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August 25, 2026

Att'n: **Dave MacDonald**

RE: **Traffic Impact Brief**
Rosco Ave, Campbellford
Jewell Project No.: 260-6041

Jewell Engineering Inc. (Jewell) has completed this Traffic Impact Brief (TIB) to discuss the expected impact of a proposed residential development on Rosco Ave in the Town of Campbellford (Municipality of Trent Hills), ON.

It is understood that the development site is currently vacant. The proposed development will have an area of ~2.7ha, consisting of 59 residential units – 19 townhouses to the west of Rosco Ave, and 10 fourplexes to the east. The townhouses will each be accessed by individual driveways, and the fourplexes will be accessed by two shared entrances leading to a single parking lot.

This TIB has been prepared in support of a zoning by-law amendment (ZBA) application for the site.

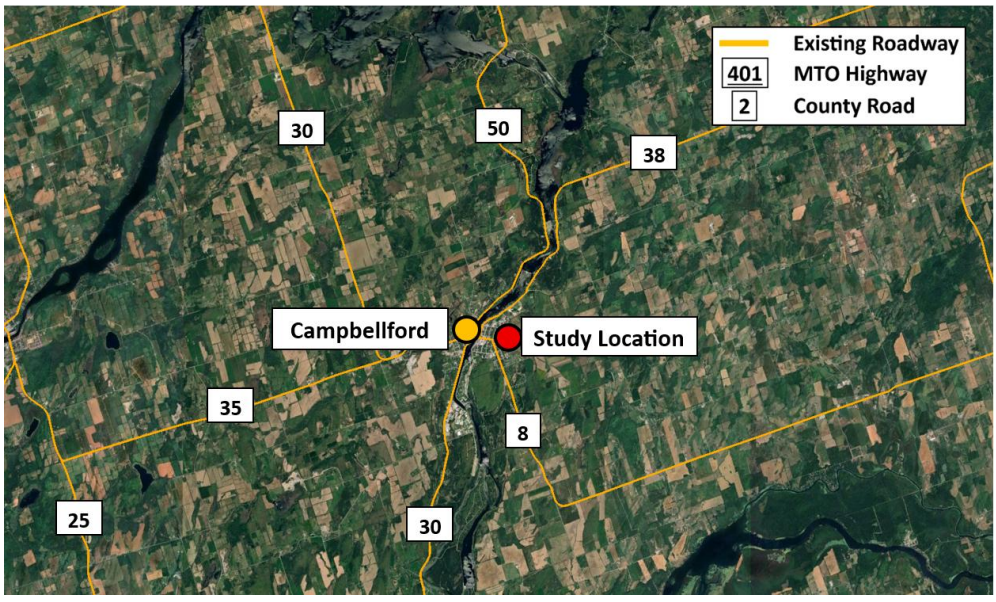


Figure 1. Study Environs (Google, Maxar Tech - June 2025)

Professional Engineers Ontario
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Surrounding Road Network

The development is located ~300m east of C.R. 8 and immediately north of Burnbrae Rd E (Figure 2). It is accessible from C.R. 8, via Burnbrae Rd E from the south or via First St from the north.

