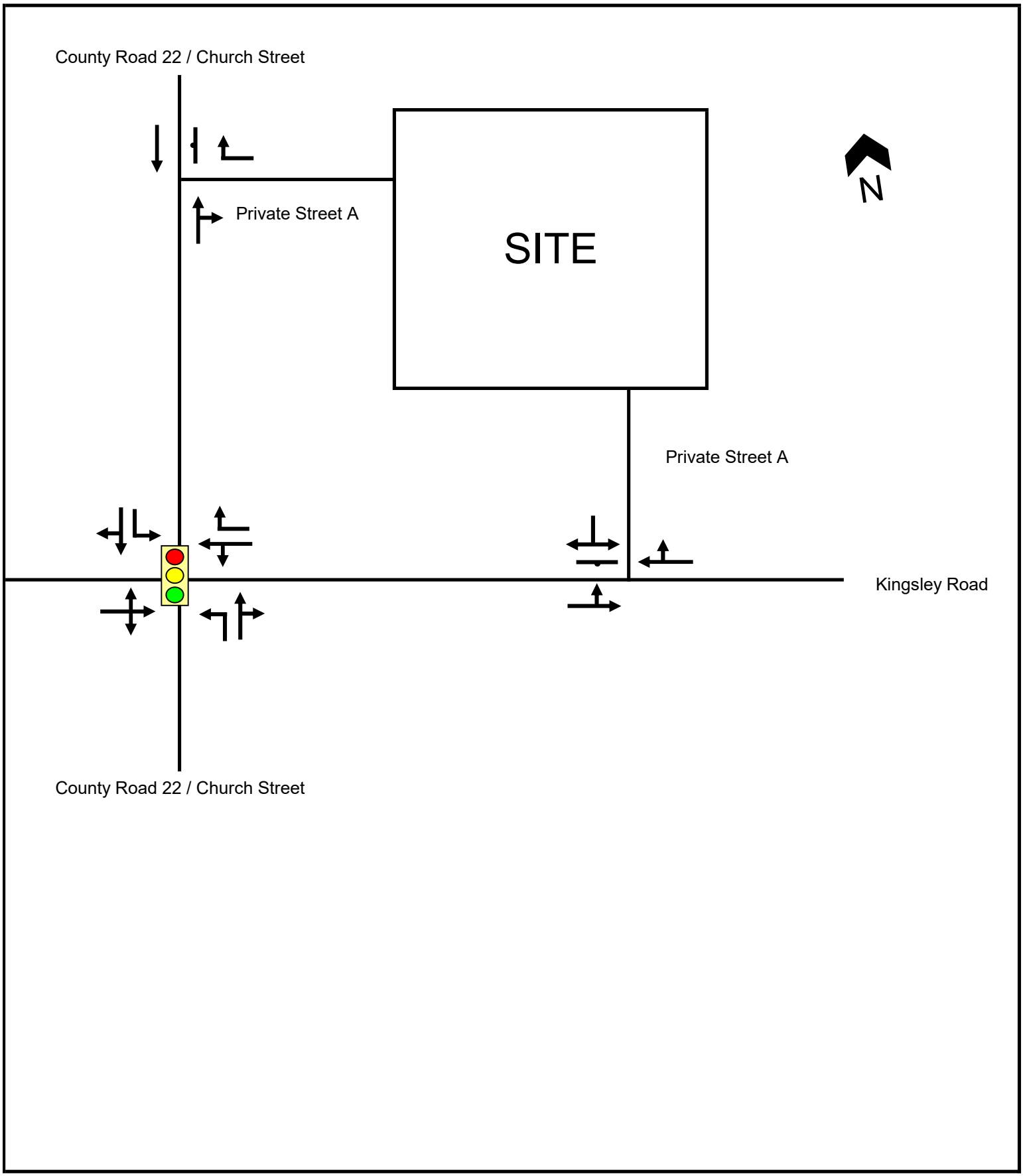
Signalized Intersection

Stop-Control

Fig 4-3

Future Lane Configuration

Interim Year (2029)



Legend

Signalized Intersection

Stop-Control

Fig 4-4

Future Lane Configuration

Ultimate Year (2034)

4.4 Background Developments

The background developments included in November 2023 Base31 TIA and June 2026 Village-A TIA, have also been included as part of the analysis in this study.

The proposed development of "Nicholas Street Development" has also been added as background developments. Since trip distributions for this development were not available for review, TYLin used existing travel patterns and engineering judgement to distribute trips generated by the development to the study area. The background developments included in this study are listed in **Table 4-1.**

TYLin also reviewed the traffic reports of the proposed developments of "Cold Creek Subdivision" consisting of 902 residential units and "Loyalist Heights" consisting of 393 residential units which are both proposed to be located north of Sandy Hook Road (County Road 1) between Loyalist Parkway (County Road 33) and Upper Lake Street within the Prince Edward County. The subject site (Rental Building A) is approximately 3km to the east from these developments. Based on the existing road network and traffic patterns, these developments are expected to have minimal impact on the study intersections of Church Street at Kingsley Road, and Rental Building A site accesses. As such, these developments have not been included as background developments in this study.

For the 2029 buildout horizon, only Phase 1 of the Village A development and the "Nicholas Street Development" are anticipated to be developed and included for this development horizon. All other background developments are anticipated to be completed between the 2029 and 2034 horizon years. As such remaining developments considered, have only been included in the ultimate 2034 horizon which is, consistent with the June 2026 Village-A TIA.

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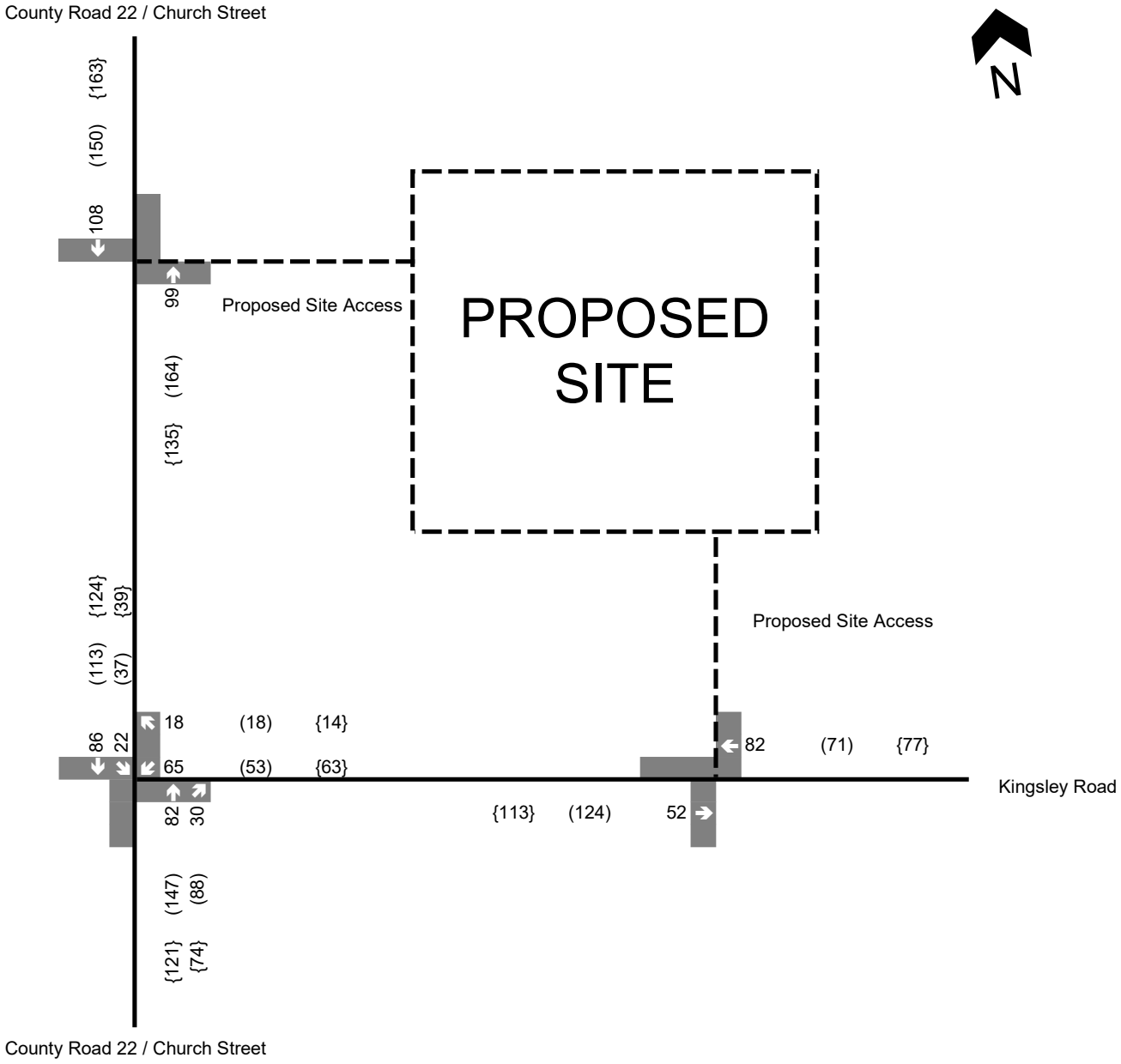
Table 4-1 Background Developments

#	Development	Description
Interim Horizon Year (2029)		
1	Village A (Phase 1) – Residential Subdivision	213 residential units
2	Nicholas Street Development	98 midrise apartment units and 8 townhouses and semi-detached houses
Ultimate Horizon Year (2034)		
3	VineRidge Boutique Towns	560 Townhouse units located north of the Village A Residential Subdivision
4	Tulip Estates	387 Low-rise residential units at 12697 Loyalist Parkway
5	Port Picton Condos	233 residential units, 18 vacation rental units, and 1 restaurant at 97 Bridge Street
6	Village A – Residential Subdivision (Phase 1+2)	800 residential units
7	Base31 Revitalization District	800 Low-rise residential units at Base31 Commercial / Recreational Land Uses
8	Village F - Hotel	60 hotel rooms within Village F lands

The traffic volumes for each background development were obtained from their relevant transportation impact studies and added to the study network. The relevant excerpts of each study can be found in **Appendix F**.

4.5 Future Background Traffic Volumes

The 2029 and 2034 future background weekday AM/PM and Saturday peak hour traffic volumes include the existing traffic volumes plus annual growth and background development traffic. The 2029 and 2034 future background traffic volumes are presented in **Figure 4-5** and **Figure 4-6**, respectively.



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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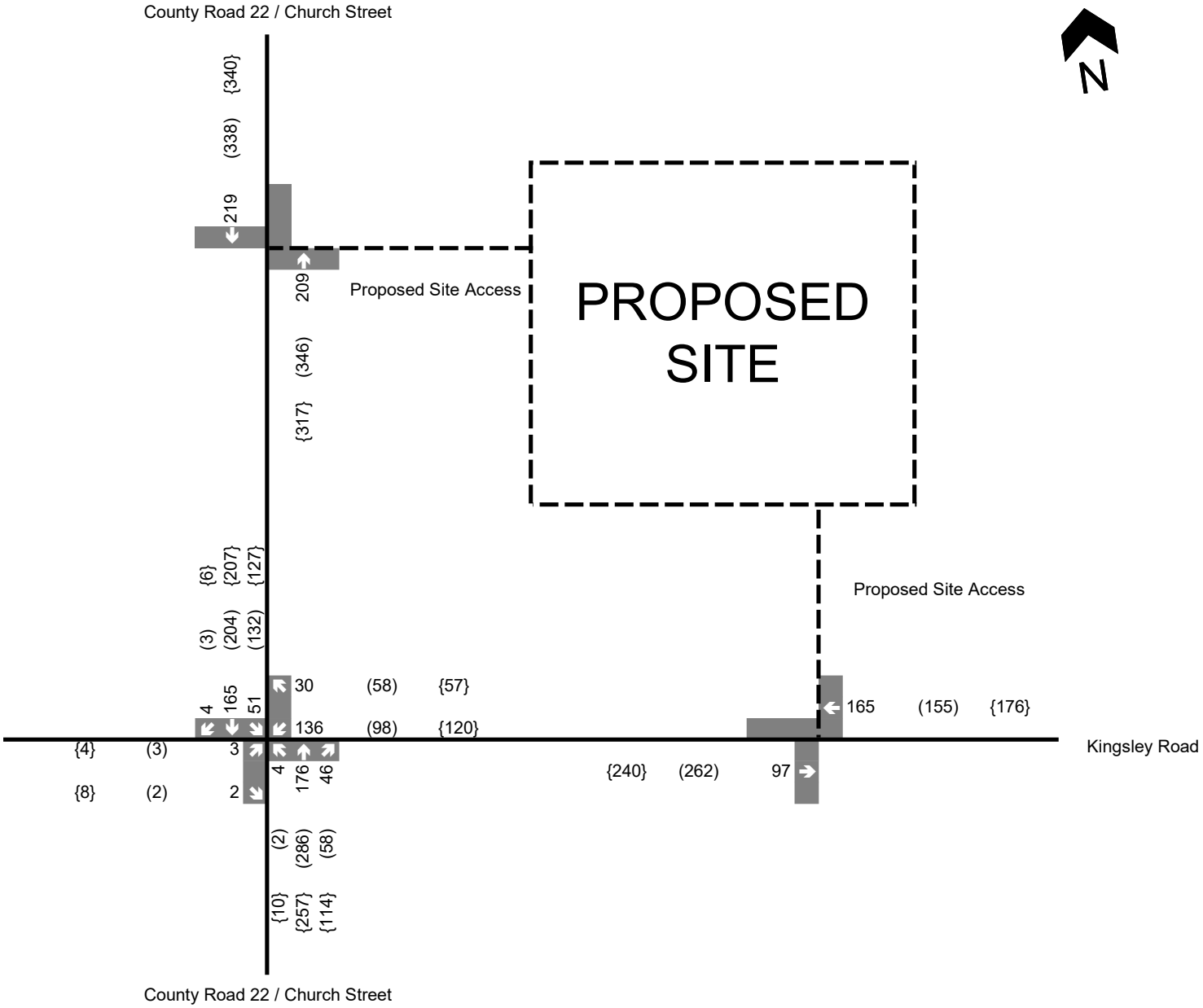
Fig 4-5
Future Background 2029
Traffic Volumes



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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Fig 4-6
Future Background 2034
Traffic Volumes

5 SITE TRAFFIC

5.1 Trip Generation Methodology

The trip generation methodology from November 2023 Base31 TIA and June 2026 Village-A TIA was applied to this study. The trip generation methodology has been summarized below.

A non-auto trip reduction factor of 25% was applied to all trips, which is consistent with November 2023 Base31 TIA and June 2026 Village-A TIA. This rate is based on similar municipalities in Ontario such as the City of Guelph or City of Barrie which have a dense multiuse core area surrounded by lower density residential development similar to the Base31 Revitalization District and its surrounding villages. It is also noted that Picton has a higher-than-average retirement community with 34.6% of the population aged 65 years or over (compared to the provincial average of 15.5%). This would lead towards lower vehicle ownership rates and a heavier reliance on transit, rideshare / taxis, and active transportation.
Note that the 25% non-auto modal split was assumed for the entire Base31 lands and specific areas within the Revitalization District such as the proposed site are expected to have potentially higher non-auto mode splits.

As the overall Base31 Area Concept Plan progresses, it is expected that additional transit services will be established to serve the population growth. The implementation of additional transit services is to be planned as a coordinated effort between the Base31 team, the County, and the County's specialized transit consultant. The collector roads within the surrounding area are designed to facilitate transit vehicles by providing sufficient lane widths. As the County engages with a specialized transit consultant, routes should be developed and phased to correspond with the build out of the proposed Villages. Additionally, the development is designed to prioritize active transportation modes with the network of on and off-street facilities. The transportation demand management strategies outlined in **Section 9** will further support the non-auto trip reduction factor.

5.2 Site Trip Generation

The proposed development will consist of 120 apartment units and 8 townhouse units. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition was used to estimate the site-generated traffic. Trips for apartment units were generated using land use code (LUC) 221, Multifamily Housing (Mid-Rise) and townhouse trips were generated using LUC 222, Multifamily Low-rise". Site generated trips for the proposed development has been detailed in **Table 5-1**.

Table 5-1 Site Trip Generation

Land Use	Parameters	Peak Hour Trip Generation								
		AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
LUC 221 Multifamily Mid-Rise (120 units)	Fitted Curve Equation/ Average Rate	T = 0.42 (X) – 7.7			T = 0.36 (X) + 3.07			0.36		
	Trip Distribution	23%	77%	100%	64%	36%	100%	51%	49%	100%
	Gross Trips	10	35	45	31	17	48	23	22	45
	Non-Auto Modal Split Trip Reduction	25%	25%	-	25%	25%	-	25%	25%	-
		-3	-9	-12	-8	-4	-12	-6	-6	-12
	Gross Trips	**7**	**26**	**33**	**23**	**13**	**36**	**17**	**16**	**33**
LUC 220 Multifamily Low-Rise (8 units)	Fitted Curve Equation/ Average Rate	T = 0.35 (X) + 12.93			T = 0.48 (X) + 7.35			0.49		
	Trip Distribution	24%	76%	100%	62%	38%	100%	38%	62%	100%
	Gross Trips	4	13	17	7	5	12	2	2	4
	Non-Auto Modal Split Trip Reduction	25%	25%	-	25%	25%	-	25%	25%	-
		-1	-3	-4	-2	-1	-3	-1	-1	-2
	Gross Trips	**3**	**10**	**13**	**5**	**4**	**9**	**1**	**1**	**2**
Net Gross Trips		**10**	**36**	**46**	**28**	**17**	**45**	**18**	**17**	**35**

A total of 46 two-way trips, consisting of 10 inbound and 36 outbound trips are predicted to be generated by the subject site during the weekday AM peak hour. During the weekday PM peak hour, 28 inbound and 17 outbound trips are predicted, totaling 45 two-way trips and during the Saturday midday peak hour, 18 inbound and 17 outbound trips are predicted, totaling 35 two-way trips.

5.3 Site Trip Distribution and Assignment

The trip distribution and assignment used in this study is consistent with November 2023 Base31 TIA and June 2026 Village-A TIA, which is further detailed below.

To determine the distribution of traffic utilizing the road network near the proposed development, the site traffic for the overall Base31 Area Concept Plan has been distributed throughout the internal road network of Base31 as well as the broader external roads. The distribution of trips is based on

2019 Urban SDK data of travel patterns for Picton and engineering judgement. **Table 5-2** outlines the Urban SDK data used. The raw Urban SDK data can be found in **Appendix G**.

Table 5-2 Urban SDK Travel Data

Destination		Travel Demand
External (outside the Bay of Quinte)		39.0%
Picton	Base31	14.5%
	Other Areas	14.5%
Other areas within the Bay of Quinte		16.0%
Belleville		8.0%
Bloomfield		2.0%
Sandbanks & South Shore		2.0%
Wellington		1.0%
Trenton & CFB Trenton		1.0%
Tyendinaga & Deseronto		0.5%
Napanee		0.5%
Kingston		0.5%
Bath, OPG Lennox, Millhaven, Bombardier		0.5%
Total		**100%**

The travel demand was applied to all the potential gateways to Village A which includes the proposed development. The destinations of 'Other areas within the Bay of Quinte' and 'External (Outside of the Bay of Quinte)' were assigned based on the existing traffic volumes observed from the traffic movement counts. The Urban SDK data identified that 29% of trips in Picton are destined for a location within Picton. It was assumed for the analysis that the 29% that travel within Picton would be comprised of both Picton Main Street and the Base31 Revitalization District as they will be able to satisfy these day-to-day discretionary trips such as groceries, retail, recreational, or institutional trips. For the 29% of trips generated that travel within Picton, approximately 50% are assumed to be travelling to/from the Revitalization District, and approximately 50% are travelling to/from other areas in Picton. **Table 5-3** outlines the trip distribution results after destinations were assigned to gateways.

Table 5-3 Site Trip Distribution

Direction	Distribution	
External		
East	2.1%	
South	6.8%	
West	35.6%	
North	26.5%	
Internal		
Picton	Base31	14.5%
	Other Areas	14.5%
Total	**100.0%**	

The detailed site traffic distribution calculations can be found **Appendix H**. The estimated site trips during the AM/PM and Saturday midday peak hours are shown in **Figure 5-1**.

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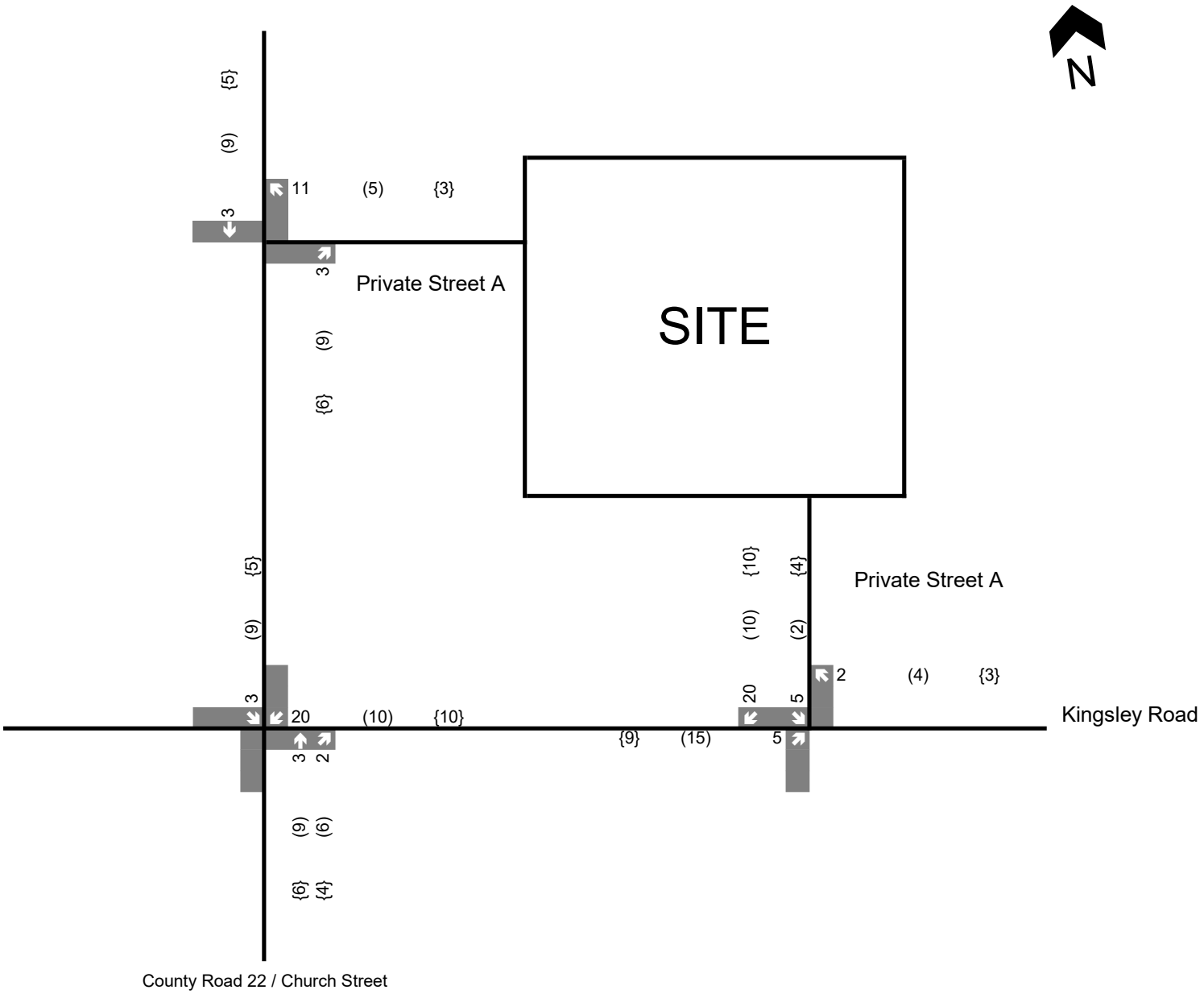


Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

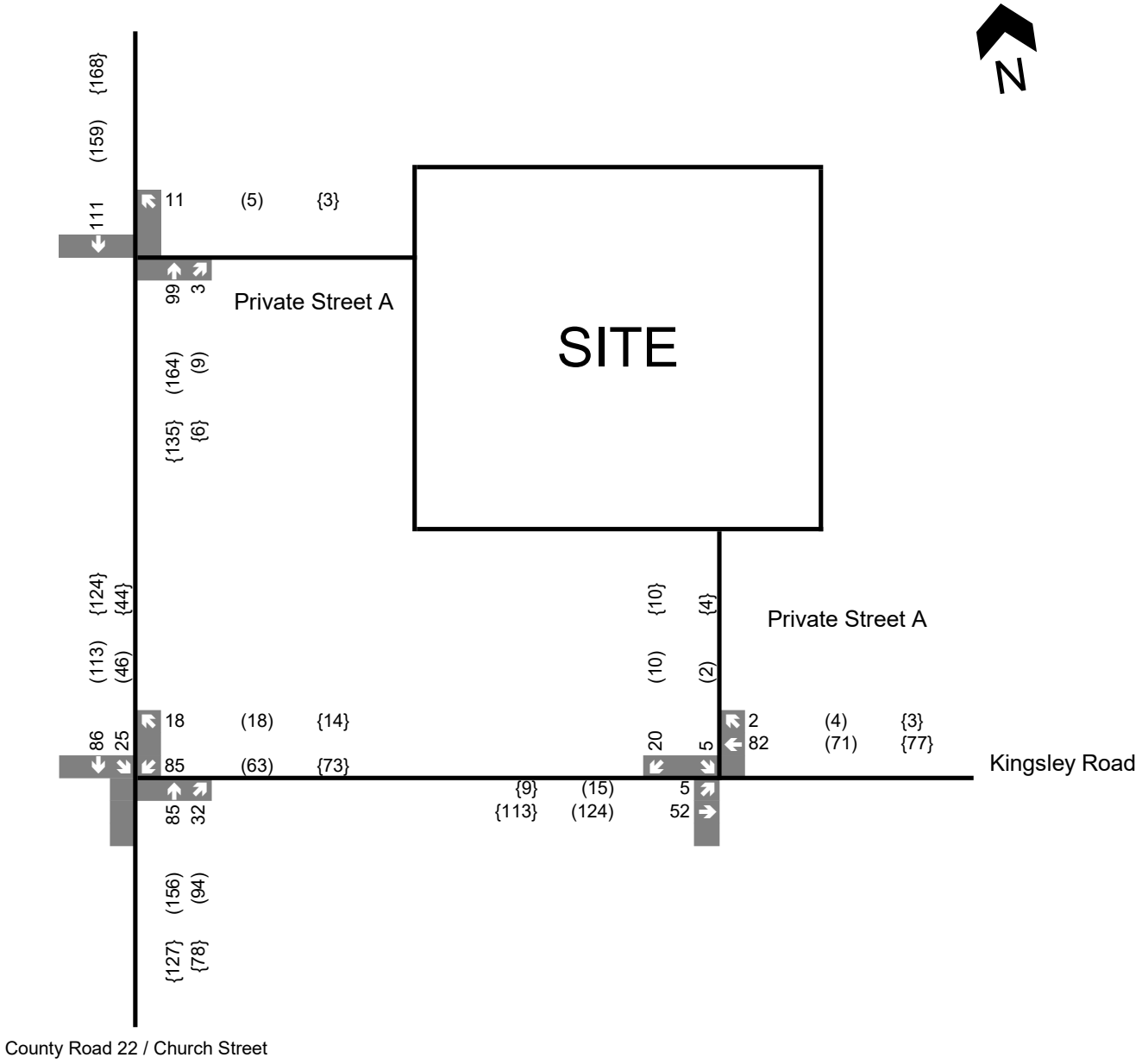
TYLin

Fig 5-1
Site Traffic Volumes

5.4 Future Total Traffic Volumes

The 2029 and 2034 future total traffic volumes during the AM/PM and Saturday peak hours for the future horizon year was derived by combining the projected future background traffic with the corresponding estimate of site generated traffic. The future 2029 and 2034 traffic volumes during the AM/PM and Saturday peak hours are illustrated in **Figure 5-2** and **Figure 5-3**, respectively.

[space intentionally left blank]

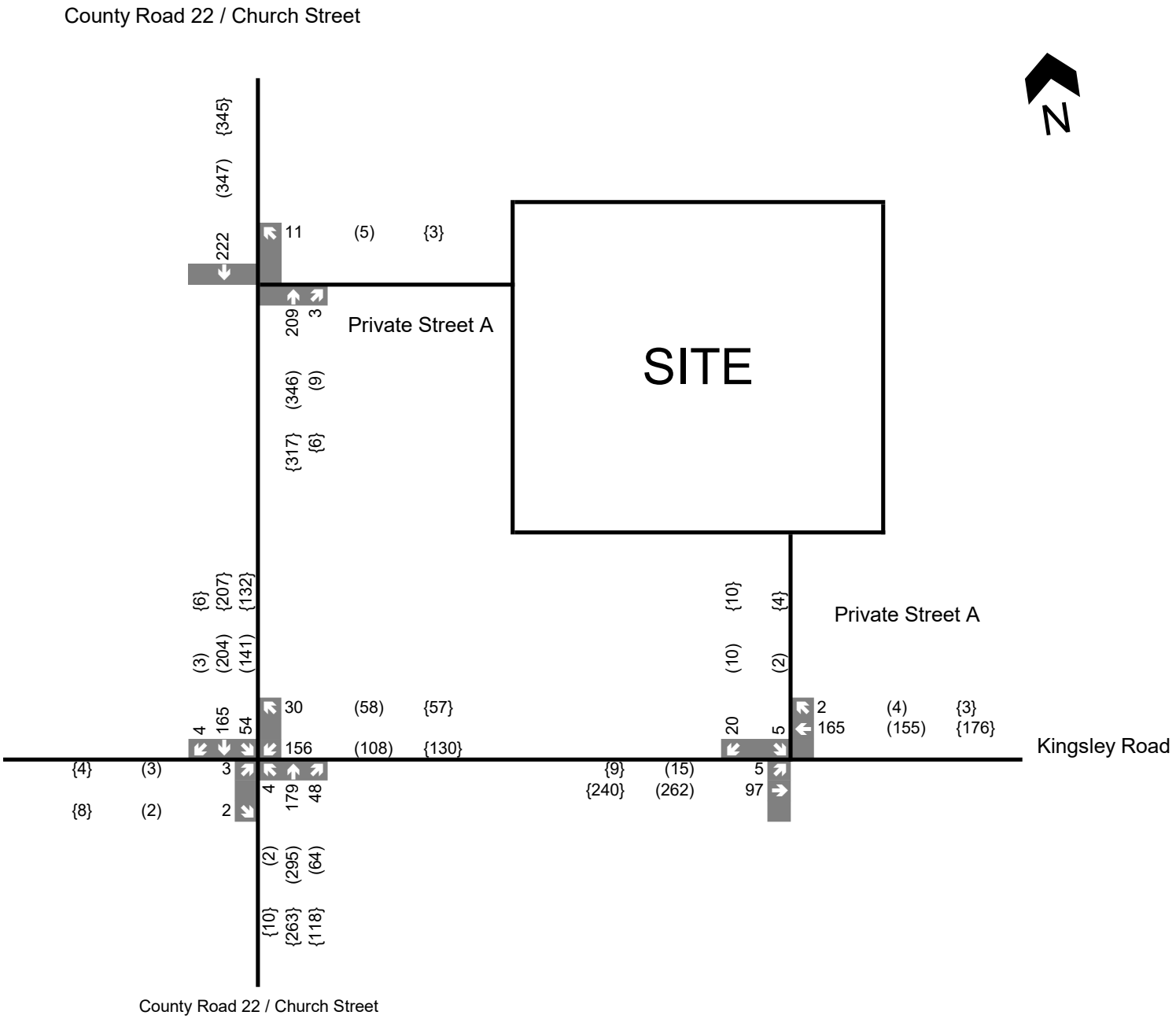


Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

TYLin

Fig 5-2
Future Total 2029
Traffic Volumes



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

TYLin

Fig 5-3
Future Total 2034
Traffic Volumes

6 TRAFFIC CAPACITY ANALYSIS

The capacity analysis identifies how well the intersections are operating and how they are expected to operate in the future. The analysis contained in this report utilized the Highway Capacity Manual (HCM) 6 techniques within the Synchro Software package (version 12) to analyze the study intersections. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement.

This section evaluates the existing and future operational performance of the existing intersection of Kingsley Road and Church Street along with the site accesses of the proposed development. The existing conditions and future background conditions analysis does not include the site accesses as they are included as a part of the future development. As noted in **Section 4.3.3**, the intersection of Kingsley Road and Church Street is a two-way stop controlled t-intersection under existing conditions and future horizon year 2029, and a signalized 4-leg intersection in future horizon year 2034. Additionally, the site access on Church Street has been analyzed as a right-in/ right-out access. Detailed Synchro reports are included in **Appendix H**.

6.1 Existing Conditions

The 2026 Existing traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-1** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-1 2026 Existing Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.05	9	A	0.06	10	A	0.05	10	B
	SBL	0.01	7	A	0.01	8	A	0.01	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under existing conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS B or better under weekday and Saturday peak hours.

6.2 2029 Future Background Conditions

The Future Background 2029 traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-2** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-2 2029 Future Background Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.12	10	B	0.12	11	B	0.14	12	B
	SBL	0.02	8	A	0.03	8	A	0.03	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under Future 2029 Background conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS B or better under weekday and Saturday peak hours.

6.3 2034 Future Background Conditions

The Future Background 2034 traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-3** for weekday AM/PM peak hours and Saturday midday peak hours.

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Table 6-3 2034 Future Background Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [signalized]	EBLTR	0.02	28	C	0.02	29	C	0.05	29	C
	WBLT	0.51	33	C	0.42	33	C	0.48	33	C
	WBR	0.16	29	C	0.38	32	C	0.33	31	C
	NBL	0.00	3	A	0.00	2	A	0.01	3	A
	NBTR	0.21	3	A	0.27	3	A	0.32	4	A
	SBL	0.06	4	A	0.16	4	A	0.18	5	A
	SBTR	0.15	3	A	0.16	2	A	0.18	3	A

Under future background 2034 conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during both weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS C or better under weekday AM/PM and Saturday peak hours.

6.4 2029 Future Total Conditions

The Future Total 2029 traffic capacity analysis results for the Kingsley Road and Church Street intersection and the proposed site accesses are summarized in **Table 6-4** for weekday AM/PM peak hours and Saturday midday peak hours.

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Table 6-4 2029 Future Total Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.15	11	B	0.14	12	B	0.16	12	B
	SBL	0.02	8	A	0.04	8	A	0.04	8	A
	SBT	-	0	A	-	0	A	-	0	A
Private Street A & Kingsley Road [unsignalized]	EBL	0.00	8	A	0.01	7	A	0.01	7	A
	EBT	-	0	A	-	0	A	-	0	A
	SBLR	0.03	9	A	0.01	9	A	0.02	9	A
Private Street A & Church Street (CR 22) [unsignalized]	WBR	0.01	9	A	0.01	9	A	0.00	9	A

Under Future 2029 Total conditions, the Kingsley Road and Church Street intersection and the site accesses are expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the Kingsley Road and Church Street intersection operate with LOS B or better under weekday and Saturday peak hours.

Overall, the site traffic can be accommodated within the study area and no material impact to the boundary road network is expected.

6.5 2034 Future Total Conditions

The future total 2034 traffic capacity analysis results for the for the Kingsley Road and Church Street intersection and the proposed site accesses are summarized in **Table 6-5** for both weekday AM/PM peak hours and Saturday midday peak hours.

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Table 6-5 2034 Future Total Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [signalized]	EBLTR	0.02	28	C	0.02	27	C	0.05	29	C
	WBLT	0.55	33	C	0.42	31	C	0.50	33	C
	WBR	0.14	29	C	0.35	30	C	0.31	31	C
	NBL	0.00	4	A	0.00	3	A	0.01	3	A
	NBTR	0.22	4	A	0.29	3	A	0.33	4	A
	SBL	0.07	4	A	0.18	4	A	0.20	6	A
	SBTR	0.15	3	A	0.16	3	A	0.18	3	A
Private Street A & Kingsley Road [unsignalized]	EBL	0.00	8	A	0.01	8	A	0.01	8	A
	EBT	-	0	A	-	0	A	-	0	A
	SBLR	0.03	10	A	0.02	10	A	0.02	10	B
Private Street A & Church Street (CR 22) [unsignalized]	WBR	0.02	10	A	0.01	10	B	0.01	10	B

Under Future 2034 Total conditions, the Kingsley Road and Church Street intersection and the site accesses are expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the Kingsley Road and Church Street intersection operate with LOS C or better during weekday AM/PM and Saturday peak hours.

Overall, the site traffic can be accommodated within the study area and no material impact to the boundary road network is expected.

7 PARKING REVIEW

Parking requirements for the site were reviewed based on the number of dwelling units for the latest plan provided for the development. The site plan proposes a mid-rise building containing 120 apartment units and 8 townhouses, separate from the building.

According to Prince Edward County's comprehensive zoning by-law 140-2025 Schedule-A, Picton Base31 lands are exempted from the county's zoning by-law and Ministry's Zoning Order (MZO) O. Reg. 125/25: Zoning Order is applicable instead. Since the proposed development falls within the Picton Base 31 lands, the minimum parking requirements outlined in the MZO O. Reg. 125/25: Zoning Order and proposed supply are summarized in **Table 7-1** below.

Table 7-1 Vehicle Parking Summary

Parking Use	Units/ Density	Parking Rate	Minimum Required Parking	Proposed Parking Supply
Residential Units (Apartments)	120	1 space per apartment dwelling	120	163
Residential Units (Townhouses)	8	1 space per townhouse dwelling	8	
Visitor Parking	128	-	-	24
Total			**128**	**187**

A total of 163 residential parking spaces are proposed (inclusive of five barrier-free Type 'A' spaces) at the site. Additionally, 24 visitor parking spaces are proposed (inclusive of two barrier-free Type 'A' spaces). The site plan proposes a total of 187 parking spaces exceeding the minimum requirement of 128 spaces.

The minimum bicycle parking requirements outlined in the MZO O. Reg. 125/25: Zoning Order and proposed supply are summarized in **Table 7-2** below.

Table 7-2 Bicycle Parking Summary

Parking Use	Units/ Density	Parking Rate	Minimum Required Parking	Proposed Parking Supply
Residential Units (Apartments and Townhouses)	128	0.05 short-term space per unit	7	7
		0.25 long-term space per unit	32	32
Total			**39**	**39**

A total of 7 short-term and 32 long-term bicycle parking spaces are proposed at the site. All of the long-term parking spaces are proposed indoors. Therefore, the site plan proposes a total of 39 bicycle parking spaces meeting the minimum requirement for bicycle parking in the MZO.

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8 SITE PLAN REVIEW

8.1.1 Site Access Functional Designs

Functional designs for the site accesses at Church Street and Kingsley Road were prepared assuming the ultimate year (2034) cross-sections of both roadways. These have been included in **Appendix I**. Additionally, a pedestrian circulation plan was prepared showing the connections between the future municipal sidewalks and proposed internal sidewalks within the development. The pedestrian circulation plan can be found in **Appendix J**.

8.1.2 Sightline Assessment

A sightline review was conducted for the proposed site accesses on Kingsley Road and Church Street based on TAC Tables 9.9.4 and 9.9.6 which provides minimum Intersection Sight Distance (ISD) requirements for left and right-turn maneuvers from stop, respectively.

As noted in **Section 4.3.4**, a speed reduction to 50km/h has been proposed for Church Street and Kingsley Road within the study area. As such, the design speed of 60 km/h has been assumed for Church Street and Kingsley Road for sightline analysis. The resulting minimum Intersection Sight Distance (ISD) requirements are summarized in **Table 8-1.**

Table 8-1 Sight Distance Requirements by Intersection and Movement

Roadway	Movement	Posted Speed Limit (km/h)	Design Speed (km/h)	ISD Required (m)	Available Sight Distance
Church Street	Right Turn	50	60	110	>110
Kingsley Road	Left Turn	50	60	125	109
	Right Turn	50	60	110	>110

The Intersection Sight Distance (ISD) along Church Street for right-turn from stop movement meets the minimum required sight distance of 110m.

The Intersection Sight Distance (ISD) along Kingsley Road for right-turn from stop movement meets the minimum required sight distance of 110m. For left-turn from stop movement, the available sight distance is approximately 109m due to the access proximity to the Church Street and Kingsley Road intersection, while the required minimum ISD is 125m. The intersection of Church Street and Kingsley Road will remain a t-intersection though the interim 2029 horizon. Southbound left-turn and northbound right-turn vehicles onto Kingsley Road from Church Street are expected to complete turns from stop or at low speed, thus lower than the design speed of

60 km/h. Based on this the available sight distance of 109m is therefore considered acceptable.

8.1.3 Access Spacing Review

Church street is classified as a collector road during existing conditions and will maintain its collector road classification by the ultimate year (2034). Kingsley Road is classified as a local road during existing conditions which will be widened to a 26m R.O.W. and will be classified as an urban collector ultimate year (2034). Based on section 9.4.2.2 of TAC Chapter 9, intersection spacing of 60m is required between intersections on collector roads. The site access intersection at Church Street will be located approximately 139m north of Church Street and Kingsley Road Intersection. The site access intersection at Kingsley Road will be located approximately 105m east of Church Street and Kingsley Road Intersection. Hence, both site accesses will meet the TAC intersection spacing requirements of 60 m along Collector Roads. These intersection spacing is shown in **Appendix K**.

8.1.4 Corner Clearance Review

Based on TAC Figure 8.8.2, a corner clearance of 55m is required along Church Street and a corner clearance of 25m is required along Kingsley Road. The corner clearance distances will be approximately 132m along Church Street and approximately 98m along Kingsley Road. Hence, both site accesses will meet the TAC corner clearance requirements. These dimensions have been illustrated in **Appendix K**.

8.1.5 Site Circulation Review

The vehicle simulations include a review of parking and vehicle circulation, waste collection, loading maneuvers, and fire route accessibility. The vehicle maneuvering diagrams are provided in **Appendix L**. Based on TYLin's review of the site plan, all required parking space and parking aisle dimensions are either met or exceeded. Additionally, passenger, loading, waste collection, and emergency vehicles can maneuver throughout the site without conflict.

8.1.5.1 Heavy Vehicles

Heavy vehicle turning movements were simulated using Transportation Association of Canada (TAC) medium single-unit (MSU) vehicle templates. Truck turning movements indicate that medium vehicles can enter and exit the site via the proposed site access and circulate the building loading areas without conflict, as shown in **Appendix L**.

8.1.5.2 Waste Collection Vehicles

Waste collection vehicle turning movements were simulated using a typical front-loader garbage truck. Waste collection vehicles will be utilizing the same loading area as the medium single-unit vehicles, which is adjacent to the pick-up/drop-off area located in front of the rental building's main entrance. It is noted that the loading area for the site would be cleared and the waste containers would be wheeled out during any scheduled waste collection operations. Truck turning movements indicate that waste collection vehicles can enter and exit the site, circulate through the site, and access the loading area of the site without conflict, as shown in **Appendix L**.

8.1.5.3 Passenger Vehicles

Passenger vehicle turning movements were simulated using a Transportation Association of Canada (TAC) passenger vehicle. Turning movements indicate that passenger vehicles can access the site and circulate the parking area of the site without conflict as shown in **Appendix L** Based on TYLin's review of the site plan, all aisle and parking space dimensions were either met or exceeded.

8.1.5.4 Emergency Vehicles

Emergency vehicle turning movements were simulated using a typical Aerial Fire Truck vehicle. Turning movements indicate that the selected fire truck vehicle can access the site and service the proposed development without conflict, as shown in **Appendix L**.

9 TRANSPORTATION DEMAND MANAGEMENT PLAN

9.1 TDM Measure Categories

Transportation Demand Management (TDM) refers to refers to various measures that are undertaken to encourage non-auto modes of travel and reduce single occupant vehicle (SOV) traffic. This also has a direct impact on the parking demand and trip generation for both residential and non-residential components of the site. TDM measures can be categorized into five categories:

1. Introduction of Alternative Modes of Travel
2. Core Commuter Knowledge and Distribution
3. Financial Incentives
4. Supporting Transit and Active-Transportation Infrastructure
5. Transportation Management Program Support

9.2 Introduction to Alternate Modes of Travel

The introduction of new modes of travel to current single-occupant vehicle drivers can be conducted through a variety of marketing and communication strategies. For the residential land uses, this can be accomplished through raising awareness of the availability for alternate travel modes for residents. It is recommended that TDM marketing material be provided to all residents, and that any updates to the transit / active transportation infrastructure be posted at community centres, delivered by mail, or presented at residential lobbies / elevators for apartments.

For non-residential modes, introduction of alternate travel modes can be facilitated through TDM measures such as commuting-themed events and promotion of other TDM programs. Marketing material should be created by County staff to ensure that the information provided is up to date and should be visually attractive. This will help to target and encourage non-driver modes of transportation from the earliest point in the process.

Outreach events are another method to promoting TDM measures. It is recommended that an outreach event be hosted for residents of the site following a minimum of 50% occupancy or at an appropriate time determined by the developer based on phasing. Prince Edward County staff should be invited to attend the event to answer any questions from residents and provide information on the existing infrastructure and planned infrastructure improvements. Future outreach events can also be planned to promote any new TDM measures and facilities

9.3 Core Commuter Knowledge and Distribution

In addition to marketing and communicating the availability of alternative travel modes, it is important to ensure that those seeking to change their travel behaviours have the tools to facilitate this change. Information on the available transit and active transportation network should be readily available for anyone looking to travel to or from the site. Improving the ease of access to information of alternative modes would also increase the willingness for behavioural change amongst commuters. It is recommended that carpool ride-matching tool such as www.ridesharing.com and carpool networking events be promoted to provide a safe and convenient platform for commuters to meet and find other commuters looking to carpool together.

Providing real-time transit / weather information in lobbies or elevators would also help transit / active transportation users to better plan their trips accordingly whenever possible. These can be provided in the form of a television screen that could also provide promote upcoming or existing TDM programs.

Car share programs may also be contemplated by apartment buildings subject to demand and property management's discretion, and would provide commuters who do not own a personal vehicle with the freedom of using a vehicle for a discretionary trip such as a shopping trip, personal emergency trip or a long-distance trip. This would encourage a lower vehicle ownership and reduce the dependency on personal vehicles.

9.4 Financial Incentives

It is understood that one of the primary factors in behavioural change is monetary compensation. The purpose of providing financial incentives is to promote this change in behaviour and incentivize commuters with trying out new alternate travel modes. This financial support may come in the form of subsidized transit passes, car share subsidies (subject to demand and property management's discretion), or carpooling incentives. It is recommended that as transit services expand in the region, the County should consider, as an example, providing subsidized transit passes equivalent to one monthly transit pass be provided for each residential unit purchase within the first year of occupancy subject to the Owner's discretion.

9.5 Supporting Transit and Active-Transportation Infrastructure

Physical infrastructure is necessary to support transit and active transportation modes. It is noted that the proposed cross sections for the development road network are designed to support transit

vehicles with sufficient lane width, as well as provides dedicated active transportation facilities as needed.

The area concept plan also identifies core cycling routes and trails that will promote active-transportation and provide an attractive alternative to motor vehicle travel. The "green fingers" within the development lands have been designed to provide efficient and amiable routes for the residential lands within each village to easily access the major commercial hub of the Revitalization District.

The provision of TDM infrastructure will continue to advance as technology and standards improve, and is expected to continue to be monitored by the County. Some examples of infrastructure that should be implemented include:

- **Improved Transit Service** should be considered especially with the increase in demand as part of the Village A as well as increase in population from the proposed development and nearby developments. Further, the proposed development would also provide an increased population to support increased transit ridership. The current transit service should be considered for expansion both in the routes and destinations as well as in terms of frequency and capacity for service.
- **Sheltered Transit Stops** should be constructed where appropriate. Improvements to transit shelters could include transit route maps, heated facilities, transit pass vending machines, and benches;
- **Secure Bicycle Racks / Parking** should be provided at any major non-residential area, as well as scattered throughout the Base31 lands. Public bicycle racks should be maintained and also located along the future active transportation facilities;
- **Wayfinding Signage** should be provided that directs both residents and visitors to the available TDM infrastructure. Signage should be visually appealing, easy to see and recognizable. Wayfinding will ensure that both new residents and visitors to the park will be aware of and have access to the available infrastructure;
- **Bicycle Supportive Infrastructure** should be made available to the public such as bicycle repair stations, bicycle valet services, tire inflation locations, e-bike charging stations, bicycle lock rentals, water fountains / rest areas along the Green Finger cycling routes, trail maps and wayfinding signage, and ongoing maintenance of cycling routes.

10 CONCLUSION

T.Y. Lin International Canada Inc. (TYLin) was retained by the Base31 Residences Inc. to prepare a Transportation Impact Assessment for a proposed residential development to be located within Village A in the broader Base31 Lands in Prince Edward County in the community of Picton, Ontario. The conclusions for the study are as follows:

- The proposed development will consist of a mid-rise apartment building (called rental building A) consisting of 120 units and 8 townhouses abutting Kingsley Road, separate from the rental building A. The proposed development is expected to be built and operational by year 2029 which will coincide with the proposed Village A Phase 1 completion. Two site accesses are proposed for the site, a right-in/ right-out access on Church Street and a full-moves access on Kingsley Road.
- A total of 46 two-way trips, consisting of 10 inbound and 36 outbound trips are predicted to be generated by the subject site during the weekday AM peak hour. During the weekday PM peak hour, 28 inbound and 17 outbound trips are predicted, totaling 45 two-way trips and during the Saturday midday peak hour, 18 inbound and 17 outbound trips are predicted, totaling 35 two-way trips.
- The traffic analysis concludes that both site accesses operate below capacity with minimal delays and LOS of 'B' or better for all movements during each peak hour under 2029 and 2034 future total conditions. All movements at the intersection of Kingsley Road and Church Road operate with LOS 'C' or better under 2029 and 2034 future background and future total conditions during each peak hour.
- The vehicle and bicycle parking supply was reviewed against the applicable standard. The site plan meets the vehicle and bicycle parking requirement.
- A site plan review was conducted for the site. All intersection spacings, corner clearances and sightlines were found to be satisfactory. Additionally, site circulation review was also conducted, and all design vehicles are expected to circulate throughout the site without conflict.

Based on the findings of the Transportation Impact Study for the subject site, TYLin is in support of the proposed industrial development in the Town of Picton.

Appendix A:

County Comments and TYLin Responses

Project Name	**Base31 Village A Rental Building A with 8 Townhomes**
Application Type	**Site Plan Control Application - First Submission**
Application Number	**SP-01-26**
Date of Comments Received	**May 8, 2026**

Comment #	Department / Agency	Detailed Comment	Applicant Response
Planning Division			
20	Planning Division	Page 3 (Development Context) of the Report identifies the development of a "mid-rise condominium building". Please clarify the intended use (rental apartment or condominium). The reference to a condominium identified a different ownership model. Please confirm that the Ownership structure has no bearing on the report. Please update the report to confirm "condominium" or "apartment".	Noted. The proposed development is stated as "Apartment" in the ownership documents. TIS report has been revised to use "Apartments" instead of "condominiums". Further, trips for apartment units in TYLin's February 2026 TIS were generated using land use code (LUC) 221, Multifamily Housing (Mid-Rise) using the ITE 12th edition Trip Generation Manual. The terminology change from "condominiums" to "Apartments" in TIS report will not change the LUC code used, as such, no change to trip generation is expected.
21	Planning Division	Page 9 (Future Conditions) - Please reference the County's Official Plan and the Picton Urban Centre Secondary Plan. Schedule "E" of the Official Plan references Church Street as a "Collector Road" and Kinglsey Road as a "Local Road". Schedule "B" of the Picton Secondary Plan identifies Kingsley Road as an "Activity Route".	Acknowledged. The functional classification of Church Street has been revised to "Collector Road" and Kingsley Road has been revised to "Local Road" according to Schedule E of the Official Plan. Further, a reference of Picton Urban Secondary Plan identifying Kingsley Road as an "Activity Route"has been mentioned in the revised TIS report.
22	Planning Division	Page 16 (Background Developments) is missing a number of key developments which have received either draft approval or are in the process of Site Plan Approval. For example 120 units are proposed on Nicholas Street which are in the vicinity of the proposed development. Draft Approval has also been received for the Cold Creek Subdivision (900 units) and Loyalist Heights (495 units) (which may be excluded due to proximity, but should be confirmed).	Noted. The proposed developments of "Nicholas Street Development" consisting of 106 residential units has been added to the background development traffic, and analysis in the TIS has been revised accordingly. The proposed developments of "Cold Creek Subdivision" consisting of 902 residential units and "Loyalist Heights" consisting of 393 residential units are both located north of Sandy Hook Road (County Road 1) between Loyalist Parkway (County Road 33) and Upper Lake Street within the Prince Edward County. The subject site (Rental Building A) is approximately 3km to the east from these developments. Based on the existing road network and traffic patterns, these developments are expected to have minimal impact on the study intersection of Church Street at Kingsley Road, and Rental Building A site accesses. As such, these developments have not been included as backgound developments for subject site.
Engineering Division			
44	Engineering Division	44) Traffic Impact Assessment (Update) - Base31 Revitalization District: Rental Building A prepared by TYLin, dated February 2026 and not signed, not sealed. v. The application does not demonstrate how pedestrians can walk from the rental building to the proposed Village A, Phase 1 municipal sidewalk network (concurrent application review process). w. Demonstrate suitable pedestrian connectivity to the existing municipal sidewalk network via the proposed Village A, Phase 1 sidewalk network. x. Figure 3-3 identifies paved shoulders on CR22 in error - CR22 has gravel shoulders. Review and revise. y. The Sightline Analysis in Appendix H for the CR22 vehicular access encroaches onto private property in the northerly direction in error (see below). Review and revise to ensure sightlines are contained within the widened municipal road allowance. aa. Further, 8.1.2 suggests that the left turn from stop movement sight line for the CR22 access (same as above) is acceptable on the basis that "drivers will take time to react to the speed change and will still be at speeds corresponding to the posted speed limit of 50 km/h." Based on site conditions, this is not agreed. Minimum requirements must be satisfied. Proposed vehicular accesses must meet minimum ISD requirements based on the applicable design speed (posted +10 km/h) fronting the subject lands. Review and revise section 8.1.2 accordingly to demonstrate that proposed access will meet minimum requirements. bb. The final version of this report must include the seal, with signature and date, of a qualified professional licensed in the province of Ontario. cc. From draft plan approval, a final version of the previous Traffic Impact Assessment prepared by TYLin, revised August 2025 (no author, not sealed) must be provided that includes the seal, with signature and date, of a qualified professional licensed in the province of Ontario.	44) Acknowledged. The revised TIS has been signed and stamped by a Professional Engineer licensed with the Professional Engineers Ontario (PEO). v. Noted. A 2m permanent sidewalk is proposed along north side of Kingsley Road and a 2m temporary/interim sidewalk is proposed along east side of Church Street. The TIS report has been revised to show these proposed municipal sidewalks and their connections to the internal sidewalks within the proposed development. w. A pedestrian circulation plan showing the connection from Apartment building/Townhouse entrances to the municipal sidewalks will also be included in the revised TIS report. x. Noted. Figure 3-3 has been revised in the TIS update. y. The proposed site access on to Church Street has now been re-configured to a right-in/ right-out access. As such, the sightlines will not cross the municipal right of way. The sightline analysis and related discussion in the TIS report has been revised accordingly. bb. Noted. The revised TIS has been signed and stamped by a Professional Engineer licensed with the Professional Engineers Ontario (PEO). cc. Please see the response to comment 44-bb above.
45	Engineering Division	dd. For Additional Information/Reference: i. 2023 traffic count data is used to support this report. Updated traffic counts will be needed, either 5 years from most current or completion of Village A (whatever comes first), to support future applications. ii. Study work to date has generally recommended posted speed limit reductions on CR22 and Kingsley in conjunction with Village A. Staff are in general agreement that the speed limit fronting the subject lands be posted 50 km/h in conjunction with this development and the expansion of the urban area. iii. Requests for changes to speed limits are considered through County Committee and subject to the approval of Council. A memo from the applicant team requesting speed limit reductions is required to initiate this consideration.	dd. i. Acknowledged. Ii. Acknowledged. The posted speed limit on Church Street between London Avenue and County Road 10 has been recommended to be reduced from 60 km/h to 50 km/h. The posted speed limit on Kingsley Road between Church Street and 100 m east of Village A's Collector A has been recommended to be reduced from 70 km/h to 50 km/h. A speed reduction memo detailing the justification for speed reduction has been prepared by TYLin and has been submitted for review. iii. Please see response to comment 44-dd-ii. above.

Development Services
The Corporation of the County of Prince Edward
Office: 280 Picton Main Street, Picton, ON K0K 2T0
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May 8, 2026

PEC Community Partners Inc.
170 The Donway West,
North York, ON
M3C 2J2

VIA EMAIL:
Kathryn@rockportgroup.net

Dear Ms. Randle,

RE: Site Plan Control Application - First Submission
File Number: SP-01-26
Applicant; PEC Community Partners Inc. (Base31)
Part of Lots 1 and 2, Concession 1, Southeast of Carrying Place, Ward of Bloomfield/Hallowell
311 Church Street

County of Prince Edward Development Services Department has reviewed and circulated the first submission of the above noted Site Plan Control Application. As part of the first submission, the following documents were received and circulated:

- Covering Letter, prepared by the Biglieri Group, dated March 2, 2026;
- Site Plan & Architectural Drawing Package, prepared by Turner Fleischer Architects, dated March 9, 2026;
- Functional Servicing & Stormwater Management Report, prepared by SCS Consulting, dated February 2026;
- Civil Engineering Drawing Package (Servicing, Drainage, Grading, Erosion), prepared by SCS Consulting, dated February 2026;
- Transportation Impact Study, prepared by TYLin, dated February 2026;
- Landscape Plans, prepared by NAK Design, dated March 9, 2026;
- Landscape Cost Estimate, prepared by NAK Design, dated March 9, 2026;
- Geotechnical Report, prepared by Gemtec, dated February 3, 2026;
- Townhouse Architectural Plans, prepared by Hunt Design Associates Inc., dated January 30, 2026;

In response to the technical circulation of the first Site Plan Control Application submission, the County of Prince Edward is pleased to provide the following comments:

Development Services Department, Planning Division

Site Plan + Architectural Drawing Package
Prepared by Turner Fleischer Architects
Date: March 9, 2026
Comments:

1. Please be advised that By-law 1816-2006 is no longer in effect and has been repealed. By-law 140-2025 is now in effect. Please reference By-law 140-2025 where applicable.
2. Please illustrate all yard setbacks on the Site Plan.
    a. For the Townhouse Dwellings, only the front yard setback is illustrated on the Plans.
    b. Please illustrate the required Exterior Side Yard Setback for the Townhouse Dwellings. The MZO defines an "Exterior Side Yard" and includes a private street within the definition.
    c. Please confirm landscape open space area as per 6(5)8. of the MZO for the Townhouse Dwelling Units.
3. Please advise how the proposed Freehold Townhouse Dwelling Units will be provided uninterrupted and guaranteed access to their driveways (accessed from Private Street A). Is there a concern of the Townhouse Units using the parking lot for visitor/overflow parking? Will there be a concern with the Townhouse Units using Private Street B for access? How will maintenance costs be shared? How will Townhouse Units ensure the Private Street is properly maintained (to the future homeowners standard) and snowplowed? Please advise how potential future land use conflicts between individual property owners will be mitigated/minimized with the intended strategy for access. As part of the Planning process, it is the County's intent to minimize land use planning conflicts for future residents and property owners.
4. Please confirm dimensions of driveways for Townhouse Dwellings.
    a. Section 8(4)1. requires that the driveway located in front of a garage shall not be wider than the width of the garage. Please confirm.
5. Where do walkways for each townhouse lead to on the Kingsley Road frontage? Is a sidewalk being proposed on Kingsley Road?
6. Please illustrate snow storage locations that will be sufficiently sized for the parking lot area and private roads on the site plan.
7. It is acknowledged that 5(1)6.vi. permits an unenclosed barrier free access ramp within any yard or in the area between the street line and the required setback. SPA005 illustrates both a barrier free access ramp and stairs along Church Street. Please identify the required setback for the "porches, balconies, steps and patios, **exterior stairs** and landings as required of 5(1)6.iv. of the MZO. As submitted, the exterior stairs do not comply with the MZO requirements of a 0.6m setback.
8. SPA802 illustrates an urbanized streetscape on Church Street. The Site Plan drawing package does not include upgrades to Church Street to achieve this streetscape. Please advise how the depicted urbanized streetscape on Church Street Road will be achieved.
9. Based on comments received - connectivity to the site on an external sidewalk is a concern for multiple departments. Please provide a sidewalk along the frontage from Street A to Kingsley and along the frontage of Kingsley.
10. Please correct maximum permitted building height required in project

information (SPA002). The project information table lists 40.0m as the maximum permitted height, whereas it is only permitted to be 8 storeys or 30 metres as per Section 6(8)5. of the MZO.

11. Please ensure that the Sight Line Triangles on-site comply with the requirements of the County's Zoning By-law. 5.0m x 5.0m Site Triangles are not compliant with the County By-law 1816-2006 or 140-2025.

Townhouse Architectural Drawings
Prepared by Hunt Design Associates Inc.
Dated January 30, 2026
Comments:

12. Please be advised as per Section 2.38 of By-law 140-2025, height is measured from the average finished grade at the front of a building and to the highest point of the roof surface. The architectural drawings do not provide for finished height at the midpoint of the roof. Please confirm the overall height of the Townhouse Dwelling Units.

Landscape Plans
Prepared by Nak Design Strategies
Dated March 9, 2026
Comments:

13. Drawing L1 identifies an amenity space and states "Ultimate Amenity Space Treatments to be Developed Under Future Phase".
    a. Please advise on the intent of this landscaped amenity space and confirm the purpose.
14. Please provide additional details on the "Corner Gateway Feature".
15. Please address the following discrepancy between Site Plan Drawings & Landscape Drawing: Site Plan Drawing illustrates two (2) decorative posts at site entrance on Church Street. Landscape Drawings illustrates a single Pylon Sign.
16. Multiple new tree plantings are proposed on the common lot line of the Townhouse Dwelling Units. This may result in future civil conflicts between Owners regarding Tree ownership and maintenance. Has consideration been given to providing trees fully on each future lot and avoiding boundary trees? Staff would be supportive of planting trees on individual lots as opposed to creating "shared' trees and avoiding future potential land use conflicts.
17. Staff encourage additional landscaping and tree plantings within the "Ultimate Amenity Space" and within the South West Corner of the site.

Site Servicing Drawings
Prepared by SCS Consulting Group Ltd
Dated February 2026
Comments:

18. Please ensure that all drawings comply with the Detailed Design Drawings for concurrent Subdivision Approval (13-T-24-504).
19. Planning Staff are not supportive of the proposed sanitary sewer servicing scheme for the Freehold Townhouse Units and use of an easement for municipal services. Sanitary servicing for the Freehold Townhouses should connect to Kingsley Road, from the Municipal Right-of-Way.

Transportation Impact Assessment
Prepared by TYLin
Dated February, 2026
Comments:

20. Page 3 (Development Context) of the Report identifies the development of a "mid-rise condominium building". Please clarify the intended use (rental apartment or condominium). The reference to a condominium identified a different ownership model. Please confirm that the Ownership structure has no bearing on the report. Please update the report to confirm "condominium" or "apartment".
21. Page 9 (Future Conditions) - Please reference the County's Official Plan and the Picton Urban Centre Secondary Plan. Schedule "E" of the Official Plan references Church Street as a "Collector Road" and Kinglsey Road as a "Local Road". Schedule "B" of the Picton Secondary Plan identifies Kingsley Road as an "Activity Route".
22. Page 16 (Background Developments) is missing a number of key developments which have received either draft approval or are in the process of Site Plan Approval. For example 120 units are proposed on Nicholas Street which are in the vicinity of the proposed development. Draft Approval has also been received for the Cold Creek Subdivision (900 units) and Loyalist Heights (495 units) (which may be excluded due to proximity, but should be confirmed).

General Comments

23. A Site Plan Control Agreement shall be registered against the entirety of the block. Therefore, all drawings should show the entire Block boundary. Please remove "Phase Limits" from the Site Plan Drawings and reference to "Future Development". An Amending Site Plan Agreement will be required to address future development. The drawings should reflect that there is a stormwater drainage path across the area identified as "Future Development" and form part of the site's stormwater drainage.
24. The subject lands are part of Draft Plan of Subdivision (13-T-24-504). Please be advised that Final Approval of the Plan of Subdivision File is required prior to any Applications for Part Lot Control for the Townhouse Dwellings. It is also expected that the detailed design drawings for the Plan of Subdivision will be acknowledged through the Site Plan Control Application. Final Approval and Registration of the Subdivision Agreement shall occur prior to the registration of the Site Plan Agreement.
25. Please be advised of County By-law 1122-2003 (as amended by By-law 1978-2007, 2877-2011 and 4177-2018) for regulations of signs and other advertising devices.
26. A Cost Estimate is required for all on-site works. A cost estimate was only provided for on-site landscaping. Please provide a cost of works estimate for all on-site works (which are not being captured through the Subdivision Agreement).

Development Services Department, Building Division

27. Development Charges and Water/Wastewater Connection Charges will be applicable.
28. Please be advised that separate Building Permit Applications will be required for all proposed buildings.
29. Private services are required to comply with Part 7 of the Ontario Building Code. Permits and inspections will be required.
30. An Engineering is required to confirm that adequate water is provided for firefighting and sprinklers as per the National Fire Protection Act (NFPA).
31. Building Permits will be required for any proposed ground signage and comply with the County's Sign By-law. Please provide details of the decorative posts.
32. A Permit will be required from the Quinte Conservation Authority Risk Manager for Source Water Protection.

Development Services Department, Engineering Division

33. For the Applicants information - the Picton municipal water and wastewater treatment systems are nearing capacity. Remaining treatment capacity is allocated in accordance with County policy EV 800, which directs that allocation is not approved until execution of a site plan control agreement. Based on this application, but subject to revisions and adjustments prior to approval, the estimated servicing allocation for these 128 units (120 apartment rental units + 8 freehold townhomes) is:

    Water Maximum Daily Demand = 2.17 L/s (1.98 + 0.19) or 187 m3/day
    Recommended Fire Flows are 150 L/s
    Peaked Sanitary Flow = 3.9 L/s (3.5 + 0.4) or 337 m3/day

    *Note that ALL servicing to support this application REQUIRES the final approval and construction of the Village A, Phase 1 plan of subdivision (13-T-24-504), concurrently under technical review and not approved at this time.
34. Proposed municipal infrastructure works should be moved to the concurrent Village A, Phase 1 plan of subdivision application, including sanitary sewer main and water & sanitary service connections (from the main to the property limit).
35. The 8 townhome lots will require an easement on the subject lands for vehicular access to the rear of the proposed townhome lots.
36. The Environmental Noise Feasibility Study completed for Village A, Phase 1 (Trinity Consultants, dated December 22, 2025) does not include the 8 proposed townhomes and specifically excludes an assessment of the outdoor amenity areas for the medium density blocks pending further details.

    For further review, provide a noise assessment covering the proposed townhomes and the outdoor amenity areas for the medium density block.
37. A security estimate is required for off site works within the road allowance.
38. Servicing Plan drawing S-1 prepared by SCS Consulting, revision 1 dated FEB 26 and not signed, not sealed
    a. The proposed municipal sanitary sewer is not permitted nor practical on the medium density private property; per discussion please revise to include municipal mains within road allowances per established road cross sections.
    b. Please confirm that no portions of the proposed building, foundation, overhangs, landscaping or any other private infrastructure is located within the widened road allowance. Encroachments onto the road allowance will not be permitted.
    c. Property limits, existing and proposed, are not identified. Please identify property limits including the proposed block planning limits and road widening for clarity.
    d. The 200mm water service and service valve, from the main to the property limit, is shown (ghosted) as part of Village A off site works in error - this is not shown in the Village A first technical submission drawings. Review and revise to include this in Village A off site works.
    e. County By-law permits one water service per property. Review and revise accordingly to accommodate for future water service needs on the subject lands.
    f. The stairs and ramp fronting CR22 end abruptly at the property limit next to the CR22 roadside swale. Review and revise to provide a continuous pedestrian walkway around the building. Encroachments onto the road allowance will not be permitted.
    g. The storm service connection requires a sampling manhole on private property just behind the property limit. Review and revise. (from preconsultation)

h. The municipality does not require an easement on private lands for private storm sewers. Please remove.
i. The proposed driveway on CR22 has been excluded from the post development storm analysis - see Figure 4.2 in FSSR; can we get a CB or two at the bottom of the CR22 driveway to capture some storm flows?
j. There are references to 66 Kingsley Road in error. Review and revise all technical drawings.
k. Remove names of County staff from the drawing title block. Review and revise for all technical drawings.
l. The final version of all technical drawings must include the seal, with signature and date, of a qualified professional licensed in the province of Ontario.

39. Details Plan 1 drawing D-1 prepared by SCS Consulting, revision 1 dated FEB 26 and not signed, not sealed
    m. RE: detail PSD-007, townhome sewer service connections must include: cleanout with access at property limit and metal cap; and tracer wire from sewer main to metal cap for locating purposes.
    n. Details PSD-006 and PSD-008 are duplicated on drawing N-1 and could be removed.
40. Details Plan 2 drawing D-2 prepared by SCS Consulting, revision 1 dated FEB 26 and not signed, not sealed
    o. Details PSD-017 and PSD-031 are duplicated on drawing N-1 and could be removed.
41. Details Plan 3 drawing D-3 prepared by SCS Consulting, revision 1 dated FEB 26 and not signed, not sealed
    p. The Water Meter Installation in Chamber detail must specify where the meter reader is to be installed and that the ARB must be installed in a lockable cabinet.
42. Fire Flow Memorandum prepared by DLW, dated February 2026 and not sealed
    q. Review page 3 GFA calculation for the proposed townhomes as calculation only considers 4 townhomes.
    r. Page 6 states "we also recommend that there is sufficient storage available in the existing Picton Heights Reservoir to accommodate these fire flow requirements." Is this a recommendation or a statement? Please confirm.
    s. The final version of this report must include the seal, with signature and date, of a qualified professional licensed in the province of Ontario.
43. Water Distribution Analysis Report for the Proposed Interim Historic District, Phase 1 of Rental Unit and Phase 1 of Village A Development prepared by RA Engineering, dated 18/02/2026 and not sealed
    t. The scope of analysis, what's included in the estimated water demand, is different in every water analysis report submitted. The reporting for this application doesn’t include draft approved developments such as Village A, Phase 2, Future Medium Density Block or Vine Ridge. These have been included previously. Please contact to discuss and ensure alignment between County and B31 team for scope of analysis for water modelling.
    u. The final version of this report must include the seal, with signature and date, of a qualified professional licensed in the province of Ontario.
44. Traffic Impact Assessment (Update) - Base31 Revitalization District: Rental Building A prepared by TYLin, dated February 2026 and not signed, not sealed.

v. The application does not demonstrate how pedestrians can walk from the rental building to the proposed Village A, Phase 1 municipal sidewalk network (concurrent application review process).
w. Demonstrate suitable pedestrian connectivity to the existing municipal sidewalk network via the proposed Village A, Phase 1 sidewalk network.
x. Figure 3-3 identifies paved shoulders on CR22 in error - CR22 has gravel shoulders. Review and revise.
y. The Sightline Analysis in Appendix H for the CR22 vehicular access encroaches onto private property in the northerly direction in error (see below). Review and revise to ensure sightlines are contained within the widened municipal road allowance.
z.

aa. Further, 8.1.2 suggests that the left turn from stop movement sight line for the CR22 access (same as above) is acceptable on the basis that "drivers will take time to react to the speed change and will still be at speeds corresponding to the posted speed limit of 50 km/h." Based on site conditions, this is not agreed. Minimum requirements must be satisfied. Proposed vehicular accesses must meet minimum ISD requirements based on the applicable design speed (posted +10 km/h) fronting the subject lands. Review and revise section 8.1.2 accordingly to demonstrate that proposed access will meet minimum requirements.
bb. The final version of this report must include the seal, with signature and date, of a qualified professional licensed in the province of Ontario.
cc. From draft plan approval, a final version of the previous Traffic Impact Assessment prepared by TYLin, revised August 2025 (no author, not sealed) must be provided that includes the seal, with signature and date, of a qualified professional licensed in the province of Ontario.
dd. For Additional Information/Reference:
    i. 2023 traffic count data is used to support this report. Updated traffic counts will be needed, either 5 years from most current or completion of Village A (whatever comes first), to support future applications.
    ii. Study work to date has generally recommended posted speed limit reductions on CR22 and Kingsley in conjunction with Village A. Staff are in general agreement that the speed limit fronting the subject lands be posted 50 km/h in conjunction with this development and the expansion of the urban area.
    iii. Requests for changes to speed limits are considered through County Committee and subject to the approval of Council. A memo from the applicant team requesting speed limit reductions is required to initiate this consideration.

iv. Please see County ENG staff to discuss speed limit reductions for scope, strategy, details and coordination.
v. CR22 and Kingsley are both rural road cross sections at present. The Base31 Master Servicing Concept recommends urbanization of CR22 and Kingsley to support Base31 development in the fullness of time. The timing, funding and detailed design for the future urbanization of CR22 and Kingsley are not determined at this time.

45. Site Plan Control Agreement
    ee. Standard conditions for site plan control apply.
    ff. The Owner shall be responsible for maintaining the private fire hydrants on the subject lands in accordance with the Ontario Building Code. The Municipality shall not be held liable for any costs, damages or otherwise related to the Municipality's use of private fire hydrants for fire fighting purposes.
    gg. The Phase 1 engineering design requires on-site controls in the form of a 310mm orifice plate in a private manhole within the parking lot to maintain acceptable storm flows from the subject lands.This on-site control will be re-evaluated during the detailed design of Phase 2 of the subject lands. The Owner acknowledges and agrees to maintain all on-site controls as detailed in the Phase 1 approved engineering design until such time as an alternative storm design is approved via future development of the subject lands.
    hh. The Owner and subsequent purchasers acknowledge that that the subject lands have been designed to retain stormwater within the parking areas following moderate to severe storm events for the purposes of managing stormwater on site, whereby stormwater is released to the natural environment at a predetermined rate to manage flows and drainage. The Owner hereby covenants to give notice of this servicing obligation to all Rental Building units prior to commencement of each lease.
    ii. The Owner shall be responsible for maintaining the private fire hydrants on the subject lands in accordance with the Ontario Building Code. The Municipality shall not be held liable for any costs, damages or otherwise related to the Municipality's use of private fire hydrants for fire fighting purposes.
    jj. The Owner is solely responsible for winter maintenance on the subject lands.
    kk. The Owner is solely responsible for solid waste, recycling and organics collection on the subject lands.

Water & Waste Water Department

46. Village A - Southern Medium Density Block - Servicing and Stormwater Management Report - February 2026 [page 19] - States, "of the 755 population, Phase 1 of the proposed development will account for a population of only 234. Therefore, there will be sufficient capacity in the proposed Village A - Phase 1 external sanitary improvements to accommodate the proposed development." The sanitary pipe sizes may have the capacity to convey the flows from this 120-unit rental building and the 8 townhouse units to the main pumping station and ultimately to the wastewater treatment facility, but this does not mean that the wastewater treatment plant has the capacity to treat this additional wastewater discharge.
47. Village A - Southern Medium Density Block - Servicing and Stormwater Management Report - February 2026 [page 20] - States, "it should be noted that the existing 300 mm diameter watermain located on the west side of County Road 22, is intended to transition to public ownership with the development of Village A - Phase 1." This statement is somewhat misleading. Only a portion of

the existing 300 mm diameter watermain located on the west side of County Road 22 is intended to transition to public ownership with the development of Village A - Phase 1 and the section that will become the County's responsibility will need to be brought up to municipal standards and there will need to be a clear delineation between private and municipal ownership.

48. Village A - Southern Medium Density Block - Servicing and Stormwater Management Report - February 2026 [page 21] - States, "as identified in the above reports, there is sufficient capacity in the existing and proposed water system to service the proposed development upon the completion of the external watermain improvements which are being constructed as part of the proposed Village A - Phase 1 development. This includes the proposed watermain on Kingsley Road and the upgrade to the existing fire pump in the BPS." Again, the watermain pipe sizes may have the capacity to convey the flows required for this 120-unit rental building and the 8 townhouse units but this does not mean that the water treatment plant has the capacity to treat this additional requirement and that the reservoir/booster station has the ability to fully maintain these functions. The Picton Heights Booster Pumping Station Upgrades Design Report, prepared by DLW Engineering Services, dated December 2025, referenced above in the 'as identified in the above reports', determined flows based on a population of 2,541 which does not include the population for this medium density residential Block 295. The population of 2,541 included Macaulay Village, the Revitalization District, the Revitalization District Rental Unit, 579 people in Village A - Phase 1 and 695 people in Village A - Phase 2. This report has been referenced but has not been updated since the initial Village A - Phase 1 submission review. The medium density residential future phases were not included in the Village A - Phase
49. 1 population and the Village A - Phase 2 population was included. Also, in the RA Engineering Inc. Water Distribution Analysis Report for the Proposed Interim Historic District, Phase 1 of Rental Unit and Phase 1 of Village A Development, the population count includes the Interim Historic District, Phase 1 of Rental in Block 295, 8 Townhouses in Block 295, Picton Heights (existing) and Phase 1 of Village A. The population for the Revitalization District Rental Building is no longer included in the overall population count for this area. Again, if we consider the January 2012 design report prepared by Ainley & Associates Limited for this facility, the Booster Pumping Station was originally sized to service a development of 1,567 persons. A population of 700 for Macaulay Village, 363 for the Revitalization District, 579 for Village A - Phase 1 and 234 for this Rental Unit and 8 townhouses provides a total population of 1,876. This exceeds the population design of the station. Normally at 80% design capacity, this triggers the start of the planning/design/assessment process for an upgrade. If the station was designed for a population of 1,567, 80 percent provides us with 1,253.6 people.
50. Village A - Southern Medium Density Block - Phase 1 - Servicing Plan - Drawing No: S-1 - The water meter located in 'water meter chamber' will need to be a Krohne branded flowmeter. The meter specifications can be provided by the County, but we will need to know whether there will be A/C power to the chamber or not. The owner will need to purchase the Krohne branded flowmeter as large water meters are not kept in stock, for purchase from the County. The flowmeter display will need to be located aboveground and in some sort of waterproof cabinet.
51. Village A - Southern Medium Density Block - Landscape Plan - Sheet L1 -

Shows a number of trees planted in very close proximity to the water services for each of the townhouse units. We would never recommend trees or shrubs be planted in proximity to the water services as root issues can occur and it makes excavation more costly, if repairs are ever required. The landscape plan also shows a tree planted in proximity to the incoming water service for the 120-unit rental building.

Operations Department

52. Please be advised that a Right-of-Way permit will be required for any work in the Municipal Right-of-Way.
53. No reference to tracer wire on all non-metallic sanitary or storm. Ontario Design Criteria for Sanitary Sewers, Storm Sewers and Forcemains for Alterations Authorization under ECA (May 31, 2023) recommends that tracer wire be installed on all non-metallic storm and sanitary infrastructure, including service connections.
54. OPSD 350.010 requirements for a two-way apartment access (minimum 7.2 m to maximum 12.0 m). Neither entrance on CR22 or Kingsley Road meet this requirement.
55. Proposed ditch between a sidewalk and building (3 m setback) is not conducive to maintenance. Maintenance would require equipment to operate over the sidewalk adjacent to the building entrance/canopy, creating operational and pedestrian safety conflicts. Recommend relocating ditch closer to roadway and shifting sidewalk toward property line to improve safe access and long-term maintenance. Similar to this City of Kingston approach here

Fire & Rescue Department

56. Please be advised that all designated Fire Routes will be required to be established in accordance with the applicable municipal By-law 4249-2018, with appropriate signage being installed as required.
57. Please be advised that the proposed structure is the first "high-rise structure" within Prince Edward County. Additional training will be required for Fire Services to be adequately prepared and equipped to respond effectively to potential incidents.
58. The estimated initial cost for training and equipment is approximately $40,000. At this time, this is the only building which would necessitate this additional training and expense.

Community Services, Programs and Initiatives Department
Transit Division

59. The Transit Division is supportive of connectivity to bus stops given the proposed density of the apartment building. The Transit Division supports a bus stop near this development that is well connected for users.
60. Base31 is to be commended for its early commitment to community integration and transportation planning that will help reduce traffic congestion as the area grows. Investments in transit infrastructure will be positively recognized and communicated as indicative of Base31's engagement in a forward-looking community.

Economic Development Division

61. The mix of rental units and townhomes supports the diversity of housing options needed to make the County more affordable and should help address housing

availability tied to workforce attraction and retention. Rental unit sizes of one- and two-bedroom apartments will be attractive to those employed in key sectors in PEC, such as tourism, hospitality, health care.

62. However, Staff continue to have concerns about the connectivity of these housing options to amenities and services - Staff continue to look for planning around a school, transit feasibility, and community amenities like grocery stores, dentist offices, everyday retail. Connections to Picton Main Street will be vital to ensure that Base31 does not create a second Main Street and allows its residents to connect easily with amenities and services without need of a car.

Community Programs Division

63. Echoing Economic Developments comments. Can we clarify whether there are plans for sidewalks on Kingsley and Church Street? They appear in the renderings, but I don't see them on drawings. Sidewalks are essential for connectivity for this area - both for residents using active transportation to connect with town, and for connectivity between Macaulay Village and this neighbourhood/Base31 amenities, and for event goers to have safe walking path away from event venues in the dark.
64. Connectivity is the main concern with this development, both to Macauley Village and the rest of Picton. Residents of Village A will require sidewalks on a County Road.

Accessibility Advisory Committee

65. On the facade facing Church Street there is a proposed ramp to the entrance. In the Accessible Design Checklist document submitted the entire ramp section is marked as N/A. The proposed ramp is graded as an 8% slope (or 1:12.5), which is steeper than the slope ratio of 1:15 outlined in the checklist. This should be adjusted or marked as non-compliant in the checklist. The other items in the ramp list should be applied to this ramp as well.
66. The barrier free parking spots load off onto a presumably congested traffic area. Are there curb cuts for each spot? It is unsafe to have mobility devices flowing against oncoming traffic to get to the entrance.
67. Is the proposed universal washroom barrier free according to the Ontario Building Code O Reg 332/12, s3.8.3.12(1)?

Environmental Advisory Committee

68. The EAC is supportive of the proposed Landscaping Plan.
69. The EAC applauds Base31 for planning to use geothermal heating for the apartment building. The EAC is disappointed that the town homes will have gas furnaces when electric heat pumps would be a greener decision.

Curve Lake First Nation

70. Will an Archaeological Assessment be completed for this project and if not, what is the rationale for not completing such a project.

Quinte Conservation Authority

71. Please find attached Quinte Conservation Authority comments dated May 1, 2026.
72. Please find attached Quinte Conservation Authority Source Water Protection Comments dated April 23, 2026.

Should you have any questions regarding the above, please feel free to contact the undersigned at ext. 2025.

Sincerely,

Dale Egan

Dale Egan, RPP, MCIP
Planning Coordinator, Approvals
Development Services
The Corporation of the County of Prince Edward

CC Angela Buonamici MCIP, RPP, Manager of Planning
Cristal Laanstra MCIP, RPP, Director of Development Services
Tyler Lasko P.Eng., Lead Engineer Base31
David MacPherson C.E.T, Manger of Engineering

Attached:
Quinte Conservation Comments (Dated May 1, 2026 & April 23, 2026)

Quinte CONSERVATION

2061 OLD HIGHWAY 2, RR#2, BELLEVILLE, ON, K8N 4Z2
PHONE: (613) 968-3434 • **FAX:** (613) 968-8240
www.quinteconservation.ca

May 1, 2026 **VIA EMAIL**

Angela Buonamici - Manager of Planning, Developmental Services
The Corporation of the County of Prince Edward
P.O. Drawer 1550
332 Main Street
Picton, ON
K0K 2T0

Dear Ms. Buonamici:

Re: Application for Site Plan Approval – SP-01-26
Base 31 – Village A Rental Building A with 8 Townhomes
Applicant: PEC Community Partners Inc (Base 31)
Our File: PLP0012-2026

The staff of the Quinte Conservation (QC) Authority have reviewed the following circulated information:

- Servicing and Stormwater Management Report by SCS Consulting Group Ltd, Project No: 2365B, February 2026
- Geotechnical Investigation, Building A-Village Development, 66 Kingsley Road, by Gemtec, Project No: 103589.001 (5), February 3, 2026
- Drawing Package (18 pages total) – Site Plan Application First Submission by SCS Consulting Group, February 26, by C.C.
- Drawing Package (16 pages total) – Proposed Rental Building, Base 21-Village A-Southern Medium Density Block by Turner Fleischer, Project No: 23.148P03, March 9, 2026
- Drawing Package (6 pages total) – Block 1 Units 1-4, by Hunt Design Associates Inc., January 30, 2026

The Proposal

QC staff understand the proposed development consists of a seven-storey apartment building containing 120 rental units with a mix of studio, one, and two bedroom apartments. The proposed building will have 144 parking spaces and 36 bicycle parking spaces. Additionally, eight freehold townhomes are proposed with garage access via the internal private road network.

Ontario Regulation 41/24

There are no natural hazards on this site. Therefore, this project is not regulated by virtue of Ontario Regulation 41/24 - *Prohibited Activities, Exemptions and Permits*. A permit from this office will not be required for the proposed development.

Stormwater Management

QC is supportive of the proposed stormwater strategy and design outlined in the report and drawings. Stormwater will be safely conveyed from this site to a central facility for Phase 1 of the subdivision and nearby blocks. Staff have previously reviewed the Phase 1 central storm pond design. There are no concerns with the stormwater facility or conveyances to it from this phase of the project.

It is understood that the storm sewers to be sized to the 5-year event, with the 100-year events to be conveyed safely overland, via road allowances. Staff note that an overland flow route will exist in an interim condition across a block marked for future development. Clarification in the drawings may be made to delineate this flow path and the necessity to maintain an available path following the future build out of this intervening block.

Quinte Conservation has no storm water concerns with this submission.

Quinte Source Protection

Source Water Protection comments have been provided under separate cover (attached).

If you have any questions or require additional information, please contact me at this office.

Sincerely,

Sharlene Richardson
Regulations Officer
613-968-3434 ext. 112

Quinte CONSERVATION

2061 OLD HIGHWAY 2, RR#2, BELLEVILLE, ON, K8N 4Z2
PHONE: (613) 968-3434 • **FAX:** (613) 968-8240
www.quinteconservation.ca

QUINTE CONSERVATION – SOURCE WATER PROTECTION

To: Prince Edward Community Partners Inc.
Site/Location Address: 343 County Rd 22 & Kingsley Rd, Picton, Ontario (Lot 2, Con 1)
Roll #: 13505110302300100000
QC File #: PLP0012-2026
Municipal File #: SP-01-26
Zone: Town of Picton Intake Protection Zone 3a
Date: April 23, 2026

The above location in question falls within the Town of Picton's Intake Protection Zone (IPZ) 3a for source water protection. This means that there may be certain activities that are prohibited or restricted within this zone to ensure a safe municipal drinking water source.

A review of the property and the proposed activities was completed by the municipally appointed Risk Management Officials at the Quinte Office and the proposed plan of subdivision at this location would not constitute any significant threats under Part IV of the *Clean Water Act, 2006*, therefore the attached notice allows the application to proceed.

While not under Part IV of the Clean Water Act, 2006, wastewater and sewage related activities may be significant drinking water threats. The determination of such and any conditions necessary to manage the risk will be determined by the municipal staff responsible for the Consolidated Linear Infrastructure Environmental Compliance Approval Significant Drinking Water Threat Assessment.

Also of great importance, the development of this property and the expansion of services will require technical studies to update the intake protection zone 3a and the associated data in the Quinte Assessment Report. This work is at the cost of the municipality or developer.

Please note, this clearance notice applies only to the policies in the Quinte Source Protection Plan related to prohibited activities or activities requiring a risk management plan prior to proceeding. The clearance does not relieve the proponent of any other approval requirements.

For more information, please visit www.quintesourcewater.ca or contact me at nmathieu@quinteconservation.ca or 613-968-3434 ext. 132.

Sincerely,

Risk Management Official

Quinte CONSERVATION

2061 OLD HIGHWAY 2, RR#2, BELLEVILLE, ON, K8N 4Z2
PHONE: (613) 968-3434 • **FAX:** (613) 968-8240
www.quinteconservation.ca

QUINTE CONSERVATION – S59 CLEARANCE NOTICE

Risk Management Official's Clearance of Restricted Land use- Clean Water Act – ss. 59(2)

QC File No. PLP0012-2026

Municipality:	**Prince Edward County - Picton**	
Owner/Agent	**Prince Edward Community Partners Inc.**	
Location:	**343 County Rd 22 & Kingsley Rd, Picton, Ontario (Lot 2, Con 1)**	**Picton, Ontario**
Roll #:	**13505110302300100000**	
Application Description:	**Site Plan Resubmission**	
Vulnerable Area(s):	**Intake Protection Zone 3a (vulnerability score of 8)**	
Comments:	This notice is being issued under subsection 59(2)(a) of the Clean Water Act, 2006. You are receiving this notice because one or more of the land uses proposed to be engaged in, at the above noted address has been identified as a restricted land use under Section 59 of the Clean Water Act, 2006 and in the Quinte Region Source Protection Plan, which came into effect on January 1st, 2015. This means that an application under the Planning Act or Building Code Act could not proceed at this location until a review by the Risk Management Official is completed to determine if policies to protect local drinking water apply. Quinte Conservation has reviewed your site plan resubmission for a seven-story apartment building and eight freehold townhouses for the address noted above. The Risk Management Official has found that neither section 57 (Prohibition) nor section 58 (Risk Management Plan) apply to the activity(ies) for which the land(at the above noted address) is to be used.	
Final Comments:	Quinte Conservation has no objection to the application as presented as the proposed activity will not result in the creation of new significant drinking water threats. **The application may proceed.**	

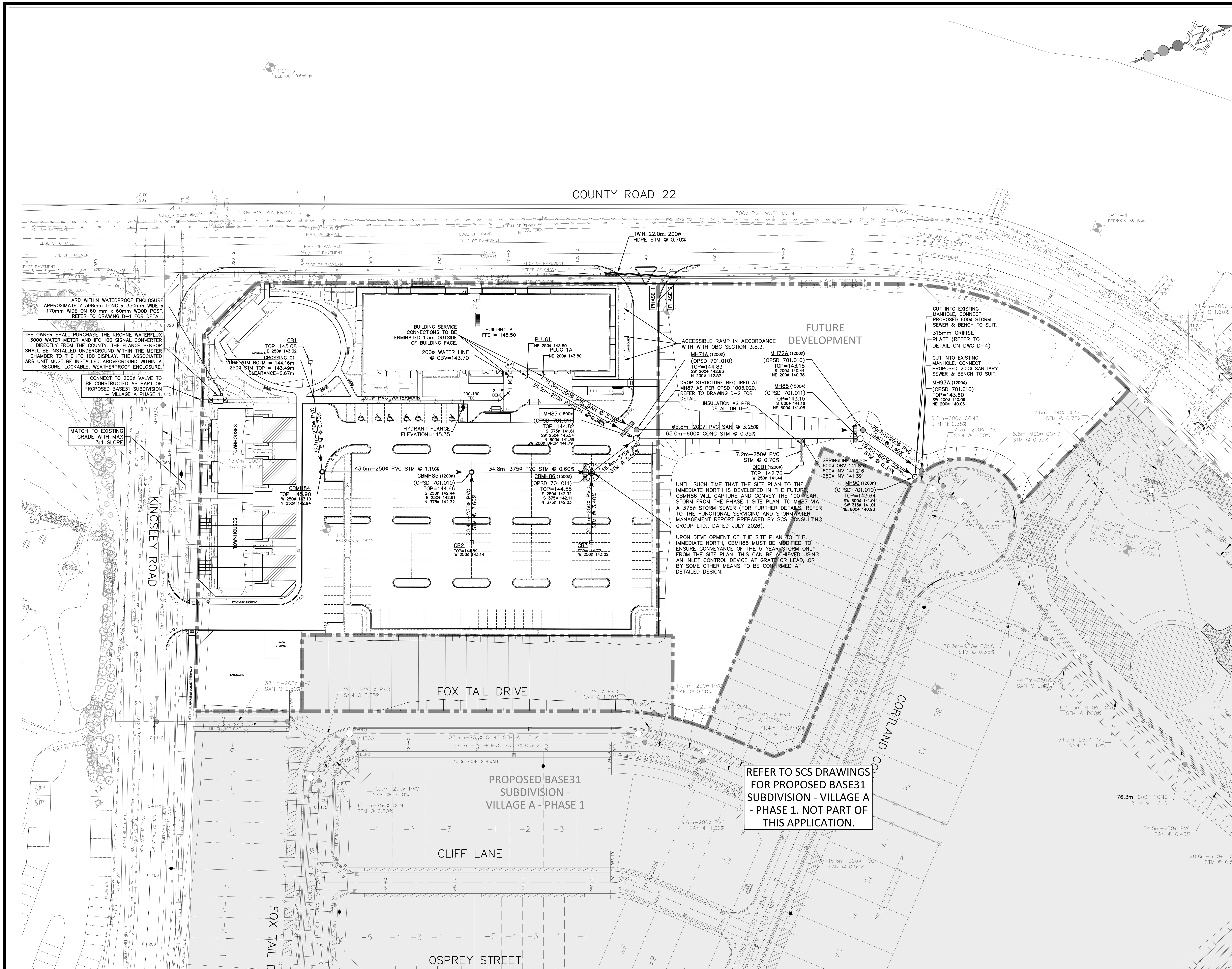
Natasha Mathieu

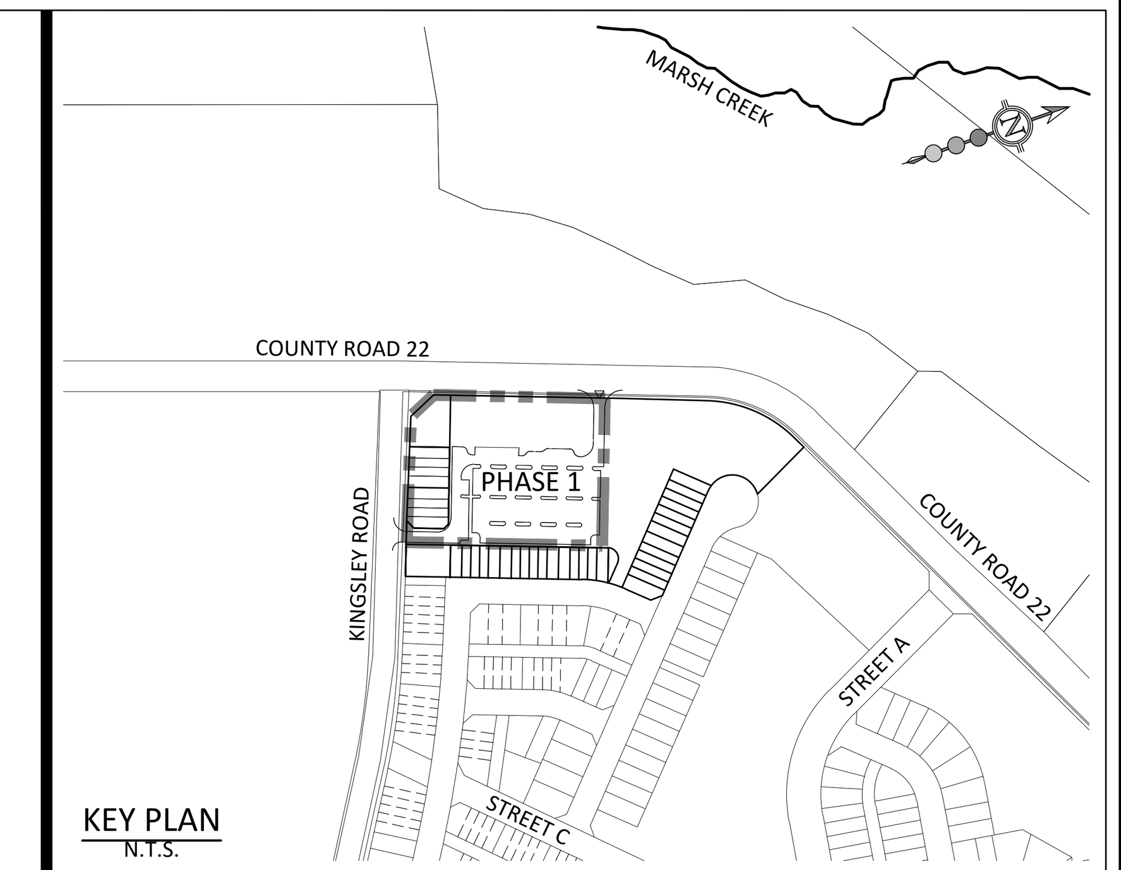
Amy Dickens
Risk Management Official

April 23, 2026
Date

Appendix B:

Site Plan





KEY PLAN
N.T.S.

BENCHMARK: ELEV. 141.477m

ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE REFERRED TO MNRF BENCHMARK No. 01019820216 HAVING A PUBLISHED ELEVATION OF 141.477 METERS.

LEGEND:

- LIMIT OF MIXED USE BLOCK
- LIMIT OF SITE PLAN APPLICATION
- LIMIT OF PHASE
- SANITARY SEWER / MAINTENACE HOLE
- STORM SEWER / MAINTENANCE HOLE
- WATERMAIN / VALVE BOX
- WATERMAIN / REDUCER
- HYDRANT AND VALVE (REFER TO DWG. D-1)
- METER CHAMBER (REFER TO DWG. D-1)
- BACKFLOW PREVENTOR (CSA B64.10 AND B64.10.01)
- WATER SERVICE BOX AND LATERAL
- SINGLE SANITARY (125Ø) CONNECTION (AS PER STD. PSD-021 ON 900 SERIES DRAWINGS)
- 53 LOT NUMBER
- ANTI-SEEPAGE COLLAR (REFER TO DWG. D-4)
- PROPOSED EMBANKMENT (MAX. 3:1 UNLESS OTHERWISE NOTED)
- DRIVEWAY LOCATION
- PROPOSED BASE31 SUBDIVISION - VILLAGE A - PHASE 1 (NOT PART OF THIS APPLICATION)
- RETAINING WALL
- PROPOSED CULVERT
- SIDEWALK RAMP WITH TACTILE PLATE AS PER OPSD 310.033 AND OPSD 310.039 (REFER TO DETAIL ON DWG. D-1)
- BH24-8 BOREHOLE LOCATION
- TP21-8 TEST PIT LOCATION
- STORM SEWER PIPE INSULATION (REFER TO DETAIL ON DWG. D-4)
- EXISTING OVERHEAD WIRE
- EXISTING CHAINLINK FENCE
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING GAS MAIN
- HP EXISTING HYDRO POLE
- MH EXISTING MANHOLE
- WV EXISTING WATERMAIN VALVE
- FH EXISTING HYDRANT
- EXISTING MONITORING WELL
- GM/HM EXISTING UTILITY
- SIGN EXISTING ROAD SIGN
- CB EXISTING CATCHBASIN
- EXISTING TREES
- 100 YEAR CAPTURE LOCATION (INTERIM)

TOPOGRAPHIC SURVEY PROVIDED BY SCHAEFFER DZALDOV BENNET LTD., NOVEMBER 2022.
UTILITY INVESTIGATION PROVIDED BY 4SIGHT UTILITY ENGINEERS DATED JANUARY 18, 2023.

REVISIONS

No.	DESCRIPTION	DATE	BY	APPROVED
1.	ISSUED FOR SITE PLAN APPLICATION - FIRST SUBMISSION	FEB 26	C.C.	
2.	ISSUED FOR SITE PLAN APPLICATION - SECOND SUBMISSION	JUL 26	C.C.	

SCS consulting group ltd
30 CENTURIAN DRIVE, SUITE 100
MARKHAM, ONTARIO L3R 8B8
TEL: (905) 475-1900
FAX: (905) 475-8335

TheCounty PRINCE EDWARD COUNTY • ONTARIO
332 PICTON MAIN STREET,
PICTON ON, K0K 2T0
TEL: 613.476.2148 EXT. 1023
TEL: 613.962.9108 EXT. 1023

PEC COMMUNITY PARTNERS INC.

VILLAGE A - SOUTHERN MEDIUM DENSITY BLOCK - PHASE 1

SERVICING PLAN

DATE: JULY 2026		DESIGNED BY: V.S./Y.A.		CHECKED BY: V.S./C.C.	
SCALE: 1:500		DRAWN BY: M.T.C.		CHECKED BY: C.C./M.R.C.	

5 0 10 20 30 40 HORIZONTAL

APPROVED AS TO FORM IN RELIANCE UPON THE PROFESSIONAL SKILL AND ABILITY OF SCS CONSULTING GROUP LTD. CONSULTING ENGINEERS AS TO DESIGN AND SPECIFICATION.

Director Of Development Services   Date

PROJECT No: 2365B

DRAWING No: S-1

File: P:\2365 Picton Airport – Tercot\Drawings\Village A – Rental Building\Gen\2365D–VRNT–GENP–S1.dwg – Revised by <SOZDEMIR> : Fri, Feb 20 2026 – 5:23pm

Appendix C:

Traffic Count Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Church St runs N/S

North Leg Total: 159
North Entering: 79
North Peds: 0
Peds Cross: ⋈

Heavys	4	0	4
Trucks	1	0	1
Cars	66	8	74
Totals	71	8	

Heavys	8
Trucks	1
Cars	71
Totals	80

East Leg Total: 60
East Entering: 33
East Peds: 0
Peds Cross: ⋈

Church St

Cars	Trucks	Heavys	Totals
14	0	0	14
19	0	0	19
33	0	0	

N
W E
S

Kingsley Rd

Cars	Trucks	Heavys	Totals
27	0	0	27

Church St

Cars	85		
Trucks	1		
Heavys	4		
Totals	90		

Cars	57	19	76
Trucks	1	0	1
Heavys	8	0	8
Totals	66	19	

Peds Cross: ⋈
South Peds: 0
South Entering: 85
South Leg Total: 175

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

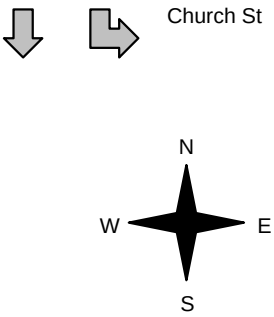
Major Road: Church St runs N/S

North Leg Total: 224
North Entering: 101
North Peds: 0
Peds Cross: ⋈

Heavys	2	0	2
Trucks	0	0	0
Cars	93	6	99
Totals	95	6	

Heavys	1
Trucks	0
Cars	122
Totals	123

East Leg Total: 96
East Entering: 37
East Peds: 0
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
14	0	0	14
23	0	0	23
37	0	0	

Kingsley Rd

Cars	Trucks	Heavys	Totals
56	0	3	59

Church St

Cars	116		
Trucks	0		
Heavys	2		
Totals	118		

Cars	108	50	158
Trucks	0	0	0
Heavys	1	3	4
Totals	109	53	

Peds Cross: ⋈
South Peds: 0
South Entering: 162
South Leg Total: 280

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Church St runs N/S

North Leg Total: 673
North Entering: 325
North Peds: 0
Peds Cross: ⋈

Heavys	7	0	7
Trucks	1	0	1
Cars	284	33	317
Totals	292	33	

Heavys	10
Trucks	2
Cars	336
Totals	348

East Leg Total: 267
East Entering: 112
East Peds: 0
Peds Cross: ⋈

Church St

Cars	Trucks	Heavys	Totals
44	0	0	44
68	0	0	68
112	0	0	

N
W E
S

Kingsley Rd

Cars	Trucks	Heavys	Totals
150	0	5	155

Church St

Cars	352		
Trucks	1		
Heavys	7		
Totals	360		

Cars	292	117	409
Trucks	2	0	2
Heavys	10	5	15
Totals	304	122	

Peds Cross: ⋈
South Peds: 0
South Entering: 426
South Leg Total: 786

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Church St & Kingsley Rd | **Count Date:** 5-Jul-23 | **Municipality:** Prince Edward

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*9*	*60*	*0*	*69*	*0*
9:00:00	*8*	*71*	*0*	*79*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*6*	*95*	*0*	*101*	*0*
18:00:00	*10*	*66*	*0*	*76*	*0*
Totals:	33	292	0	325	0

North/South Total Approaches: 751

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*36*	*18*	*54*	*0*
9:00:00	*0*	*66*	*19*	*85*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*109*	*53*	*162*	*0*
18:00:00	*0*	*93*	*32*	*125*	*0*
S Totals:	0	304	122	426	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*0*	*3*	*16*	*0*
9:00:00	*19*	*0*	*14*	*33*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*23*	*0*	*14*	*37*	*0*
18:00:00	*13*	*0*	*13*	*26*	*0*
Totals:	68	0	44	112	0

East/West Total Approaches: 112

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*13*	*19*	*0*	*23*	*13*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	26	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	2	41	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	9	6	59	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:15:00	11	2	81	22	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30:00	13	2	101	20	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
8:45:00	16	3	113	12	0	0	0	0	1	1	0	0	0	0	4	2	0	0	0	0
9:00:00	17	1	125	12	0	0	0	0	1	0	0	0	0	0	5	1	0	0	0	0
9:15:00	17	0	125	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
16:00:00	17	0	125	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
16:15:00	17	0	144	19	0	0	0	0	1	0	0	0	0	0	6	1	0	0	0	0
16:30:00	20	3	167	23	0	0	0	0	1	0	0	0	0	0	7	1	0	0	0	0
16:45:00	22	2	190	23	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:00:00	23	1	218	28	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:15:00	25	2	240	22	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:30:00	28	3	264	24	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:45:00	33	5	274	10	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:00:00	33	0	284	10	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:15:00	33	0	284	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:15:15	33	0	284	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	10	4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	13	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	17	4	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	23	6	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	28	5	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	32	4	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	32	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	32	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	42	10	0	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	46	4	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	50	4	0	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	55	5	0	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	62	7	0	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	64	2	0	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	66	2	0	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	68	2	0	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	68	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	68	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	16	8	8	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	25	9	12	4	0	0	1	0	0	0	0	0	1	1	2	2	0	0
8:00:00	0	0	34	9	16	4	0	0	1	0	0	0	0	0	1	0	2	0	0	0
8:15:00	0	0	47	13	17	1	0	0	1	0	0	0	0	0	2	1	2	0	0	0
8:30:00	0	0	63	16	19	2	0	0	2	1	0	0	0	0	5	3	2	0	0	0
8:45:00	0	0	73	10	28	9	0	0	2	0	0	0	0	0	7	2	2	0	0	0
9:00:00	0	0	91	18	35	7	0	0	2	0	0	0	0	0	9	2	2	0	0	0
9:15:00	0	0	91	0	35	0	0	0	2	0	0	0	0	0	9	0	2	0	0	0
16:00:00	0	0	91	0	35	0	0	0	2	0	0	0	0	0	9	0	2	0	0	0
16:15:00	0	0	119	28	46	11	0	0	2	0	0	0	0	0	10	1	4	2	0	0
16:30:00	0	0	146	27	62	16	0	0	2	0	0	0	0	0	10	0	4	0	0	0
16:45:00	0	0	171	25	76	14	0	0	2	0	0	0	0	0	10	0	5	1	0	0
17:00:00	0	0	199	28	85	9	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:15:00	0	0	228	29	96	11	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:30:00	0	0	253	25	103	7	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:45:00	0	0	275	22	109	6	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:00:00	0	0	292	17	117	8	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:15:00	0	0	292	0	117	0	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:15:15	0	0	292	0	117	0	0	0	2	0	0	0	0	0	10	0	5	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 15:00:00

One Hour Peak
From: 13:45:00
To: 14:45:00

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 8-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

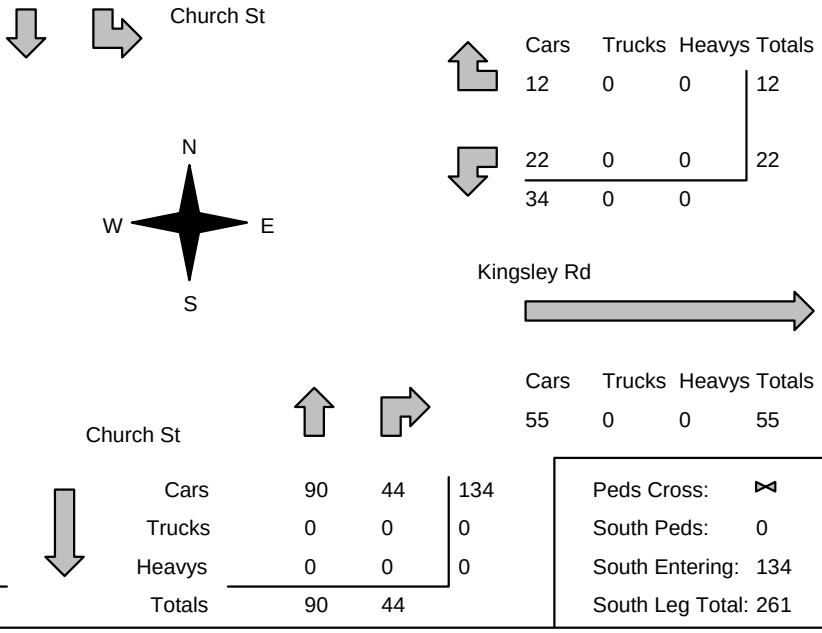
Major Road: Church St runs N/S

North Leg Total: 218
North Entering: 116
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	1	0	1
Cars	104	11	115
Totals	105	11	

Heavys	0
Trucks	0
Cars	102
Totals	102

East Leg Total: 89
East Entering: 34
East Peds: 0
Peds Cross: ⋈



Cars	126
Trucks	1
Heavys	0
Totals	127

Cars	90	44	134
Trucks	0	0	0
Heavys	0	0	0
Totals	90	44	

Peds Cross: ⋈
South Peds: 0
South Entering: 134
South Leg Total: 261

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 8-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Church St runs N/S

North Leg Total: 845
North Entering: 450
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	3	0	3
Cars	401	46	447
Totals	404	46	

Heavys	0
Trucks	3
Cars	392
Totals	395

East Leg Total: 354
East Entering: 167
East Peds: 0
Peds Cross: ⋈

Church St

Cars	Trucks	Heavys	Totals
51	0	0	51
116	0	0	116
167	0	0	

N
W E
S

Kingsley Rd

Cars	Trucks	Heavys	Totals
184	3	0	187

Church St

Cars	517		
Trucks	3		
Heavys	0		
Totals	520		

Cars	341	138	479
Trucks	3	3	6
Heavys	0	0	0
Totals	344	141	

Peds Cross: ⋈
South Peds: 0
South Entering: 485
South Leg Total: 1005

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Church St & Kingsley Rd | **Count Date:** 8-Jul-23 | **Municipality:** Prince Edward

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*15*	*99*	*0*	*114*	*0*
13:00:00	*13*	*99*	*0*	*112*	*0*
14:00:00	*8*	*102*	*0*	*110*	*0*
15:00:00	*10*	*104*	*0*	*114*	*0*
Totals:	46	404	0	450	0

North/South Total Approaches: 935

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*0*	*89*	*26*	*115*	*0*
13:00:00	*0*	*79*	*39*	*118*	*0*
14:00:00	*0*	*95*	*36*	*131*	*0*
15:00:00	*0*	*81*	*40*	*121*	*0*
S Totals:	0	344	141	485	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*33*	*0*	*15*	*48*	*0*
13:00:00	*24*	*0*	*15*	*39*	*0*
14:00:00	*25*	*0*	*7*	*32*	*0*
15:00:00	*34*	*0*	*14*	*48*	*0*
Totals:	116	0	51	167	0

East/West Total Approaches: 167

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*11:00*	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*33*	*24*	*25*	*34*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	5	5	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	11	6	49	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	14	3	74	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	15	1	99	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	17	2	122	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	20	3	143	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	23	3	166	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	28	5	198	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	29	1	217	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	32	3	245	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	34	2	273	28	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:00:00	36	2	299	26	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:15:00	40	4	322	23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30:00	42	2	350	28	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45:00	45	3	377	27	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
15:00:00	46	1	401	24	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
15:15:00	46	0	401	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
15:15:15	46	0	401	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	8	8	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	15	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	22	7	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	33	11	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	38	5	0	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	44	6	0	0	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	49	5	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	57	8	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	64	7	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	73	9	0	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	77	4	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	82	5	0	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	86	4	0	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	87	1	0	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	99	12	0	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	116	17	0	0	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	116	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	116	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	22	22	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	37	15	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	58	21	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	89	31	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	109	20	35	9	0	0	1	1	1	1	0	0	0	0	0	0	0	0
12:30:00	0	0	133	24	45	10	0	0	2	1	1	0	0	0	0	0	0	0	0	0
12:45:00	0	0	153	20	53	8	0	0	3	1	1	0	0	0	0	0	0	0	0	0
13:00:00	0	0	165	12	63	10	0	0	3	0	2	1	0	0	0	0	0	0	0	0
13:15:00	0	0	189	24	68	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0
13:30:00	0	0	208	19	76	8	0	0	3	0	2	0	0	0	0	0	0	0	0	0
13:45:00	0	0	228	20	87	11	0	0	3	0	3	1	0	0	0	0	0	0	0	0
14:00:00	0	0	260	32	98	11	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:15:00	0	0	287	27	106	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:30:00	0	0	303	16	119	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:45:00	0	0	318	15	131	12	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:00:00	0	0	341	23	138	7	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:15:00	0	0	341	0	138	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:15:15	0	0	341	0	138	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0

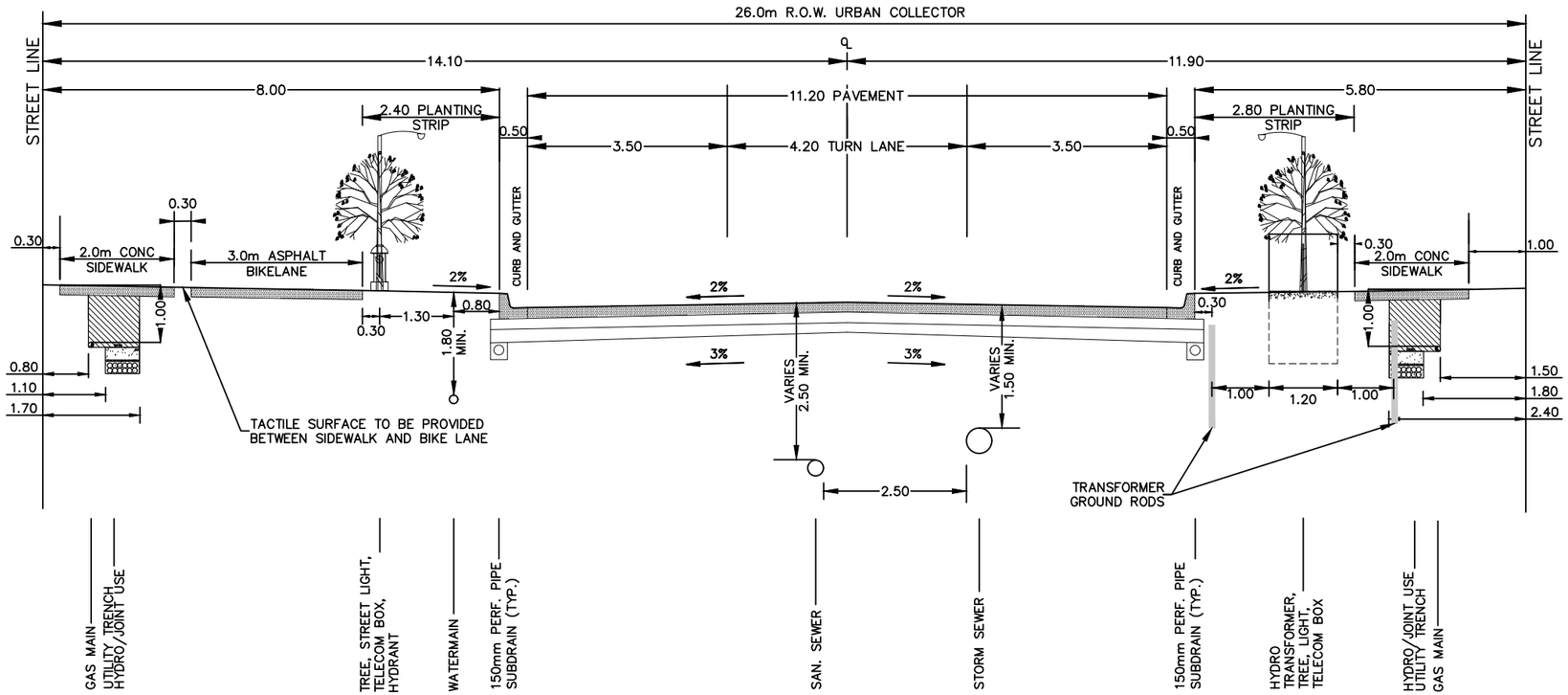
Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix D:

Proposed Cross-Sections



NOTE:

- MODIFIED PSD–023 26.0m COLLECTOR ROAD

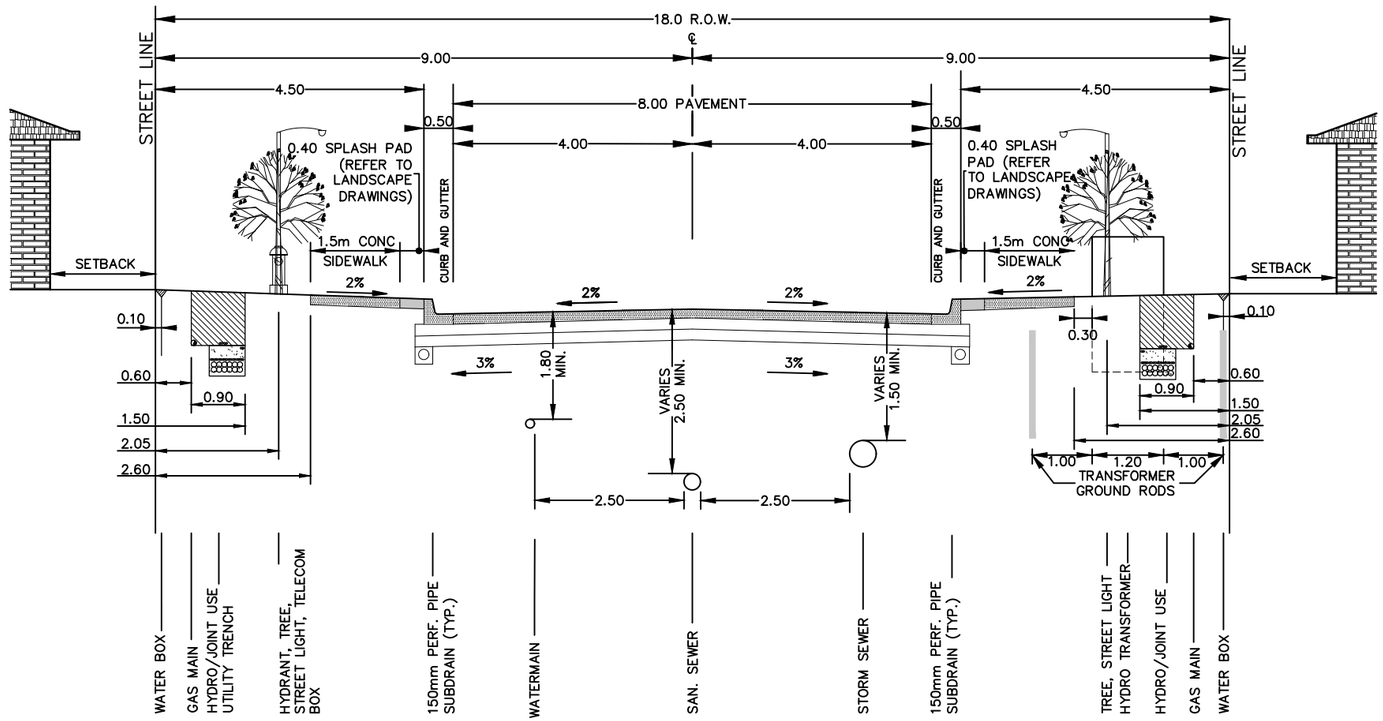
LEGEND:

SCS consulting group ltd
30 CENTURIAN DRIVE, SUITE 100
MARKHAM, ONTARIO L3R 8B8
TEL: (905) 475-1900
FAX: (905) 475-8335

PEC PARTNERS

26.0m - URBAN COLLECTOR ROAD (KINGSLEY ROAD)

DESIGNED BY: C.C.	CHECKED BY: S.M.S.	PROJECT No: 2365	FIGURE No: C.1
SCALE: N.T.S	DATE: AUGUST 2025		



NOTE:

- MODIFIED PSD-018 18.0 RESIDENTIAL ROAD

LEGEND:

SCS consulting group ltd
30 CENTURIAN DRIVE, SUITE 100
MARKHAM, ONTARIO L3R 8B8
TEL: (905) 475-1900
FAX: (905) 475-8335

PEC PARTNERS

DESIGNED BY: C.C.	CHECKED BY: S.M.S.
SCALE: N.T.S	DATE: AUGUST 2025

26.0m - INTER-CENTRE ROAD (COUNTY ROAD #22)

PROJECT No:	FIGURE No:
2365	C.2

Appendix E:

Church Street Speed Reduction Memo

TYLin

3381 Steeles Avenue East, Suite 315
Toronto, Ontario M2H 357 Canada
T 905-738-5700
www.tylin.com

MEMORANDUM

DATE: July 28, 2026

TO: Dale Egan, RPP, MCIP
Angela Buonamici
The Corporation of the County of Prince Edward
322 Picton Main Street,
Picton, Ontario
K0K 2T0

FROM: Kassel Prince, P.Eng.
Sary Hafez, M.Eng.

SUBJECT: County Road 22 (Church Street) and Kingsley Road Speed Reduction Memo

Introduction

TYLin was retained by PEC Community Partners Inc. (PECCPI) to prepare a memorandum in support of a speed limit reduction along County Road 22, from London Avenue to Airport Lane, near the existing Base31 lands in southeast Picton, Prince Edward County ("the County").

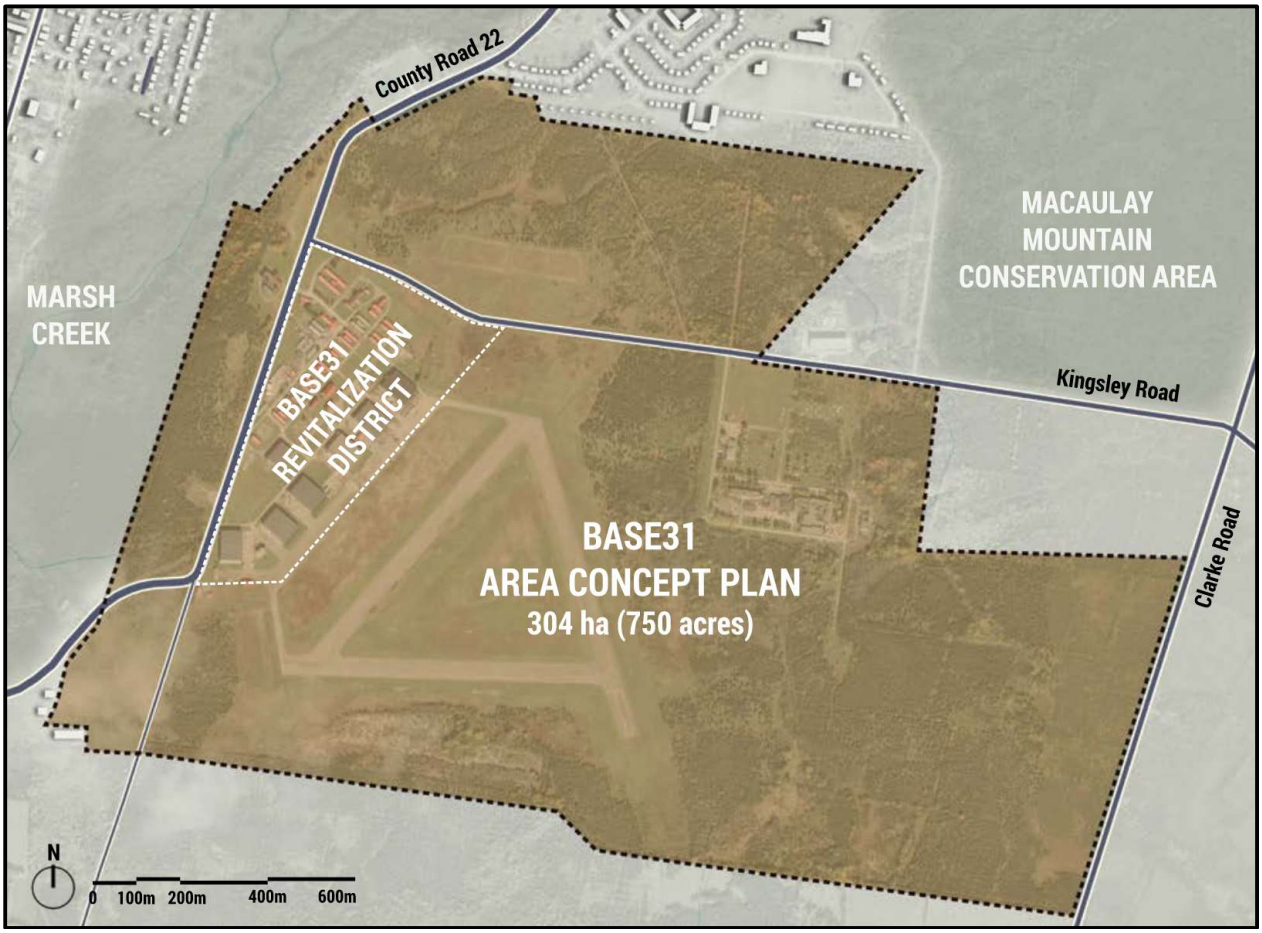
This memo builds upon prior discussions between TYLin, PEC Community Partners Inc. (PECCPI) and the Prince Edward County staff, as well as County's comments (dated February 2026) received on TYLin's Base31 Village A Transportation Impact Assessment (TIA) dated August 2025. TYLin's August 2025 TIA submission recommended speed reduction on County Road 22 from 60 km/h to 50 km/h between London Avenue and County Road 10. The County has also shown support for Kingsley Road's speed limit to be reduced from 70 km/h to 50 km/h along the Village A development frontage. Implementation of a speed reduction on Kingsley Road would provide consistency in speeds limits along the Village A frontages with speed reduction also being proposed on County Road 22.

The purpose of this memo is to review and provide rationale on the implementation of a reduced posted speed of 50 km/h along the identified segments of County Road 22 and Kingsley Road.

Overall Development Area

The existing Base31 lands are proposed to be developed into a 304-hectare (750-acre) master planned area that will contain an interconnected open space network, and a range of residential, commercial, and cultural opportunities. This will include several villages planned on the existing Base31 lands as well as a 70-acre "Base31 revitalization district" featuring a destination art, cultural, and commercial hub which will make up the Base31 Area Concept Plan (ACP). The development area is shown in **Figure 1.**

Figure 1 – Development Area



Existing Conditions – County Road 22, Kingsley Road and Surrounding Road Network

County Road 22/Church Street is a north-south Inter-Centre Collector under the jurisdiction of Prince Edward County. Within the County, it runs from Bridge Street to the north to County Road 10 to the south. It operates with a two-lane undivided rural cross-section near the existing Base31 lands and future Base31 Area Concept Plan. It has a posted speed limit of 50 km/h from Bridge Street to London Avenue as it passes through dense urbanized area of Picton and a posted speed limit of 60 km/h from London Avenue to County Road 10 where it passes through vacant lands of Base31. The existing year (2026) Annual Average Daily Traffic (AADT) is approximately 7,400.

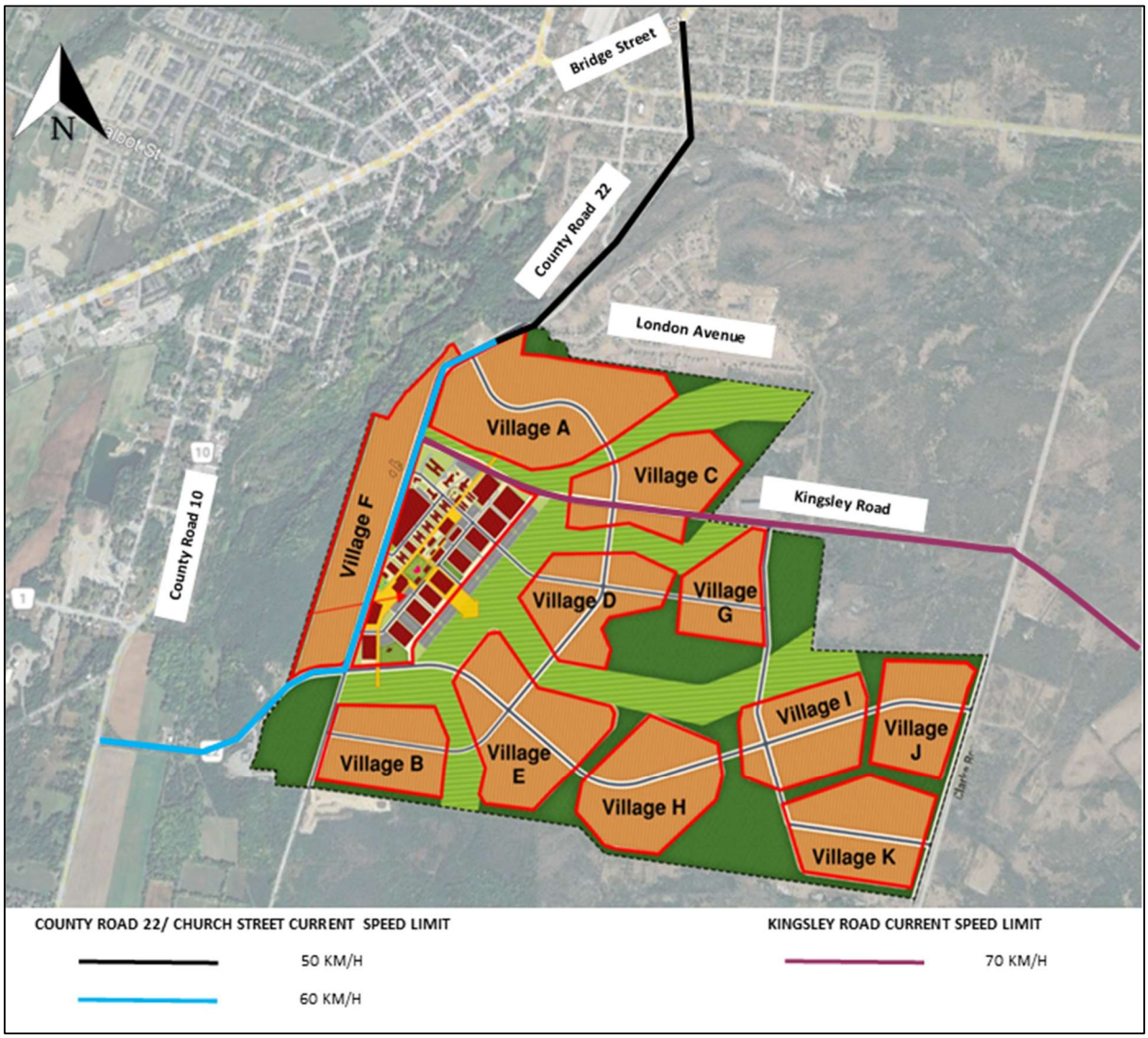
Kingsley Road is an east-west rural local road under the jurisdiction of Prince Edward County. The road runs form County Road 22/Church Street to the west to Old Milford Road to the east. It operates with a two-lane undivided rural cross-section near the existing Base31 lands and future Base31 Area Concept Plan. It has a posted speed limit of 70 km/h.

A review of the surrounding County Roads, County Road 10, which runs north-south to the west of County Road 22, has a posted speed limit of 50 km/h north of Albert Street where it passes through the urbanized area of Picton and 60 km/h between County Road 22 and Albert Street, where it passes through sparsely

populated suburban area of Picton and vacant lands. Similarly, County Road 1, which runs east-west and starts at County Road 10, has a posted speed limit of 50 km/h through urbanized areas of Picton which increases to 60 km/h as it passes through rural areas and vacant lands.

The existing speed limits on County Road 22 and Kinglsey Road are illustrated in **Figure 2**.

Figure 2 – Current Boundary Road Speed Limits



Village A and Rental Building A Development Context

The next phases of development include the proposed Rental Building A and the first phase of the Village A development, both having an anticipated buildout date of 2029. Overall, 92 single detached houses, 129 townhouses (121 townhouses from Village A, 8 townhouses from Rental Building A) and a mid-rise apartment building including 120 units will be developed. In addition to the new residential units/houses, two new development accesses will be introduced providing new connections to County Road 22. One access is proposed as a full-moves intersection, connecting Village A to County Road 22 while the other is

a proposed right-in/right-out access connecting the Rental Building A development to County Road 22. Similarly, three new development access points are proposed along Kingsley Road. One full-movement access is proposed to connect Rental Building A to Kingsley Road, and two full-movement intersections are proposed to connect Village A to Kingsley Road via Street B and Collector A.

The buildout of both developments will introduce an increase in traffic volume and an increase in the number of accesses along both County Road 22 and Kingsley Road. With the increase in access and turning movements activity to and from the new developments, it will impact driver expectations along the development boundary roads. As more vehicles are exiting each site onto County Road 22, in conjunction with the existing horizontal curvature of the roadway, a reduced speed limit within the vicinity of the development will provide vehicles with additional decision-making time between the future access points. Thus, implementation of reduced speed limits will aid in the overall safe and efficient operation of both proposed developments along County Road 22 and Kingsley Road.

Proposed Speed Limit Reduction

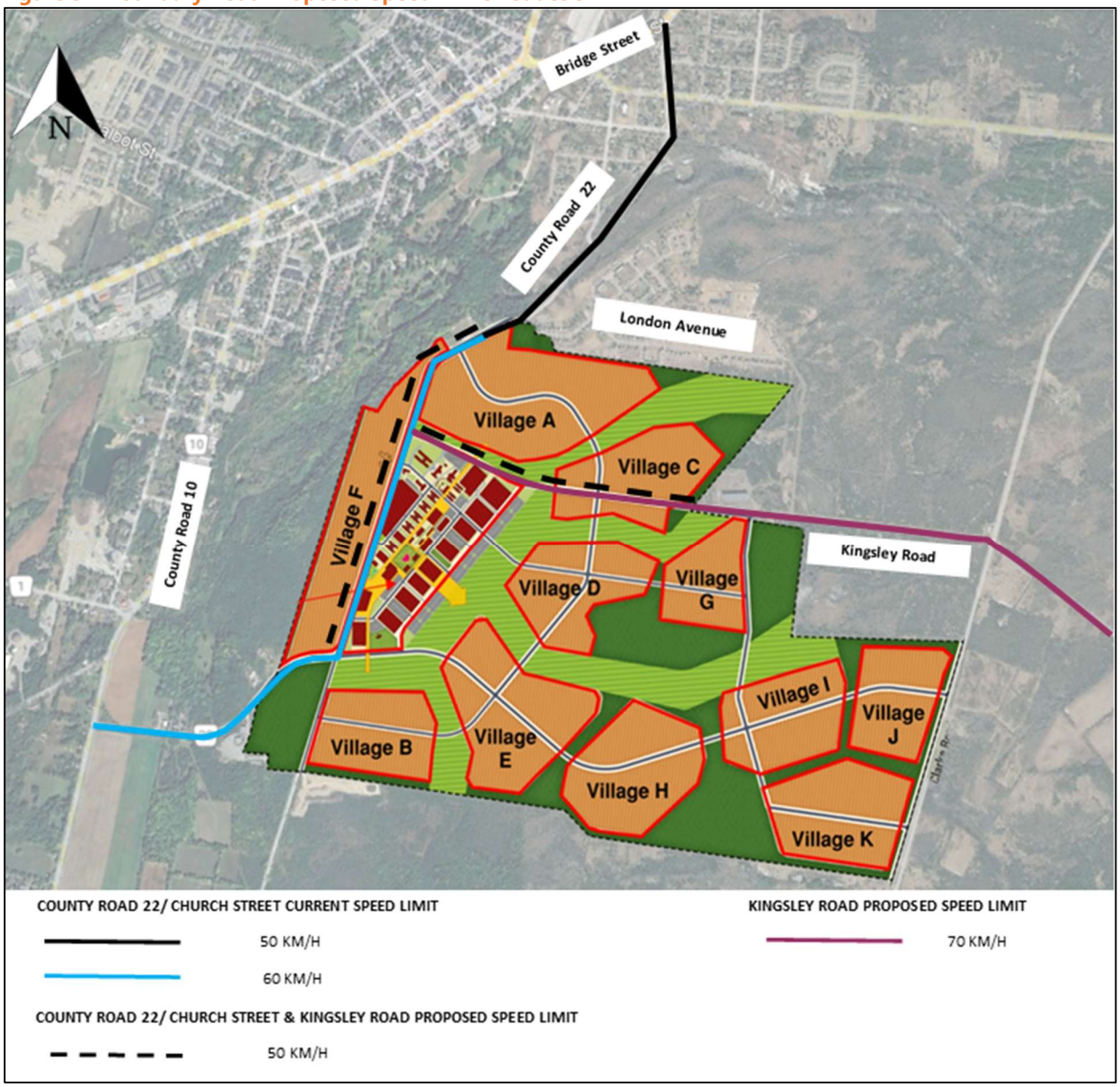
Development of both Rental Building A and Phase 1 of Village A is imminent, with remaining Base31 lands to be built out via development phasing. This imminent development along County Road 22 and Kingsley Road will change the context of the area, expanding the urbanization footprint south of London Avenue. This will provide consistency in terms of built form and operation aligning with posted speed (50km/h) and development from London Avenue to Bridge Street.

The change in area context is considered an appropriate factor to trigger reducing the posted speed along both County Road 22 and Kingsley Road. A reduction in the posted speed to 50 km/h aligns with other urban residential areas in the Picton Settlement Area and will support traffic calming near the Base31 Area Concept Plan and surrounding residential areas.

The reduced speed zone on Kingsley Road is intended to apply only to the segment affected by Village A development and future intersection activity. The speed reduction is recommended to begin 100 m east of the Kingsley Road and Village A Collector Road A intersection. This distance accounts for the total stopping distance required, including both driver perception-reaction time and vehicle braking distance (approximately 80 m). An additional 20 m has been provided as a conservative safety measure.

The segments of County Road 22 and Kingsley Road recommended for speed reduction are illustrated in **Figure 3**.

Figure 3 – Boundary Road Proposed Speed Limit Reduction



Future Base31 Area Urbanization and Population Growth

Anticipated traffic growth along the County Road 22 and Kingsley Road corridors will largely be initiated by the imminent development of Rental Building A and the first phase of Village A. Changes in driver behaviours and driver habits are critical factors in developing areas, as the surrounding landscape, its uses and the function of the existing road itself change. Hazards and conflicts that previously did not exist become common, with the introduction of vulnerable road users, new conflict points and the need for traffic management. Lower operating speeds allow for increased driver reaction times, reduce crash severity, save lives and can improve overall traffic efficiency. In developing areas, where vehicle mixes, and vulnerable users vary widely, targeted speed management is especially important in aligning with community safety policies as a standalone Vision Zero hasn't been adopted by the County. Combining targeted speed limit

modifications with safety principles and behaviour-change strategies creates a comprehensive approach to road safety in developing areas.

In addition to supporting safety objectives, a reduced speed limit aligns with the long-term vision of the Base31 Revitalization plan and supports the anticipated growth and eventual urbanization of the area. It is noted that Base31 lands fall within the broader Picton Settlement Area. According to the March 2025 "Picton Settlement Area Master Transportation Plan Amendment", the Picton Settlement Area is expected to continue to increase and attract people and jobs, placing a larger demand on existing transportation infrastructure.

The 2023 Base31 Area Concept Plan (ACP) includes developing diverse housing options and creating a network of trails and pathways which would link Base31 to the broader regional trail system and surrounding natural areas. The plan envisions creating a complete community including the design and implementation of local pedestrian and bicycle friendly networks to promote healthy living and decrease car dependency. Being a major roadway passing through the future Base31 ACP, reduced speed on County Road 22 will provide future residents with safe and comfortable connections to various pedestrian and bicycle networks; and induce the character of an urbanized area that the plan envisions.

Summary and Recommendations

TYLin offers following summary and recommendations:

- The imminent buildout of Rental Building A and Phase 1 of Village A by the year 2029 will introduce not only an increase in traffic, but additional accesses along County Road 22 and Kingsley Road, introducing new conflict points to a previously uninterrupted roadway.
- A reduced posted speed supports the improvement of operational safety along County Road 22 and Kingsley Road, allowing for an increase in available decision distances for drivers as changes in area context and expectations.
- Changes in traffic management and driver habits are required along the southern segment of County Road 22 and the western section of Kingsley Road due to substantial urbanization which commences with the development of Rental Building A and Phase 1 of Village A. Implementation of a change of posted speed to 50 km/h provides consistency for drivers with this change in area context and provides alignment with community safety policies that coincide with changes to the area context and surrounding built-form.
- A reduced speed limit along County Road 22 and Kingsley Road will support operational safety for the implementation of future network of active transportation facilities along the roadway.

TYLin recommends the County approve a County Road 22/ Church Street posted speed reduction to 50km/h from London Avenue to Airport Lane, and a posted speed reduction to 50 km/h on Kingsley Road from County Road 22 to 100 m east of Huron Street (proposed Collector A). The recommendations will reduce vehicular speed near the Base31 lands in preparation for the proposed Rental Building A, Village A phase 1 developments and future intensification of the area.

Please feel free to contact the undersigned should you have any questions.

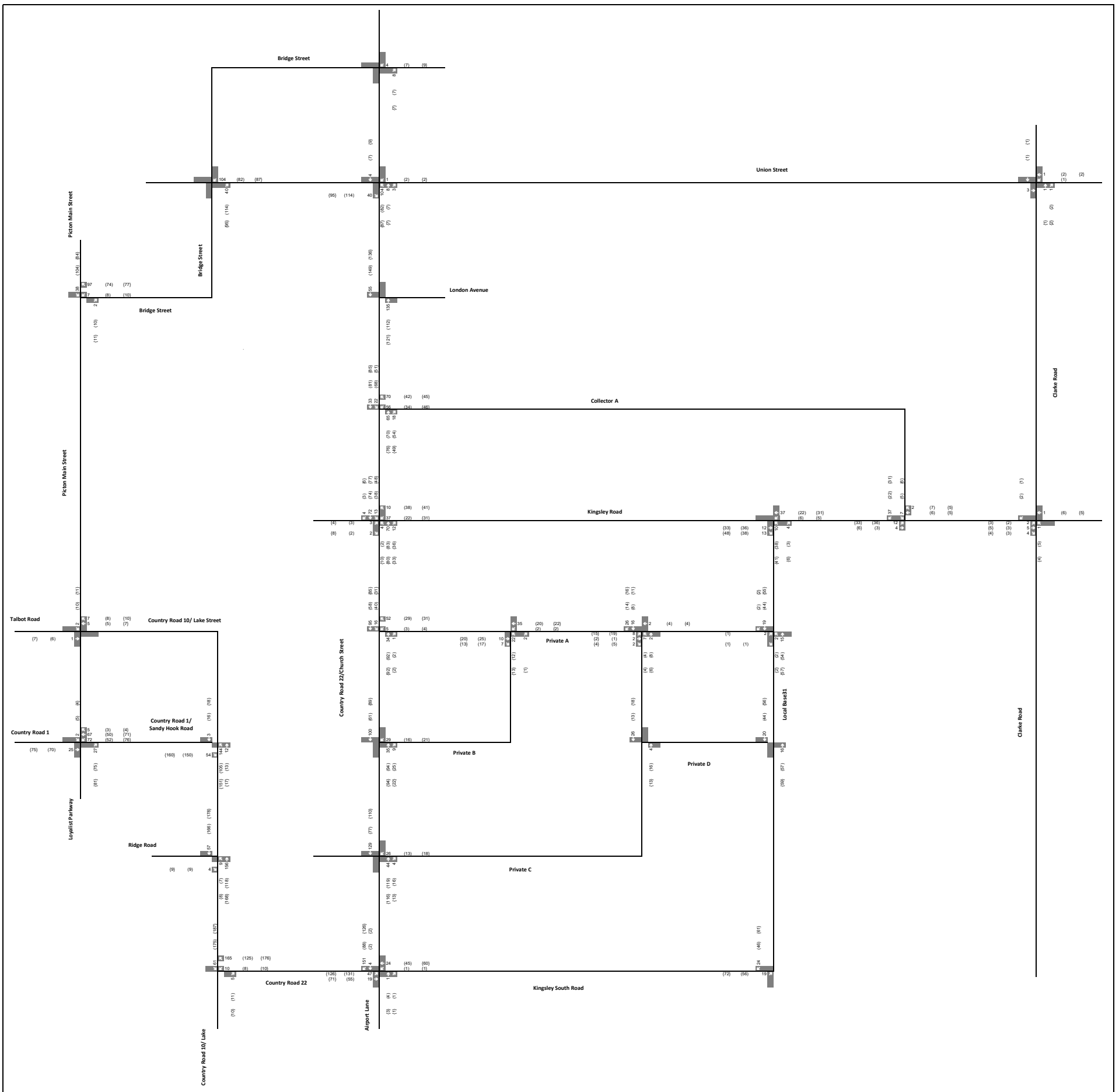
Sincerely,

Kassel Prince, P.E ng.
Director Traffic

Sary Hafez, M.Eng.
Transportation Planner

Appendix F:

Background Developments

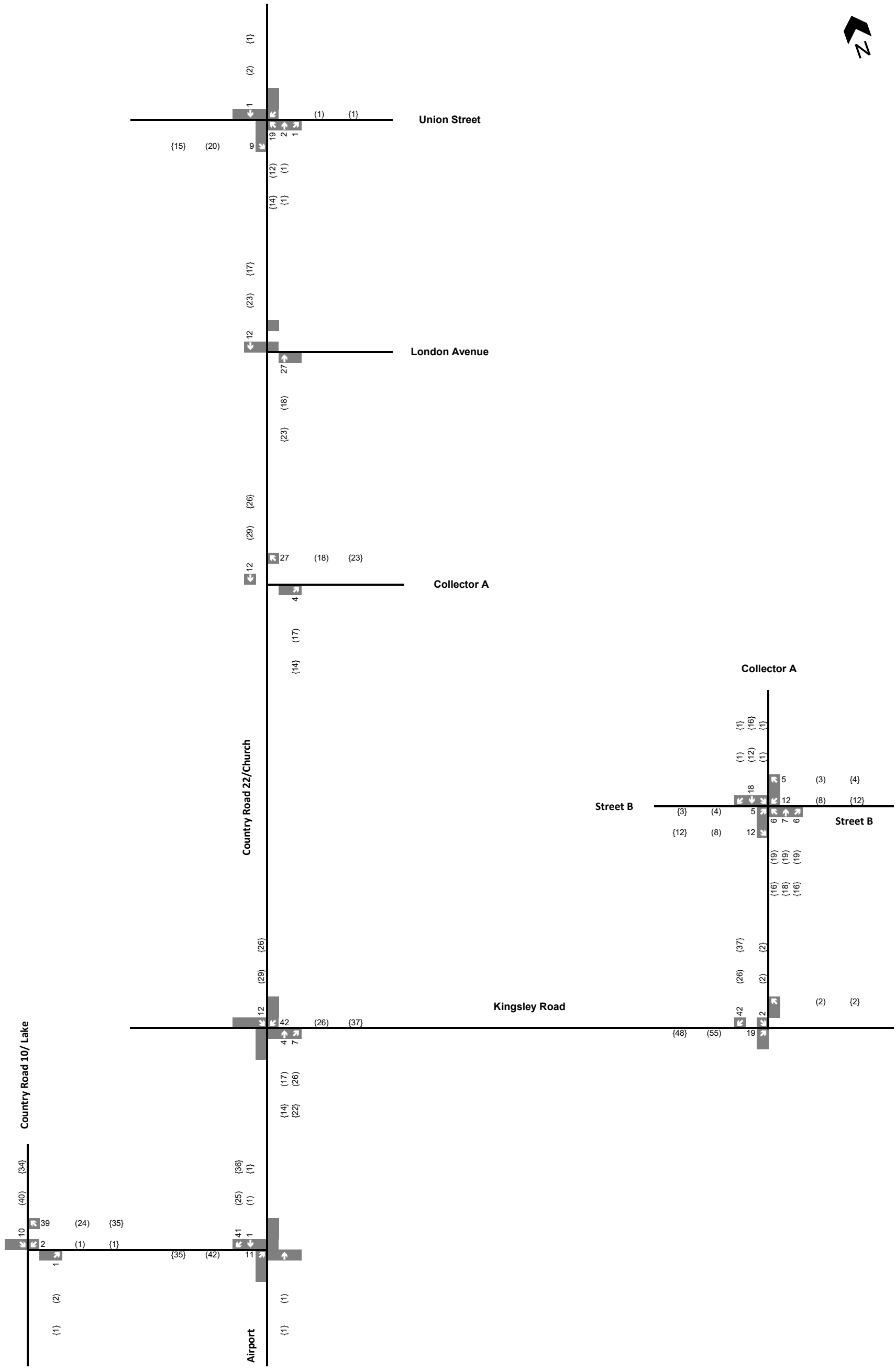


2031 Site Trips - Off Peak

Legend
xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

TYLin

Figure 5-1

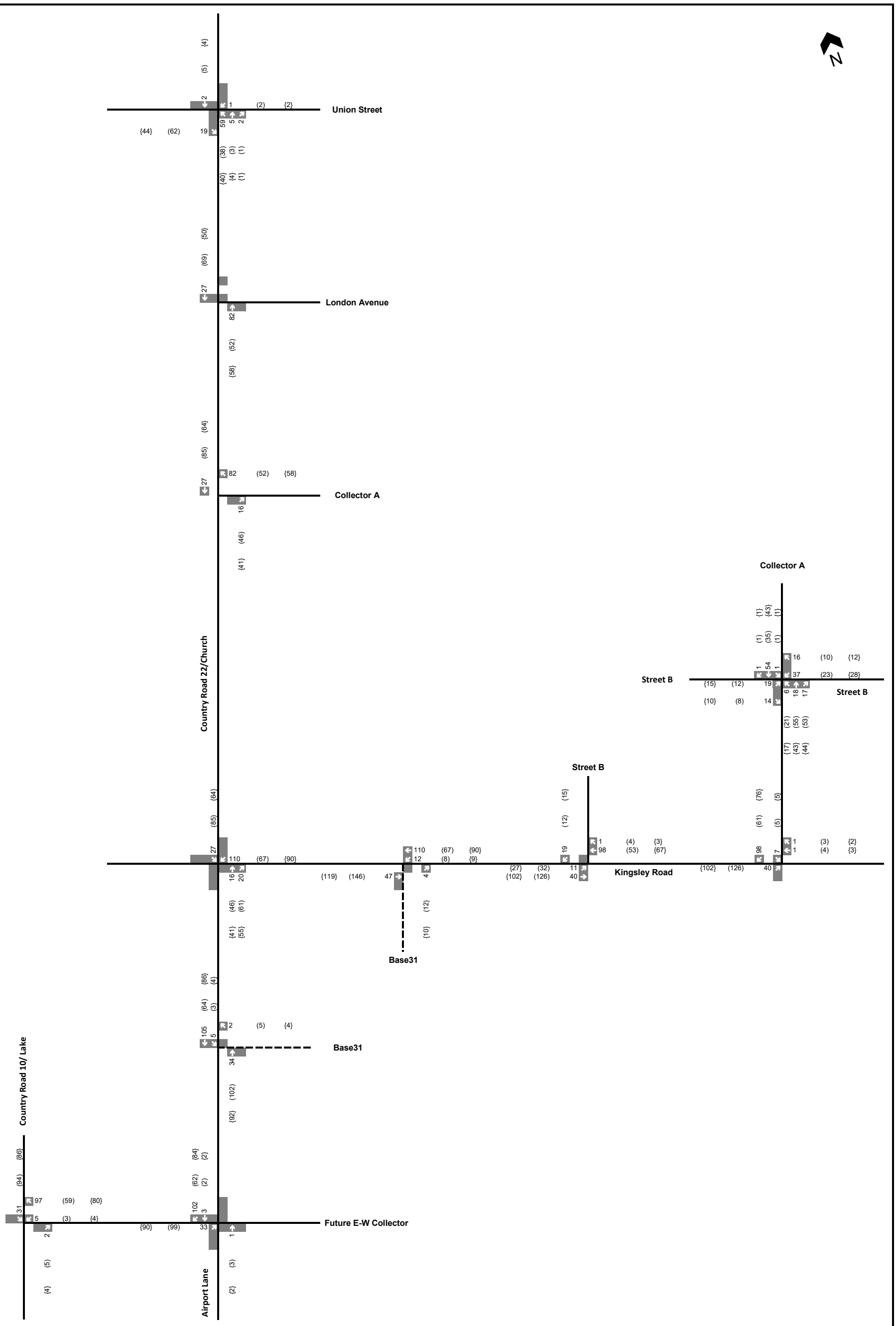


Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

Figure 5-1

Phase 1 Site Traffic Volumes



TYLin

Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

Figure 5-2
Full Build-Out (Phase 1 and 2) Site Traffic Volumes

2.3 Proposed Development

2.3.1 Trip Generation

Trip Generation for the proposed development was based upon data contained in the *Trip Generation Manual*, *11th Edition*, published by the ITE. Land Use Code (LUC) 221 (Multifamily Housing Mid-Rise) for the apartments and LUC 215 (Single-Family Attached Housing) for the townhomes and semi-detached homes were used for the generation of site trips. LUC 221 represents market or condominium apartments. We do not have sufficient data for affordable units. The estimated trip generation should be conservative. The projected trips generated for the weekday AM and PM peak hours are shown in Table 1.

Table 1: Site Trip Generation

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
LUC 221 Multifamily Housing (Mid-Rise) – 98 units	8	28	36	24	15	39
LUC 215 Single-Family Attached Housing – 8 units	1	3	4	3	2	5
Total Site Trips	**9**	**31**	**40**	**27**	**17**	**44**

It is projected that the proposed development will generate 40 and 44 two-way trips over the weekday AM and PM peak hours, respectively.

2.4 Impact on Nicholas Street and Cumberland Street

The Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads* (TAC Geometric Design Guide), dated June 2017, suggests that the expected daily traffic volumes for a local road are typically around 1,000 vehicles per day. As noted in Section 1.1, existing daily traffic is projected to be 10-30 vehicles. Based on the same assumptions as in Section 1.1, site-related traffic is projected to add 440 vehicle trips per day. It is our opinion that there will be excess capacity on both study streets and no road network improvements are required to accommodate development traffic.

3.0 Parking Review

3.1 Vehicle Parking

The site is governed by the County's Zoning By-law 1816-2006 (ZBL). The ZBL parking requirements are shown in Table 2. An excerpt from the ZBL is contained in Attachment 3.

Appendix G:

Trip Distribution

Urban SDK		
External (Outside Quinte)	39.0%	B31
Picton (Internal)	14.5%	14.5%
Other Quinte	16.0%	
Belleville	8.0%	
Bloomfield	2.0%	
Sandbanks & South Shore	2.0%	
Wellington	1.0%	
Trenton & CFB Trenton	1.0%	
Tyendinaga & Deseronto	0.5%	
Napanee	0.5%	
Kingston	0.5%	
Bath, Lennox, Millhaven, Bombardier	0.5%	
	86%	

External Gate data

Picton Main Street & I	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	0	155	140	158	213		0	0	0	0	181	0	206
PM	0	226	200	201	212		0	0	0	0	178	0	162
SAT	0	194	204	159	220		0	0	0	0	207	0	145
Loyalist Parkway & Sandy Hook Road													
AM	3	140	31	30	118		59	129	47	8	30	48	37
PM	5	178	31	61	179		144	103	64	2	27	56	43
SAT	2	269	63	76	216		124	118	79	8	26	45	87

Gates (External)	Other Quinte	Belleville	Bloomfield	Sandbanks & South Shore	Wellington	Trenton & CFB Trenton	Tyendinaga & Deseronto	Napanee	Kingston	Bath, Lennox, Millhaven, Bombardier	External
Union Street (East)	5%										
Kingsley Road (East)	8%										
Clarke Road (South)	5%			20%							
Airport Lane (South)	5%			20%							
County Road 10/Lake Street (South)	10%			30%							
Ridge Road (South)	10%			30%							
County Road 1/Sandy Hook Road (West)	15%	50%				75%					
Loyalist Parkway (South)	10%	40%	100%		100%	25%					
Talbot Street (West)	5%	10%									
Picton Main Street (North)	15%						100%	70%	60%	55%	
Bridge Street (North)	10%							30%	40%	45%	
Clarke Road (North)	2%										
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Gates (Internal)											
Bridge Street (Internal)	20%										
Lake Street (Internal)	20%										
Country Road 22 (Internal)	50%										
Sandy Hook Road (Internal)	10%										
	100%										

SDKxGateway	Other Quinte	Belleville	Bloomfield	Sandbanks & South Shore	Wellington	Trenton & CFB Trenton	Tyendinaga & Deseronto	Napanee	Kingston	Bath, Lennox, Millhaven, Bombardier	EXT AM	EXT PM	EXT SAT
Union Street (East)	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Kingsley Road (East)	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Clarke Road (South)	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Airport Lane (South)	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
County Road 10/Lake Street (South)	1.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Ridge Road (South)	1.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
County Road 1/Sandy Hook Road (West)	2.4%	4.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	9.4%	9.3%	11.4%
Loyalist Parkway (West)	1.6%	3.2%	2.0%	0.0%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	9.4%	9.3%	11.4%
Talbot Street (West)	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Picton Main Street (North)	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	0.3%	0.3%	20.2%	20.4%	16.3%
Bridge Street (North)	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%			
Clarke Road (North)	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
											39.0%	39.0%	39.0%
Bridge Street (Internal)	2.9%												
Lake Street (Internal)	2.9%												
Country Road 22 (Internal)	7.3%												
Sandy Hook Road (Internal)	1.5%												

Gateway	AM (IN)	AM (OUT)	PM (IN)	PM (OUT)	SAT (IN)	SAT (OUT)
Union Street (East)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Kingsley Road (East)	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Clarke Road (South)	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
Airport Lane (South)	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
County Road 10/Lake Street (South)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
Ridge Road (South)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
County Road 1/Sandy Hook Road (West)	16.6%	16.6%	16.4%	16.4%	18.5%	18.5%
Loyalist Parkway (West)	17.5%	17.5%	17.3%	17.3%	19.4%	19.4%
Talbot Street (West)	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Picton Main Street (North)	24.0%	24.0%	24.2%	24.2%	20.1%	20.1%
Bridge Street (North)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
Clarke Road (North)	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Bridge Street (Internal)	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Lake Street (Internal)	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Country Road 22 (Internal)	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
Sandy Hook Road (Internal)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	85.5%	85.5%	85.5%	85.5%	85.5%	85.5%
Base 31	14.5%	14.5%	14.5%	14.5%	14.5%	14.5%
East	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%
South	6.8%	6.8%	6.8%	6.8%	6.8%	6.8%
West	35.6%	35.6%	35.4%	35.4%	39.5%	39.5%
North	26.5%	26.5%	26.7%	26.7%	22.6%	22.6%
Base31	15%	15%	15%	15%	15%	15%
Picton	14.5%	14.5%	14.5%	14.5%	14.5%	14.5%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix H:

Synchro Reports

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	16	71	21	9	77
Future Vol, veh/h	21	16	71	21	9	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	14	0	0	8
Mvmt Flow	23	17	77	23	10	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	89	0	0	100	0
Stage 1	89	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	800	975	-	-	1505	-
Stage 1	940	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	975	-	-	1505	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	863	1505	-
HCM Lane V/C Ratio	-	-	0.047	0.007	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	16	118	57	7	103
Future Vol, veh/h	25	16	118	57	7	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	6	0	3
Mvmt Flow	26	17	123	59	7	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	153	0	0	182	0
Stage 1	153	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	720	898	-	-	1405	-
Stage 1	880	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	898	-	-	1405	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	777	1405	-
HCM Lane V/C Ratio	-	-	0.055	0.005	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	13	97	48	12	113
Future Vol, veh/h	24	13	97	48	12	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	27	14	108	53	13	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	135	0	0	161	0
Stage 1	135	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	708	919	-	-	1430	-
Stage 1	896	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	919	-	-	1430	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	765	1430	-
HCM Lane V/C Ratio	-	-	0.054	0.009	-
HCM Ctrl Dly (s/v)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	18	82	30	22	86
Future Vol, veh/h	65	18	82	30	22	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	14	0	0	8
Mvmt Flow	71	20	89	33	24	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	106	0	0	122	0
Stage 1	106	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	746	954	-	-	1478	-
Stage 1	923	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	733	954	-	-	1478	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.3	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1478	-
HCM Lane V/C Ratio	-	-	0.117	0.016	-
HCM Ctrl Dly (s/v)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	18	147	88	37	113
Future Vol, veh/h	53	18	147	88	37	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	6	0	3
Mvmt Flow	55	19	153	92	39	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	395	199	0	0	245	0
Stage 1	199	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	614	847	-	-	1333	-
Stage 1	839	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	847	-	-	1333	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.3	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	1333	-
HCM Lane V/C Ratio	-	-	0.115	0.029	-
HCM Ctrl Dly (s/v)	-	-	11.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

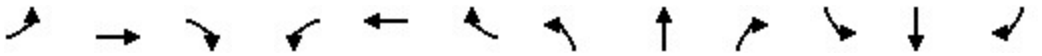
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	14	121	74	39	124
Future Vol, veh/h	63	14	121	74	39	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	70	16	134	82	43	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	399	175	0	0	216	0
Stage 1	175	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	611	874	-	-	1366	-
Stage 1	860	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	874	-	-	1366	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.6	0	1.8
HCM LOS	B		

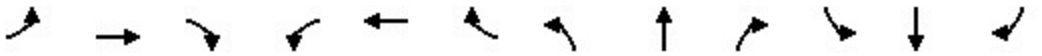
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	627	1366	-
HCM Lane V/C Ratio	-	-	0.136	0.032	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	136	0	30	4	176	46	51	165	4
Future Volume (veh/h)	3	0	2	136	0	30	4	176	46	51	165	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1603	1800	1800	1688	1772
Adj Flow Rate, veh/h	3	0	2	148	0	33	4	191	50	55	179	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	0	2	14	0	0	8	2
Cap, veh/h	192	17	89	287	0	206	953	913	239	904	1226	27
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	857	128	657	1420	0	1525	1201	1225	321	1157	1644	37
Grp Volume(v), veh/h	5	0	0	148	0	33	4	0	241	55	0	183
Grp Sat Flow(s),veh/h/ln	1642	0	0	1420	0	1525	1201	0	1546	1157	0	1681
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	1.4	0.1	0.0	3.5	1.1	0.0	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.6	0.0	1.4	2.4	0.0	3.5	4.7	0.0	2.3
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.21	1.00		0.02
Lane Grp Cap(c), veh/h	298	0	0	287	0	206	953	0	1152	904	0	1253
V/C Ratio(X)	0.02	0.00	0.00	0.51	0.00	0.16	0.00	0.00	0.21	0.06	0.00	0.15
Avail Cap(c_a), veh/h	577	0	0	559	0	499	953	0	1152	904	0	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	0.0	31.5	0.0	28.9	3.1	0.0	2.9	3.6	0.0	2.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.4	0.0	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.2	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	0.0	0.0	32.9	0.0	29.2	3.1	0.0	3.3	3.7	0.0	3.0
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			181			245			238	
Approach Delay, s/veh		28.3			32.2			3.3			3.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.5		61.0		14.5				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		5.5		2.2		6.7		9.6				
Green Ext Time (p_c), s		2.0		0.0		1.7		0.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	98	0	58	2	286	58	132	204	3
Future Volume (veh/h)	3	0	2	98	0	58	2	286	58	132	204	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1786	1716	1800	1758	1772
Adj Flow Rate, veh/h	3	0	2	102	0	60	2	298	60	138	213	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	0	2	1	6	0	3	2
Cap, veh/h	162	18	67	245	0	157	963	1116	225	842	1337	19
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	801	171	648	1422	0	1525	1165	1443	291	1040	1729	24
Grp Volume(v), veh/h	5	0	0	102	0	60	2	0	358	138	0	216
Grp Sat Flow(s),veh/h/ln	1620	0	0	1422	0	1525	1165	0	1734	1040	0	1753
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	2.7	0.0	0.0	4.3	3.2	0.0	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	5.0	0.0	2.7	2.4	0.0	4.3	7.5	0.0	2.3
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	246	0	0	245	0	157	963	0	1341	842	0	1356
V/C Ratio(X)	0.02	0.00	0.00	0.42	0.00	0.38	0.00	0.00	0.27	0.16	0.00	0.16
Avail Cap(c_a), veh/h	589	0	0	580	0	518	963	0	1341	842	0	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	31.5	0.0	30.5	2.4	0.0	2.4	3.4	0.0	2.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	1.5	0.0	0.0	0.5	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	0.0	32.6	0.0	32.0	2.4	0.0	2.8	3.8	0.0	2.4
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			162			360			354	
Approach Delay, s/veh		29.4			32.4			2.8			3.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		11.8		61.0		11.8				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		6.3		2.2		9.5		7.0				
Green Ext Time (p_c), s		3.0		0.0		2.6		0.7				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	120	0	57	10	257	114	127	207	6
Future Volume (veh/h)	4	0	8	120	0	57	10	257	114	127	207	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1800	1800	1800	1786	1772
Adj Flow Rate, veh/h	4	0	9	133	0	63	11	286	127	141	230	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	1	2
Cap, veh/h	101	24	140	276	0	193	914	890	395	763	1299	40
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	303	190	1107	1422	0	1525	1143	1181	524	988	1724	52
Grp Volume(v), veh/h	13	0	0	133	0	63	11	0	413	141	0	237
Grp Sat Flow(s),veh/h/ln	1600	0	0	1422	0	1525	1143	0	1706	988	0	1777
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	2.8	0.2	0.0	5.9	4.1	0.0	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.7	0.0	2.8	3.1	0.0	5.9	10.0	0.0	2.8
Prop In Lane	0.31		0.69	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	265	0	0	276	0	193	914	0	1285	763	0	1338
V/C Ratio(X)	0.05	0.00	0.00	0.48	0.00	0.33	0.01	0.00	0.32	0.18	0.00	0.18
Avail Cap(c_a), veh/h	560	0	0	557	0	498	914	0	1285	763	0	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	0.0	31.5	0.0	29.8	3.1	0.0	3.0	4.6	0.0	2.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	1.0	0.0	0.0	0.7	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.1	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	32.8	0.0	30.8	3.1	0.0	3.7	5.2	0.0	2.9
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			196			424			378	
Approach Delay, s/veh		28.9			32.2			3.7			3.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.0		61.0		14.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s		7.9		2.5		12.0		8.7				
Green Ext Time (p_c), s		3.7		0.0		2.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	18	85	32	25	86
Future Vol, veh/h	85	18	85	32	25	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	13	0	0	8
Mvmt Flow	92	20	92	35	27	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	110	0	0	127	0
Stage 1	110	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	736	949	-	-	1472	-
Stage 1	920	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	949	-	-	1472	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1472	-
HCM Lane V/C Ratio	-	-	0.149	0.018	-
HCM Ctrl Dly (s/v)	-	-	10.6	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	52	82	2	5	20
Future Vol, veh/h	5	52	82	2	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	57	89	2	5	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	91	0	-	0	157	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1517	-	-	-	839	973
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	836	973
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.6	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	942
HCM Lane V/C Ratio	0.004	-	-	-	0.029
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	99	3	0	111
Future Vol, veh/h	0	11	99	3	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	7
Mvmt Flow	0	12	108	3	0	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	231	110	0	0	-	-
Stage 1	110	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	762	949	-	-	0	-
Stage 1	920	-	-	-	0	-
Stage 2	909	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	762	949	-	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	949	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Ctrl Dly (s/v)	-	-	8.8	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q (veh)	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	18	156	94	46	113
Future Vol, veh/h	63	18	156	94	46	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	5	0	3
Mvmt Flow	66	19	163	98	48	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	426	212	0	0	261	0
Stage 1	212	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	589	833	-	-	1315	-
Stage 1	828	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	833	-	-	1315	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.9	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	609	1315	-
HCM Lane V/C Ratio	-	-	0.139	0.036	-
HCM Ctrl Dly (s/v)	-	-	11.9	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	124	71	4	2	10
Future Vol, veh/h	15	124	71	4	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	16	129	74	4	2	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	237	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1533	-	-	-	756	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	748	991
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.8	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1533	-	-	-	940
HCM Lane V/C Ratio	0.01	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	164	9	0	159
Future Vol, veh/h	0	5	164	9	0	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	5	171	9	0	166

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	342	176	0	0	-	-
Stage 1	176	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	658	872	-	-	0	-
Stage 1	859	-	-	-	0	-
Stage 2	868	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	872	-	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	872	-
HCM Lane V/C Ratio	-	-	0.006	-
HCM Ctrl Dly (s/v)	-	-	9.2	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q (veh)	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	14	127	78	44	124
Future Vol, veh/h	73	14	127	78	44	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	81	16	141	87	49	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	185	0	0	228	0
Stage 1	185	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	593	862	-	-	1352	-
Stage 1	852	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	570	862	-	-	1352	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.1	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1352	-
HCM Lane V/C Ratio	-	-	0.16	0.036	-
HCM Ctrl Dly (s/v)	-	-	12.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	113	77	3	4	10
Future Vol, veh/h	9	113	77	3	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	126	86	3	4	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	234	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1519	-	-	-	759	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	754	976
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	900
HCM Lane V/C Ratio	0.007	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

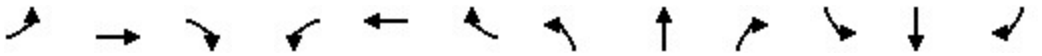
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	135	6	0	168
Future Vol, veh/h	0	3	135	6	0	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	0	3	150	7	0	187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	341	154	0	0	-	-
Stage 1	154	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	659	897	-	-	0	-
Stage 1	879	-	-	-	0	-
Stage 2	850	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	659	897	-	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	897	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Ctrl Dly (s/v)	-	-	9	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q (veh)	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	156	0	30	4	179	48	54	165	4
Future Volume (veh/h)	3	0	2	156	0	30	4	179	48	54	165	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1603	1800	1800	1688	1800
Adj Flow Rate, veh/h	3	0	2	170	0	33	4	195	52	59	179	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	14	0	0	8	0
Cap, veh/h	208	17	100	310	0	229	948	894	238	879	1205	27
Arrive On Green	0.15	0.00	0.15	0.15	0.00	0.15	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	888	116	669	1442	0	1525	1220	1220	325	1151	1644	37
Grp Volume(v), veh/h	5	0	0	170	0	33	4	0	247	59	0	183
Grp Sat Flow(s),veh/h/ln	1673	0	0	1442	0	1525	1220	0	1545	1151	0	1681
Q Serve(g_s), s	0.0	0.0	0.0	8.5	0.0	1.4	0.1	0.0	3.9	1.3	0.0	2.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	8.7	0.0	1.4	2.6	0.0	3.9	5.2	0.0	2.5
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.21	1.00		0.02
Lane Grp Cap(c), veh/h	326	0	0	310	0	229	948	0	1132	879	0	1232
V/C Ratio(X)	0.02	0.00	0.00	0.55	0.00	0.14	0.00	0.00	0.22	0.07	0.00	0.15
Avail Cap(c_a), veh/h	579	0	0	557	0	491	948	0	1132	879	0	1232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	0.0	31.4	0.0	28.4	3.5	0.0	3.3	4.1	0.0	3.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.3	0.0	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.4	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	0.0	33.0	0.0	28.7	3.5	0.0	3.7	4.2	0.0	3.3
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			203			251			242	
Approach Delay, s/veh		27.9			32.3			3.7			3.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		15.8		61.0		15.8				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		5.9		2.2		7.2		10.7				
Green Ext Time (p_c), s		2.1		0.0		1.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	97	165	2	5	20
Future Vol, veh/h	5	97	165	2	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	105	179	2	5	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	181	0	-	0	295	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1407	-	-	-	700	868
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1407	-	-	-	697	868
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1407	-	-	-	827
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

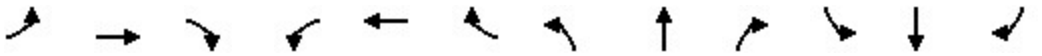
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	209	3	0	222
Future Vol, veh/h	0	11	209	3	0	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	7
Mvmt Flow	0	12	227	3	0	241

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	229	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	815	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	815	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	815	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	9.5	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q (veh)	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	108	0	58	2	295	64	141	204	3
Future Volume (veh/h)	3	0	2	108	0	58	2	295	64	141	204	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1786	1730	1800	1758	1800
Adj Flow Rate, veh/h	3	0	2	113	0	60	2	307	67	147	213	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	5	0	3	0
Cap, veh/h	176	19	74	267	0	172	960	1075	235	811	1309	18
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	819	167	658	1444	0	1525	1184	1420	310	1024	1729	24
Grp Volume(v), veh/h	5	0	0	113	0	60	2	0	374	147	0	216
Grp Sat Flow(s),veh/h/ln	1644	0	0	1444	0	1525	1184	0	1730	1024	0	1753
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	2.5	0.0	0.0	4.6	3.6	0.0	2.4
Cycle Q Clear(g_c), s	0.2	0.0	0.0	5.2	0.0	2.5	2.4	0.0	4.6	8.2	0.0	2.4
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.18	1.00		0.01
Lane Grp Cap(c), veh/h	269	0	0	267	0	172	960	0	1309	811	0	1327
V/C Ratio(X)	0.02	0.00	0.00	0.42	0.00	0.35	0.00	0.00	0.29	0.18	0.00	0.16
Avail Cap(c_a), veh/h	714	0	0	702	0	634	960	0	1309	811	0	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	29.5	0.0	28.3	2.7	0.0	2.6	3.9	0.0	2.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	1.2	0.0	0.0	0.5	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.4	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	0.0	0.0	30.5	0.0	29.5	2.7	0.0	3.2	4.4	0.0	2.6
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			173			376			363	
Approach Delay, s/veh		27.3			30.2			3.2			3.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		12.1		57.0		12.1				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		52.3		28.7		52.3		28.7				
Max Q Clear Time (g_c+I1), s		6.6		2.2		10.2		7.2				
Green Ext Time (p_c), s		3.2		0.0		2.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	262	155	4	2	10
Future Vol, veh/h	15	262	155	4	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	16	273	161	4	2	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	165	0	-	0	468	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1426	-	-	-	557	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1426	-	-	-	550	887
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1426	-	-	-	805
HCM Lane V/C Ratio	0.011	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

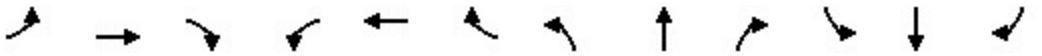
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	346	9	0	347
Future Vol, veh/h	0	5	346	9	0	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	5	360	9	0	361

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	365	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	685	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	685	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	685	-
HCM Lane V/C Ratio	-	-	0.008	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	130	0	57	10	263	118	132	207	6
Future Volume (veh/h)	4	0	8	130	0	57	10	263	118	132	207	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1786	1800
Adj Flow Rate, veh/h	4	0	9	144	0	63	11	292	131	147	230	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	1	0
Cap, veh/h	104	25	150	288	0	203	918	880	395	746	1289	39
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	316	185	1129	1444	0	1525	1161	1177	528	979	1724	52
Grp Volume(v), veh/h	13	0	0	144	0	63	11	0	423	147	0	237
Grp Sat Flow(s),veh/h/ln	1630	0	0	1444	0	1525	1161	0	1705	979	0	1777
Q Serve(g_s), s	0.0	0.0	0.0	6.7	0.0	2.8	0.2	0.0	6.3	4.5	0.0	2.9
Cycle Q Clear(g_c), s	0.5	0.0	0.0	7.2	0.0	2.8	3.1	0.0	6.3	10.8	0.0	2.9
Prop In Lane	0.31		0.69	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	280	0	0	288	0	203	918	0	1275	746	0	1328
V/C Ratio(X)	0.05	0.00	0.00	0.50	0.00	0.31	0.01	0.00	0.33	0.20	0.00	0.18
Avail Cap(c_a), veh/h	566	0	0	560	0	495	918	0	1275	746	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	31.5	0.0	29.6	3.2	0.0	3.2	5.0	0.0	2.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	0.9	0.0	0.0	0.7	0.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.2	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	0.0	32.8	0.0	30.5	3.3	0.0	3.9	5.6	0.0	3.1
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			207			434			384	
Approach Delay, s/veh		28.7			32.1			3.9			4.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.6		61.0		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s		8.3		2.5		12.8		9.2				
Green Ext Time (p_c), s		3.8		0.0		2.9		1.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	240	176	3	4	10
Future Vol, veh/h	9	240	176	3	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	267	196	3	4	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	485	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1385	-	-	-	545	848
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	541	848
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1385	-	-	-	730
HCM Lane V/C Ratio	0.007	-	-	-	0.021
HCM Ctrl Dly (s/v)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	317	6	0	345
Future Vol, veh/h	0	3	317	6	0	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	0	3	352	7	0	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	356	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	693	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	693	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	693	-
HCM Lane V/C Ratio	-	-	0.005	-
HCM Ctrl Dly (s/v)	-	-	10.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Appendix I:

Site Access Functional Designs

TOWNHOUSES
TYPE B
4 UNITS

TOWNHOUSES
TYPE B
4 UNITS

1.5M SID

LANDS

PROPERTY LINE N69°20'25"W 109.65

1.00
2.00 — 2.0m SIDEWALK
2.80
0.50
3.50 — 3.5m LANE
4.20 — 4.2m TWO-WAY LEFT-TURN LANE
26.00
3.50 — 3.5m LANE
2.40
3.00 — 3.0m BIKE LANE
0.30
2.00 — 2.0m SIDEWALK
0.30

KINGSLEY ROAD

G:\Projects\2024\100762 - TRAFFIC - Picton Rockport Rental A\03 Analysis\03 Site Review & Circulation\20260224 Functional Design

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BASE31 RENTAL BUILDING A
KINGSLEY ROAD
FUNCTIONAL DESIGN

N

N.T.S.

DRAWING No.
01
DATE

MOUNTABLE ISLAND

6.28

4.50

4.50

R12.00

R12.00

7.20

(BF)
2B
107.4 m²
1156 ft²

1B
71.6 m²
770 ft²

2B
92.1 m²
991 ft²

(BF)
STUDIO
48.7 m²
524 ft²

2B
93.1 m²
1003 ft²

COMMON CORRIDOR

STAIR A
UP

ELEC. ROOM
± 35 m²
± 377 ft²

GARBAGE/ RECYCLING
± 69.8 m²
± 752 ft²

BIKE LOCKERS
± 41.1 m²
± 442 ft²

EXIT

2
SPA301

G:\Projects\2024\100762 - TRAFFIC - Picton Rockport Rental A\03 Analysis\03 Site Review & Circulation\20260708

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PICTON - RENTAL BUILDING A
COUNTY ROAD 22 ACCESS
FUNCTIONAL DESIGN

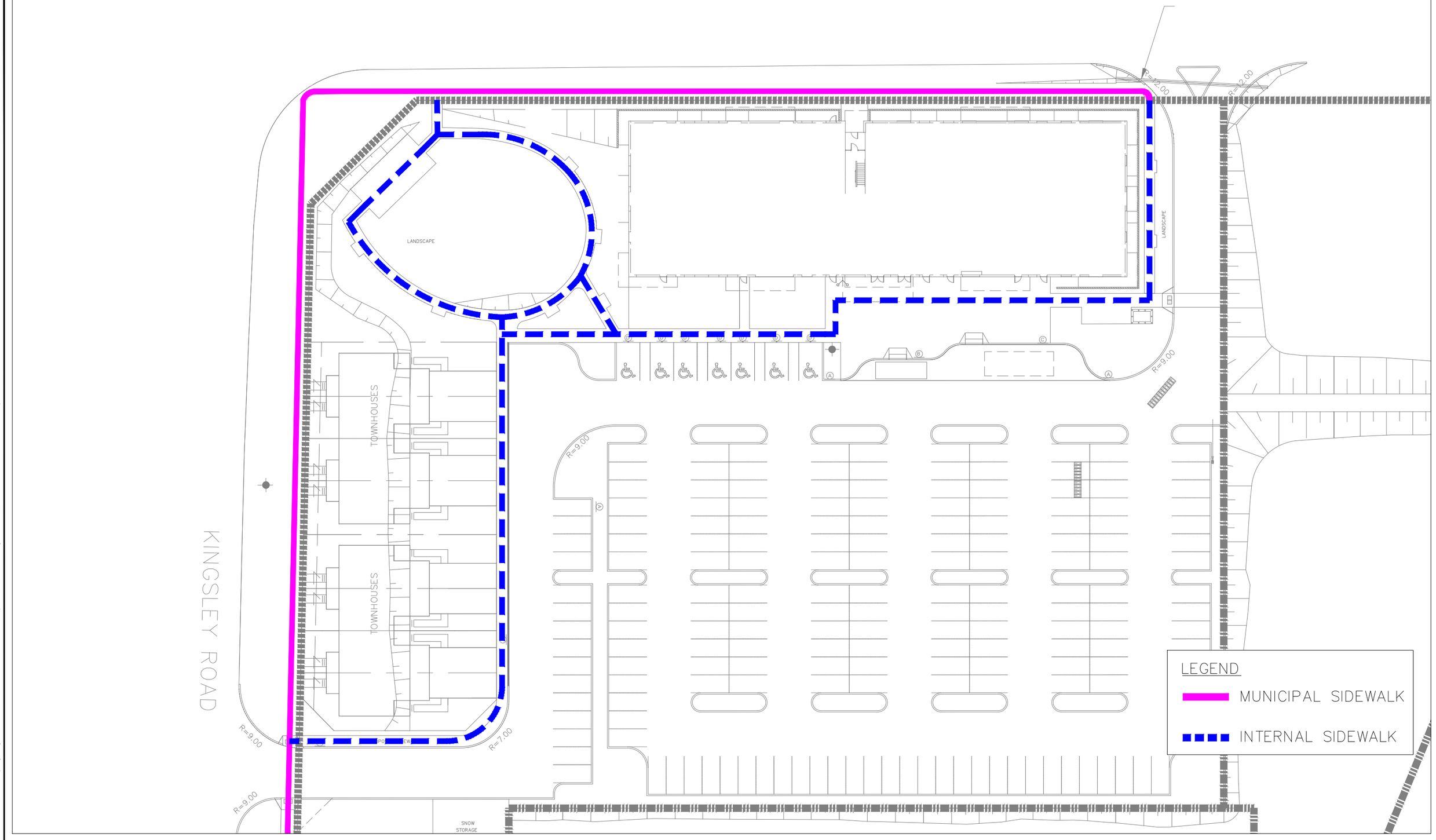
SCALE
N.T.S.

DRAWING No.
02

DATE
JUL 2026

Appendix J:

Pedestrian Circulation Plan



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PEDESTRIAN CIRCULATION
PICTON - RENTAL BUILDING A

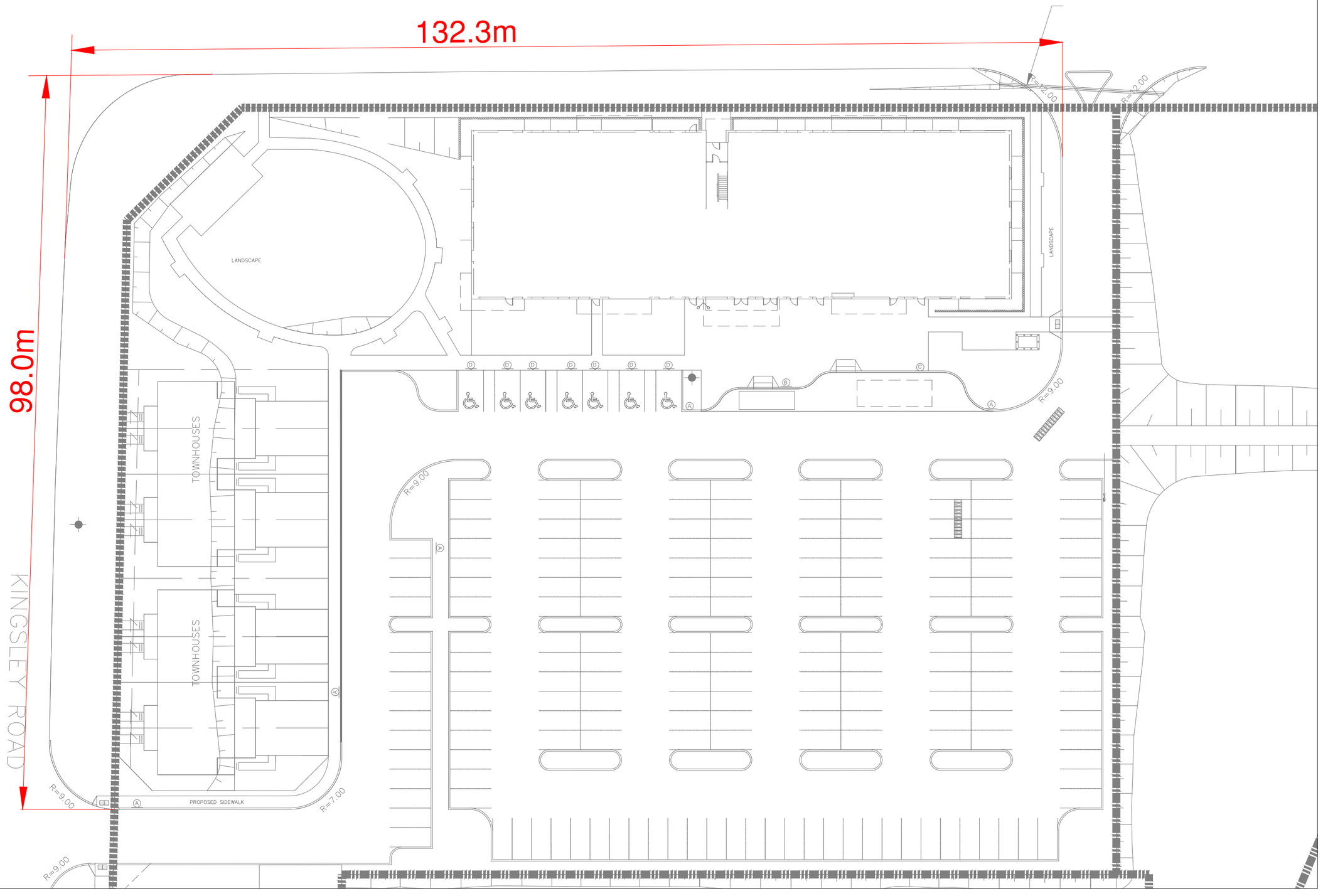
SCALE:1:500
8 0 8 16m

DRAWING No.
01

DATE
JUL 2026

Appendix K:

Site Plan Review



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CORNER CLEARANCE
PICTON - RENTAL BUILDING A

SCALE:1:500
8 0 8 16m

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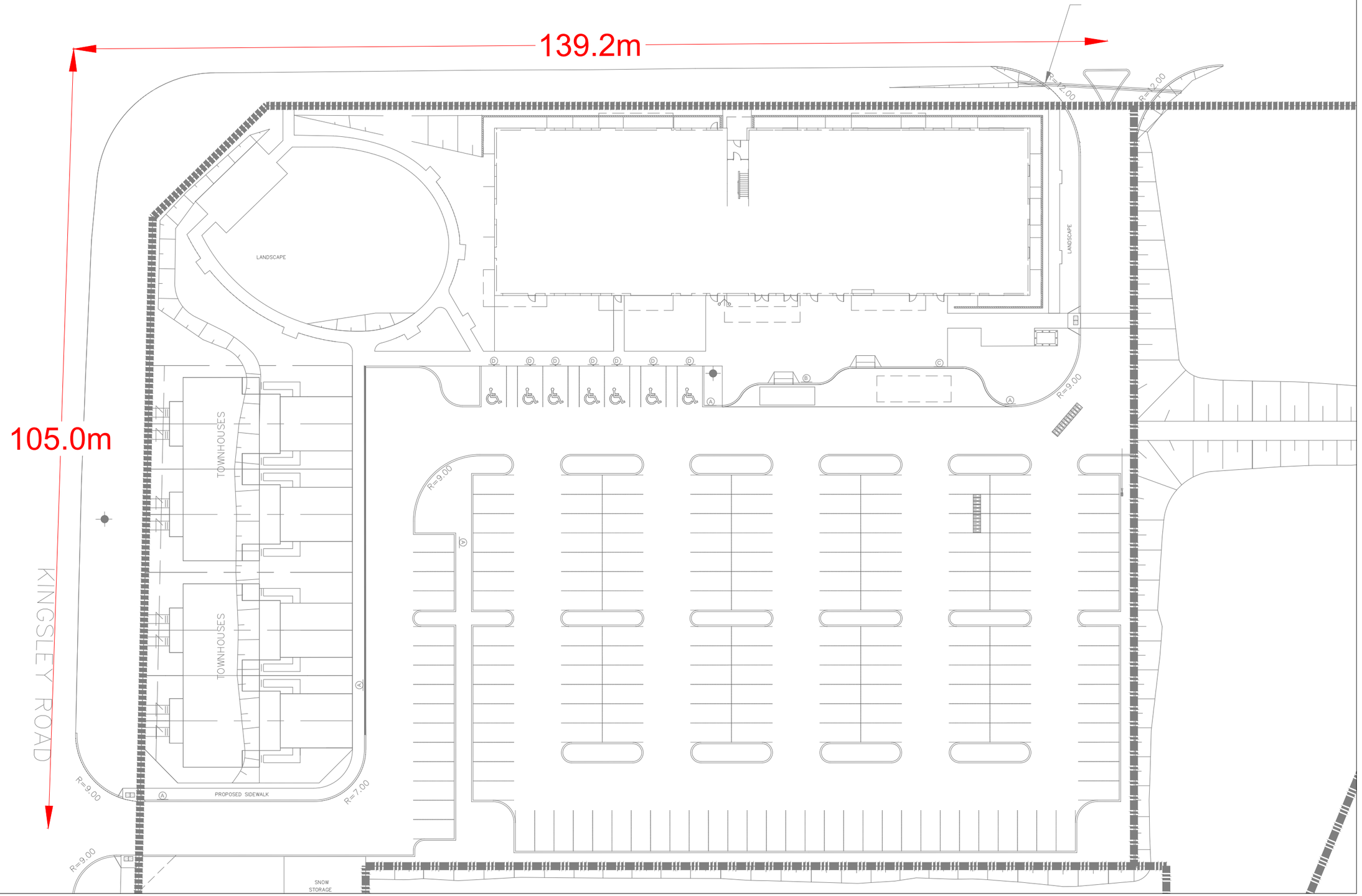

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INTERSECTION SPACING
PICTON - RENTAL BUILDING A

SCALE:1:500
8 0 8 16m

DRAWING No.
02

DATE
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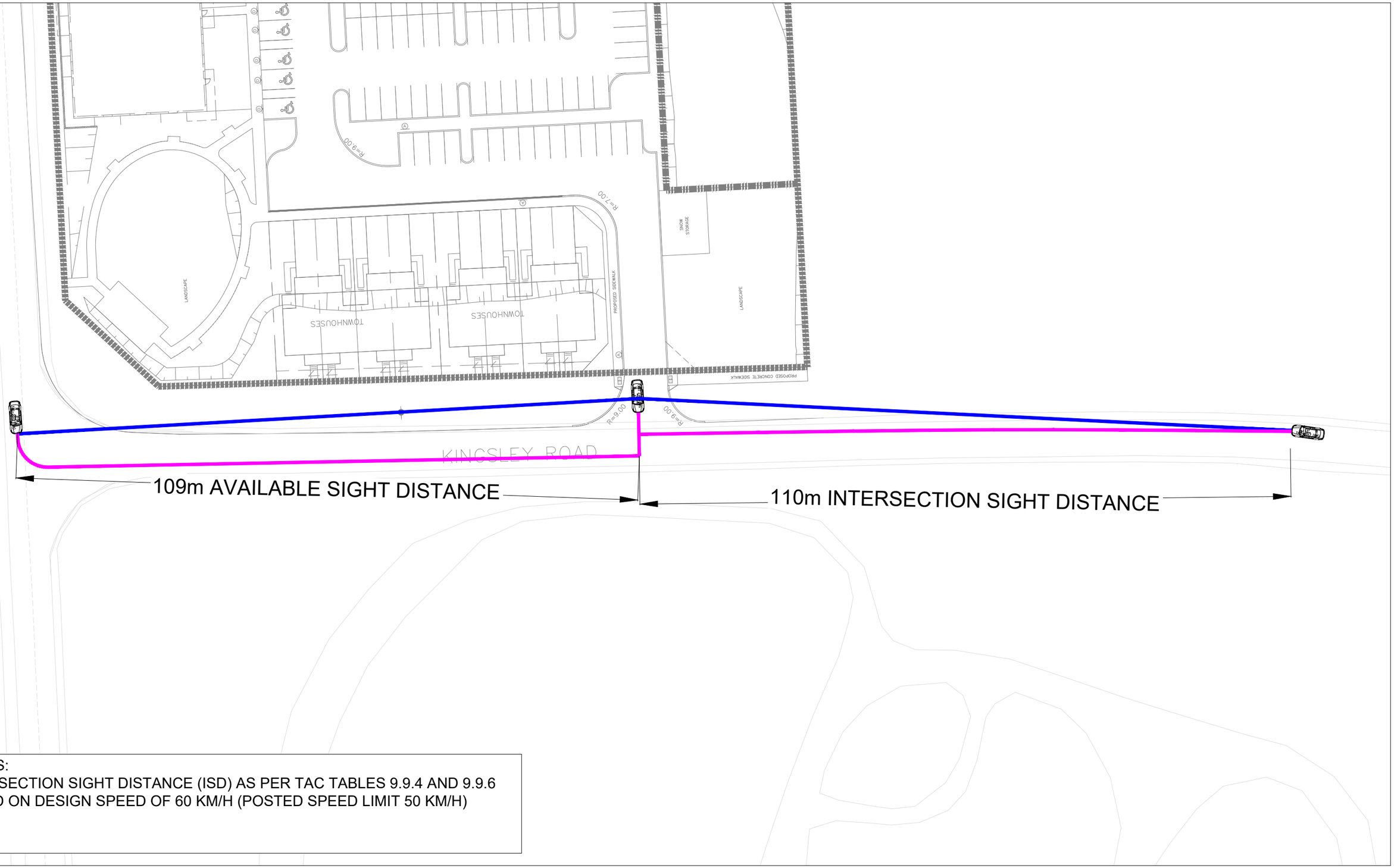

NOTES:
INTERSECTION SIGHT DISTANCE (ISD) AS PER TAC TABLES 9.9.4 AND 9.9.6
BASED ON DESIGN SPEED OF 60 KM/H (POSTED SPEED LIMIT 50 KM/H)

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SIGHTLINE ANALYSIS - KINGSLEY ROAD ACCESS
PICTON - RENTAL BUILDING A

SCALE:1:600
8 0 8 16m

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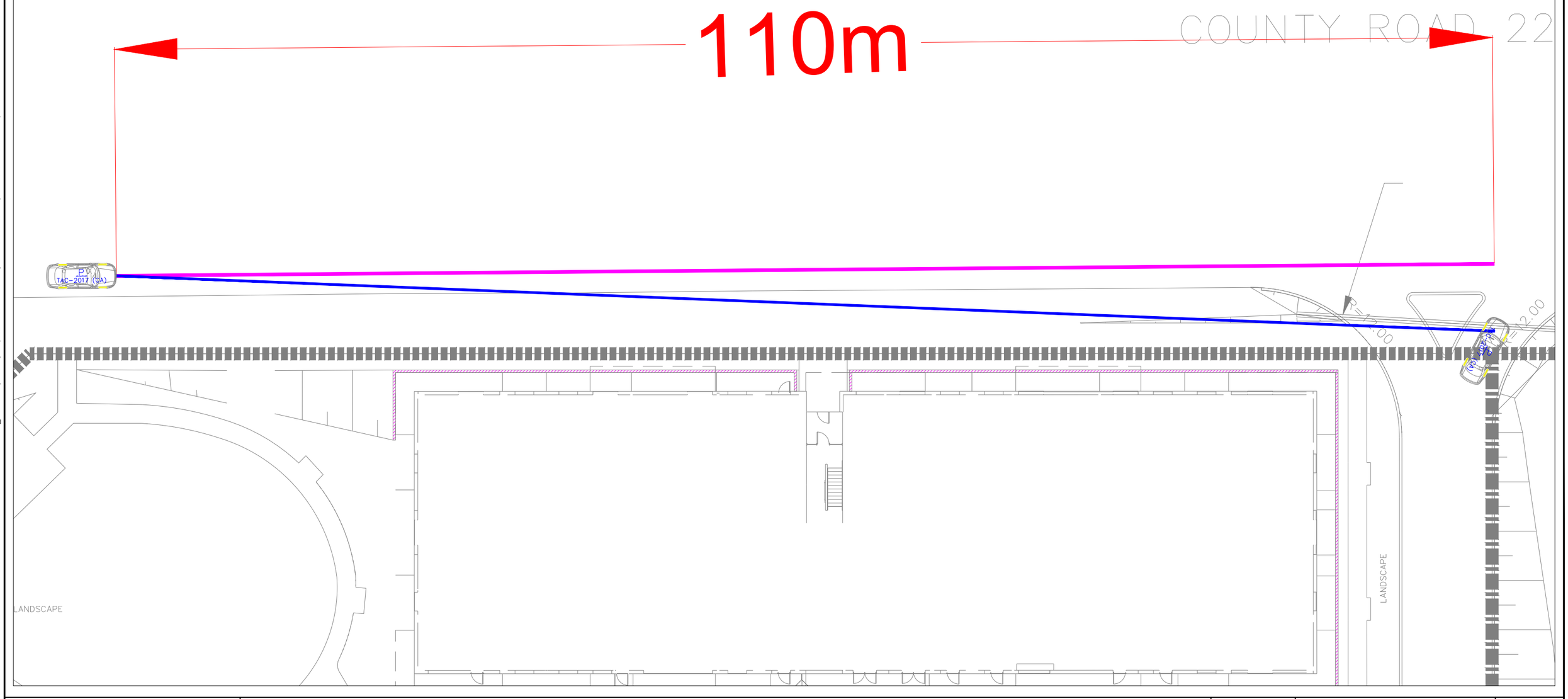
DATE JUL 2026

NOTES:
INTERSECTION SIGHT DISTANCE (ISD) AS PER TAC TABLE 9.9.6
BASED ON DESIGN SPEED OF 60 KM/H (POSTED SPEED LIMIT 50 KM/H)



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SIGHTLINE ANALYSIS - CHURCH STREET RIGHT-IN/ RIGHT-OUT (RIRO) ACCESS
PICTON - RENTAL BUILDING A

SCALE:1:300
4 0 4 8m

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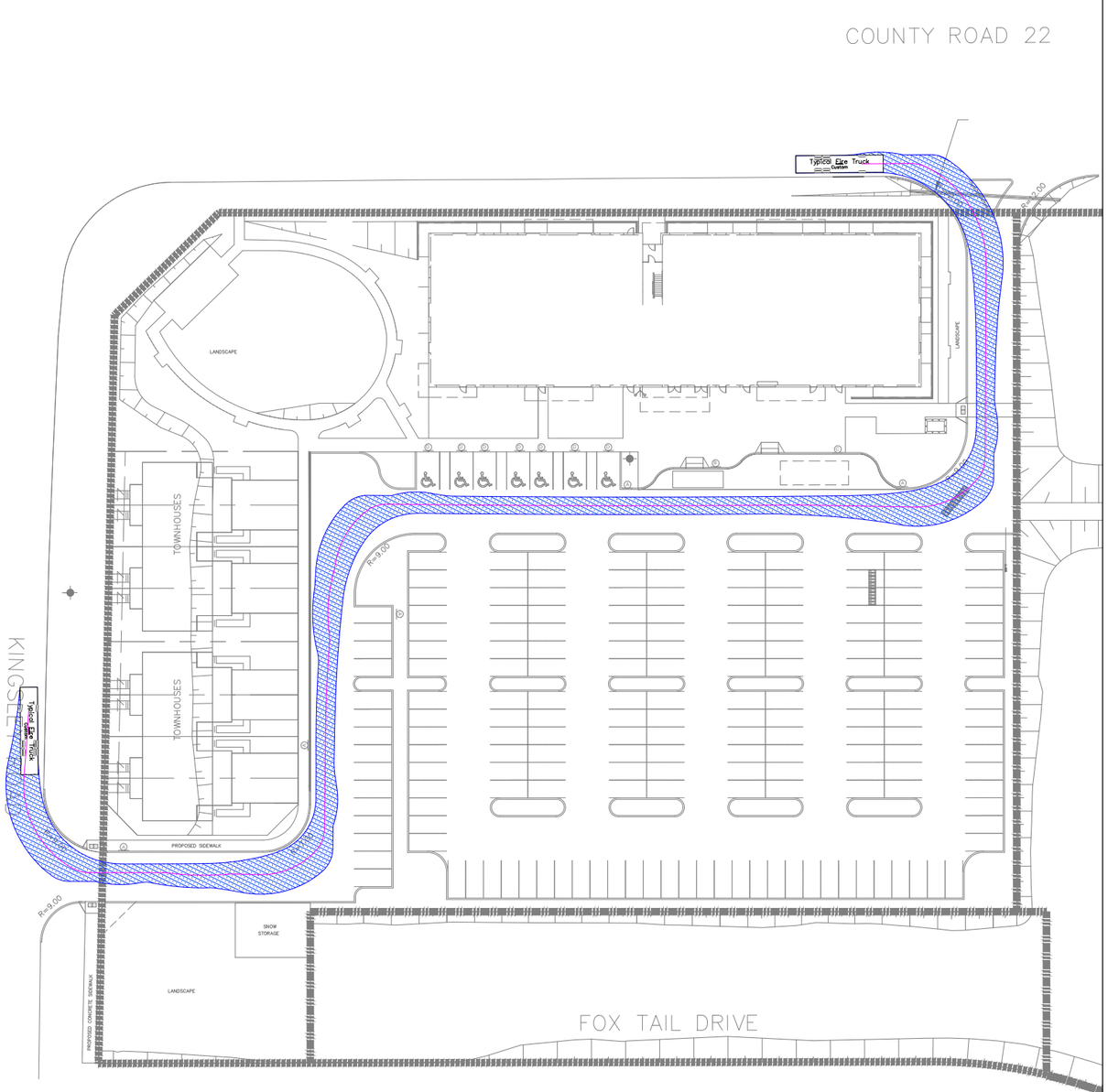
DATE JUL 2026

Appendix L:

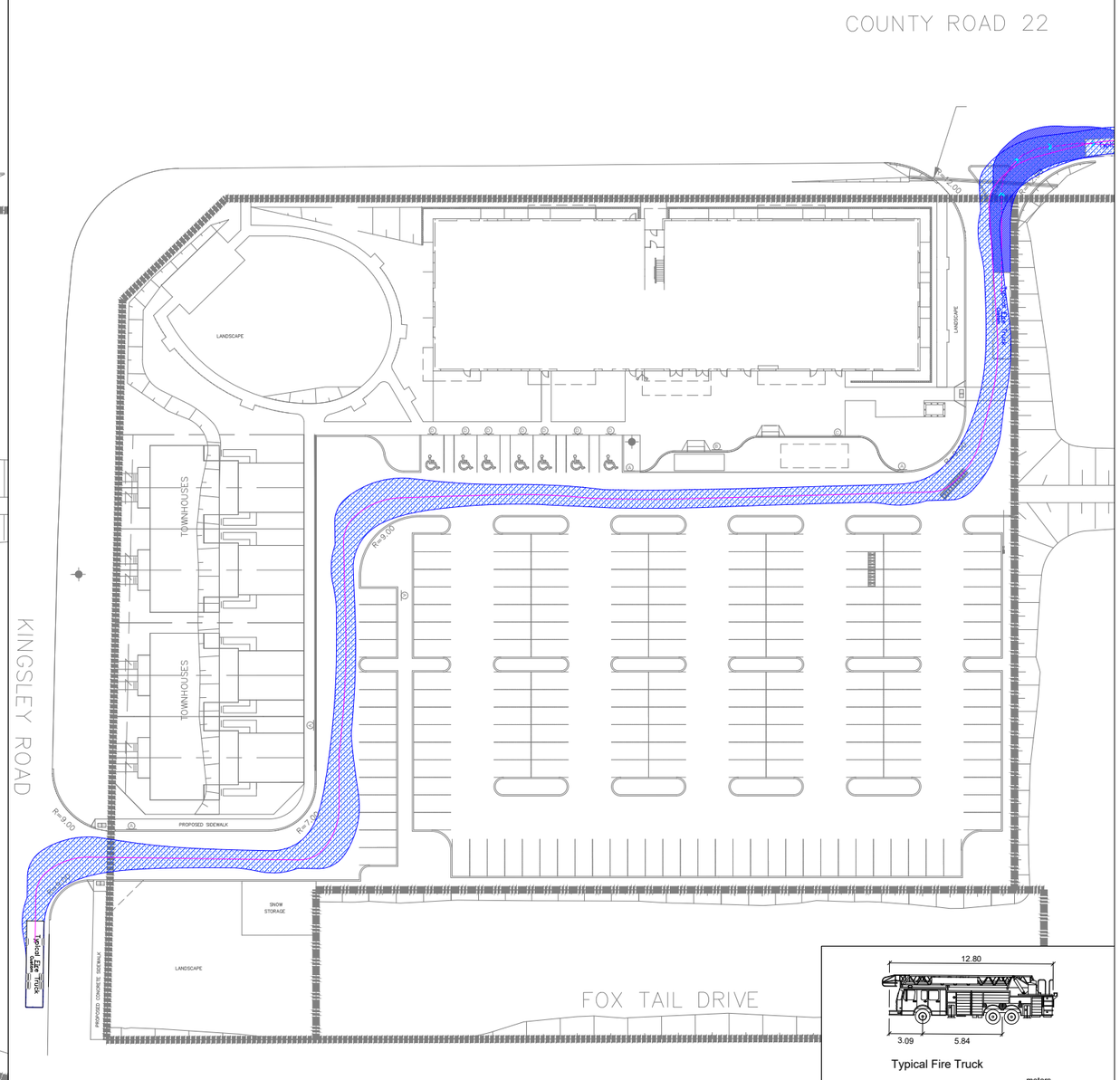
Vehicle Maneuvering Diagrams

ENTRY MANEUVER



Fire truck can ingress, egress and circulate the site without conflict or encroachment

EXIT MANEUVER



Typical Fire Truck

	meters
Width	: 2.54
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

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VEHICLE MANEUVER DIAGRAM - FIRE TRUCK
PICTON - RENTAL BUILDING A

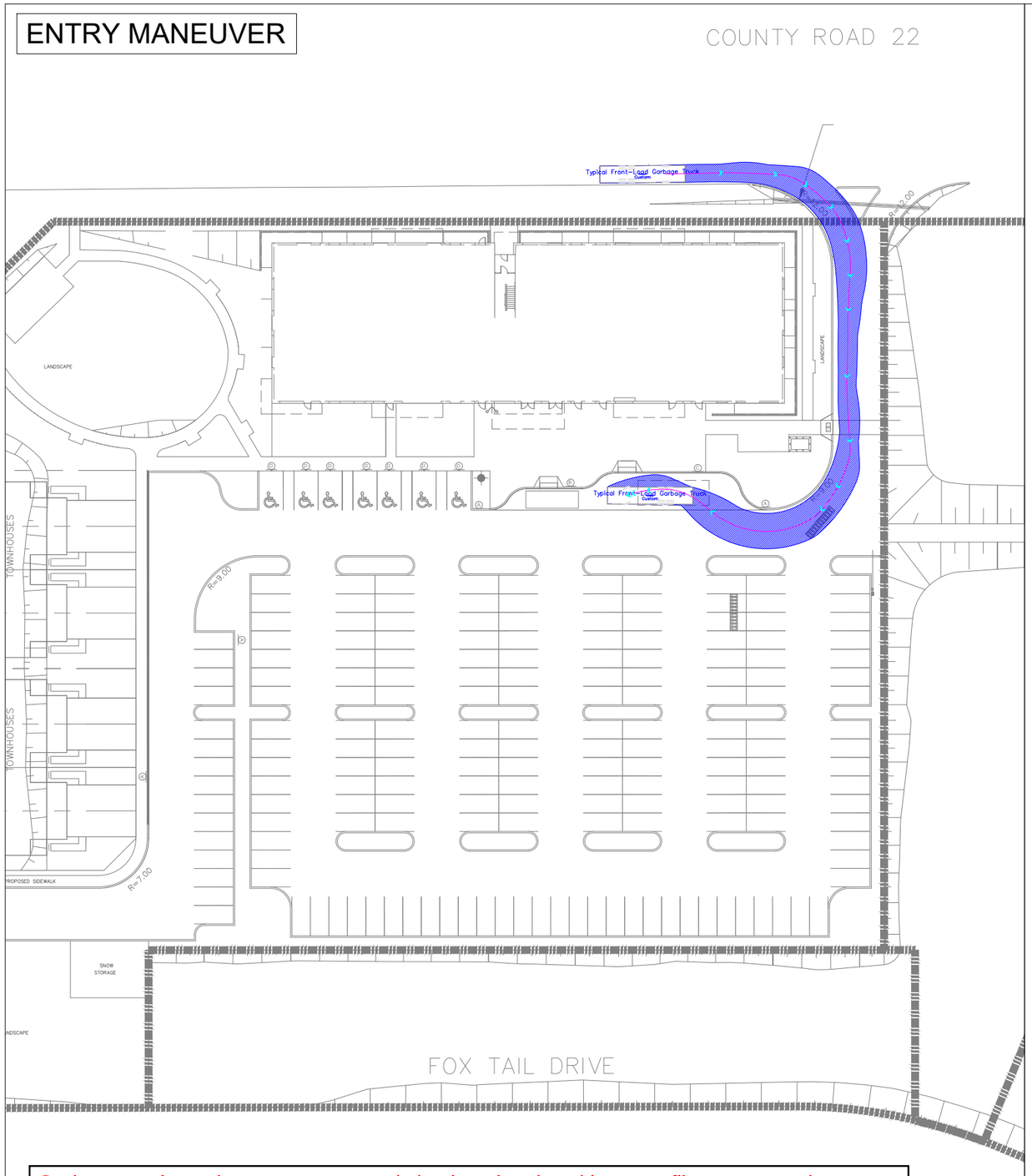
SCALE:1:800
10 0 10 20m

DRAWING No. 01

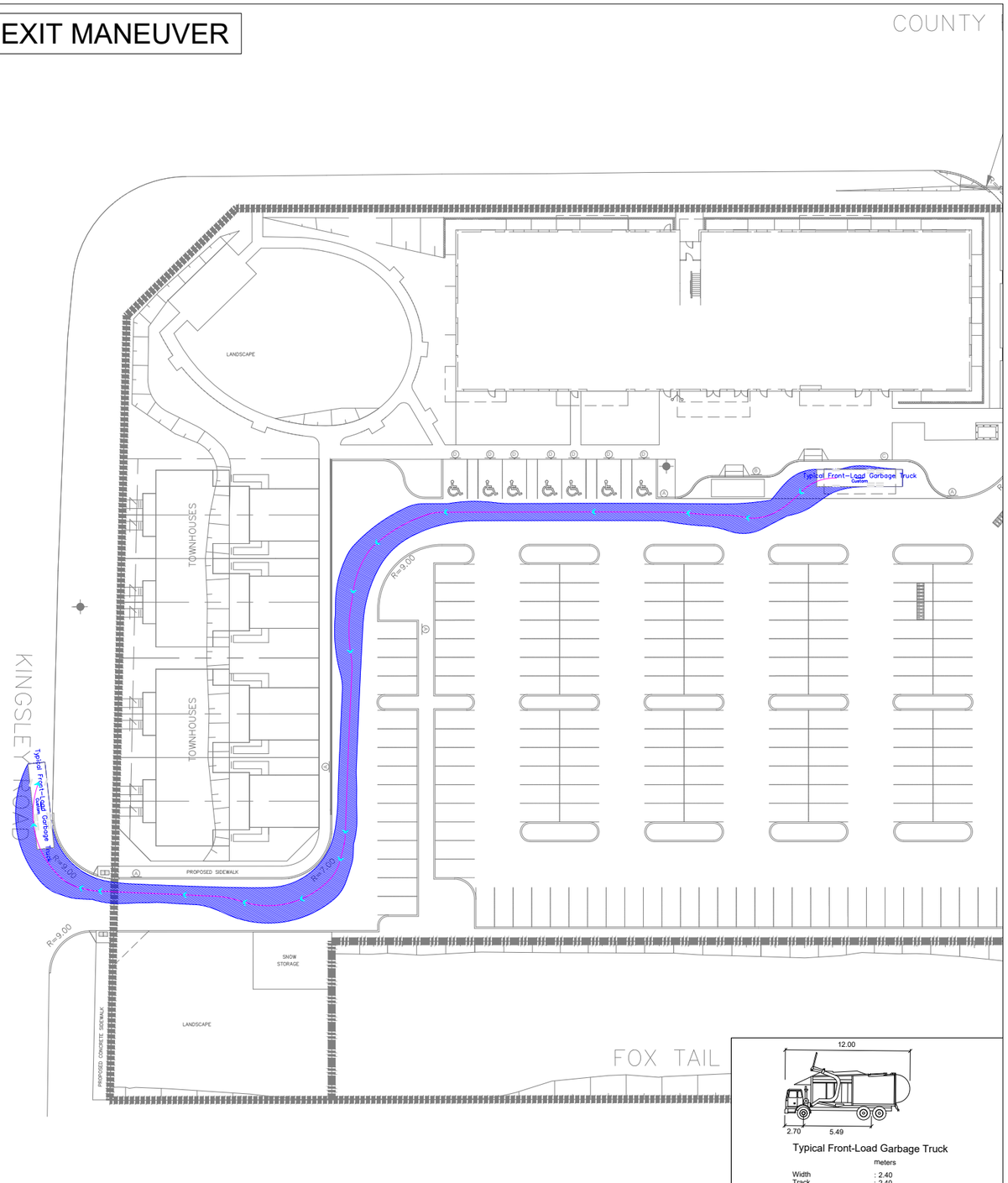
DATE JUL 2026

C:\Users\nikita.chiduku\OneDrive - Global Infrastructure\KASSEL PRINCE's files - _Traffic_Engineering Projects\100982 - Building A Relocation\3. Project Files\4. Draft\1. Analysis\5. Site Plan Review\20260723 Updated Site Plan

ENTRY MANEUVER



EXIT MANEUVER



Typical Front-Load Garbage Truck

meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

Garbage truck can ingress, egress and circulate the site without conflict or encroachment

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VEHICLE MANEUVER DIAGRAM - GARBAGE TRUCK
PICTON - RENTAL BUILDING A

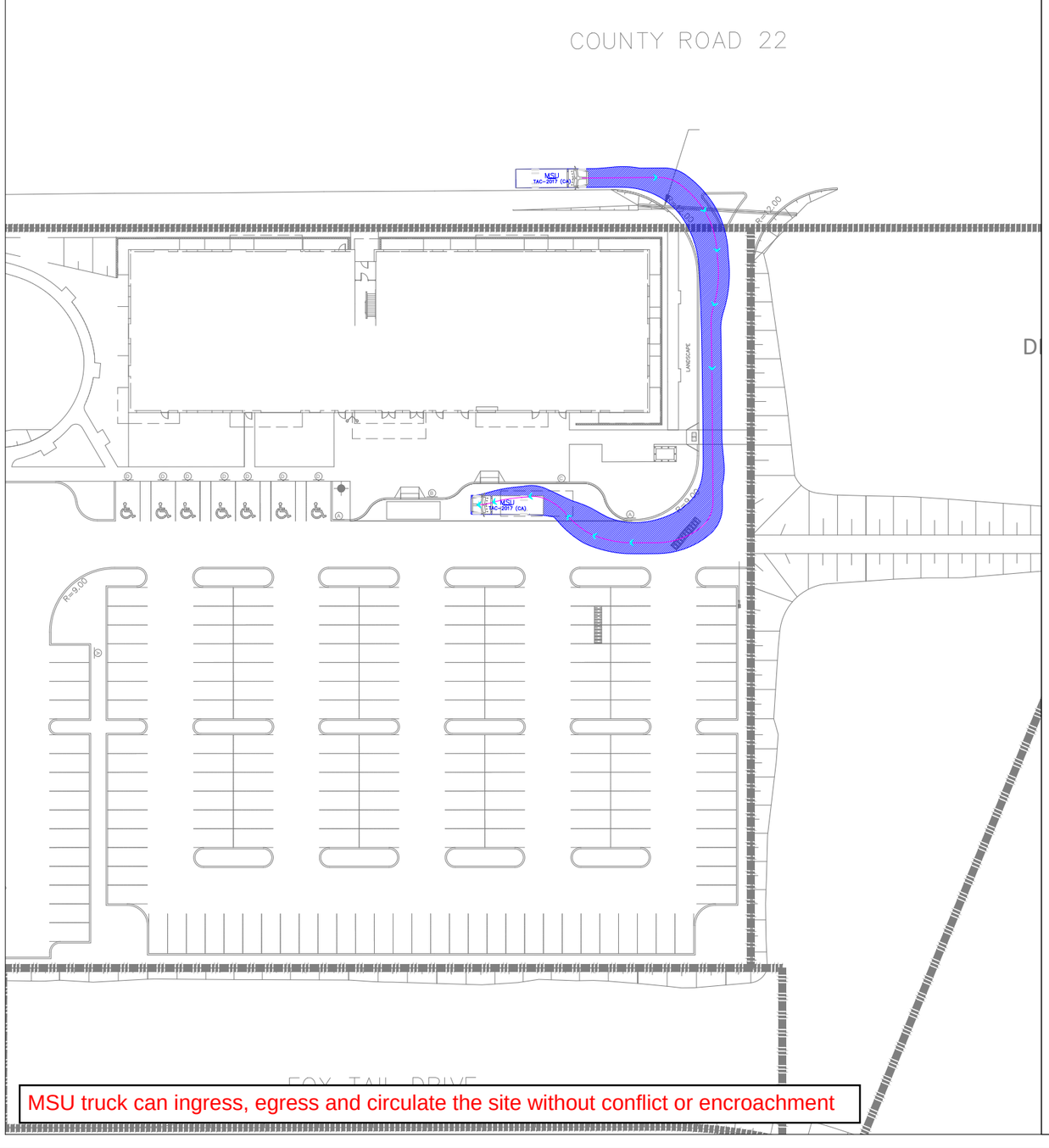
SCALE:1:700.0001

10 0 10 20m

DRAWING No. 02

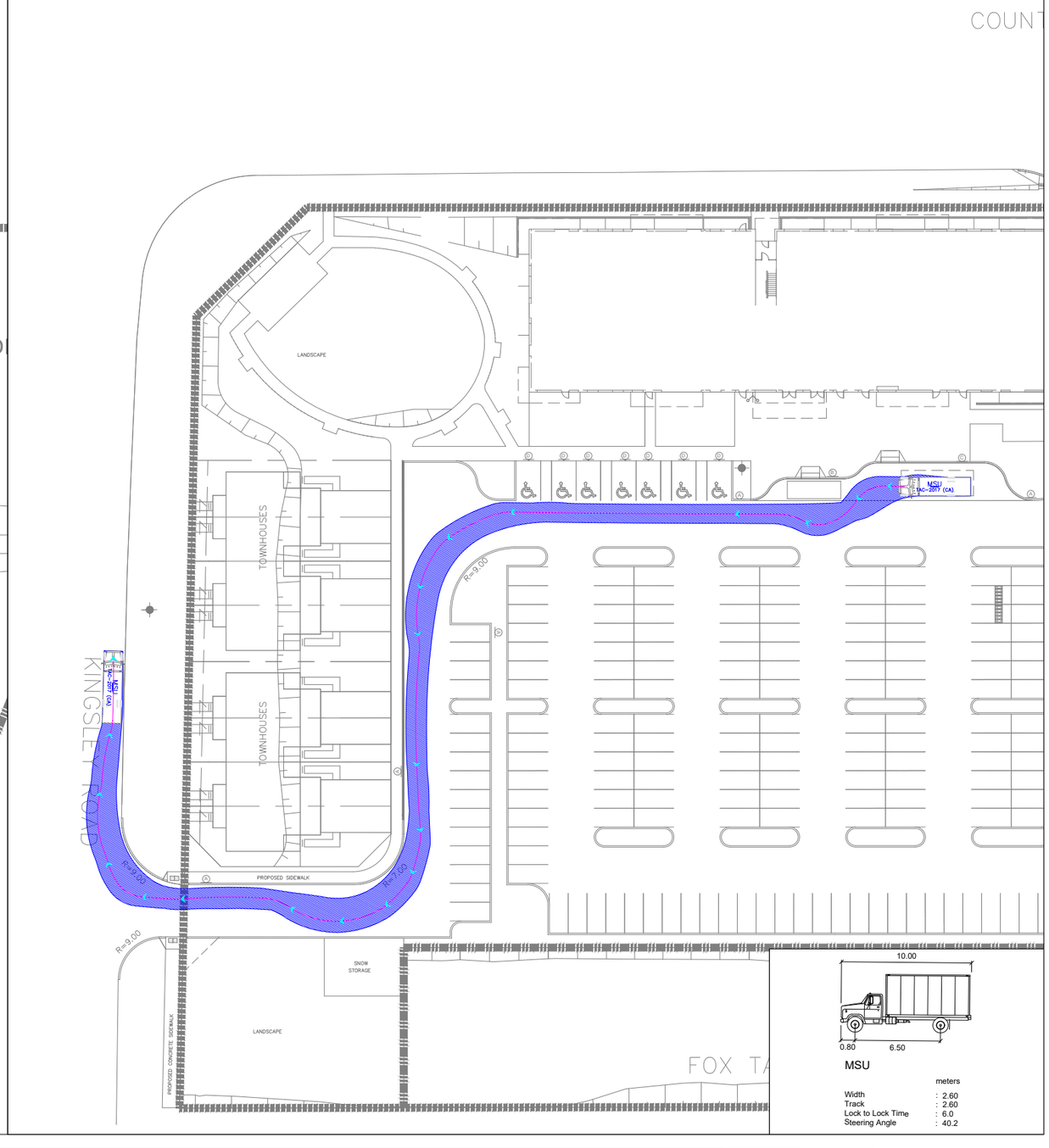
DATE JUL 2026

ENTRY MANEUVER



MSU truck can ingress, egress and circulate the site without conflict or encroachment

EXIT MANEUVER



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VEHICLE MANEUVER DIAGRAM - MSU TRUCK
PICTON - RENTAL BUILDING A

SCALE:1:700
10 0 10 20m

DRAWING No. 03
DATE JUL 2026

ENTRY MANEUVER

EXIT MANEUVER

Passenger vehicles can park in the parking spaces without conflict or encroachment

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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VEHICLE MANEUVER DIAGRAM - PASSENGER CAR
PICTON - RENTAL BUILDING A

SCALE:1:500
8 0 8 16m

DRAWING No. 04

DATE JUL 2026