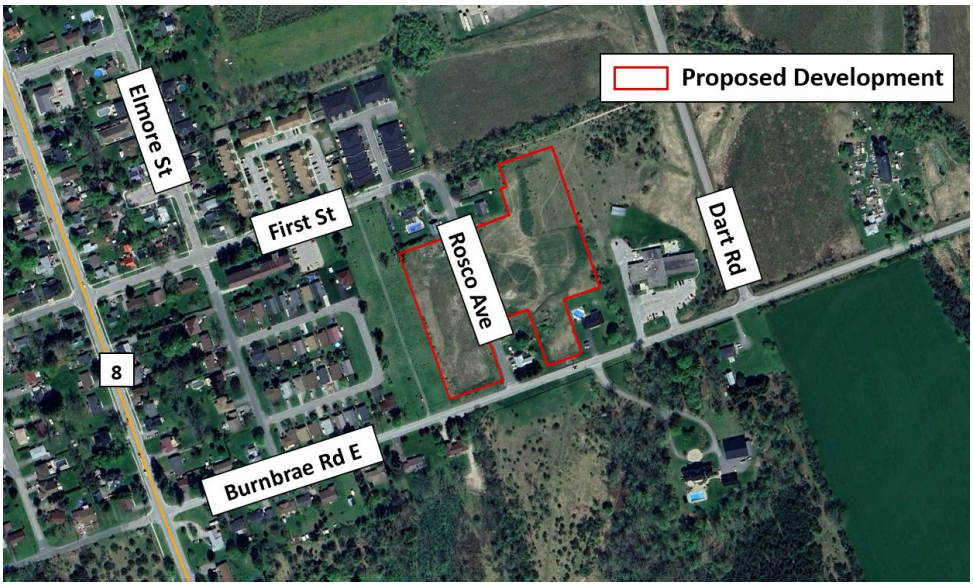


Figure 2. Study Environs 2 (Google, Maxar Tech - June 2025)

The site is located in a low-density residential area in close proximity (1.2km) to downtown Campbellford. Nearby walkable amenities include convenience stores, several schools, bakeries, and restaurants, and the development is within driving distance of several grocery stores, Campbellford Memorial Hospital, and Ferris Provincial Park.

Rosco Ave

Rosco Ave is a two-laned, hard surfaced *Local* road with no posted speed limit (the enforceable speed limit is 50 km/h since it runs through a built-up area, per *R.S.O. 1990, c. H.8, Part 9* of the *Highway Traffic Act*). It has a rural cross section ~6.1m wide and has narrow grassed shoulders on both sides with no pedestrian infrastructure. First St turns southwards as Rosco Ave and terminates to the south at Burnbrae Rd E as a minor-road stopped-controlled intersection. No changes are proposed to the Rosco Ave / Burnbrae Rd E intersection.

Burnbrae Rd E

Burnbrae Rd E is a two-laned, hard surfaced, Local road with a posted speed limit of 50 km/h. It has a rural cross section with lanes ~3.3m wide, gravel shoulders, and no pedestrian infrastructure.

First St

First St is a two-lane, hard surfaced *Local* road with no posted speed limit (the enforceable speed limit is 50 km/h per *R.S.O. 1990, c. H.8, Part 9* of the *Highway Traffic Act*). It has an urban cross section (~8.2m wide), complete with curb and gutter and sidewalk (except for the easternmost 45m) on both sides of the road.

Proposed Development

The proposed development will have 59 units – 19 townhouses fronting along the west side of Rosco Ave, and 10 fourplexes to the east. Each fourplex will have 1.2m sidewalks leading to each unit's entrance. There will be parking spaces adjacent to each building (see attached Concept Plan).

Municipal servicing mains (water, sanitary, and storm) will be constructed to service the development, after which the roadway will be reconstructed to an urban cross-section with curb and gutter.

Access and Driveway Configuration

The townhouse lots will each have a driveway onto Rosco Ave. The *TAC Geometric Design Manual* indicates that minimum spacing between residential driveways should be no less than 1.0m, which is achieved per the attached concept. *TAC* also indicates that the minimum corner clearance from a driveway on a local road to the near side travelled edge of the intersecting roadway should be no less than 15m. The current plans nearly achieve this requirement as the proposed corner clearance for the south townhouse is ~14.2m.

According to Section 5.22.1 of the *Trent Hills Comprehensive Zoning By-Law: 2010-105*, the minimum setback from the centerline (CL) of an intersection to a driveway must be a minimum of 25m (Municipality of Trent Hills, 2026) – the minimum distance achieved is 18m. Although the clearance achieved is below the minimum recommended, the townhouse driveway is not expected to generate a significant number of vehicle trips, and Rosco Ave is a low volume local road. Therefore, the proposed driveway is not expected to negatively impact the intersection of Rosco Ave and Burnbrae Rd E.

The private site east of Rosco Ave will have two entrances into the parking lot, each 6.0m wide and lined with a 1.2m sidewalk on the interior edge. The accesses will effectively be yield-controlled on the minor approach as traffic is entering a public roadway from private property. Both entrances exceed a minimum 15m distance to the nearest intersection per *TAC* recommendations and exceed the zoning requirement of 25m.

The condominium driveways will be designed to provide sufficient fire and garbage truck access.

Site Generated Traffic

Jewell used the *ITE Trip Generation Manual, 12th Ed*. (TGM) to estimate the proposed trips generated by the site. The trips generated by the dwellings are shown below. The appropriate Land Use Code for the proposed units is 215 – Single-Family Attached Housing. This includes the townhouses as well as the fourplexes since each unit will have exterior access and shared interior walls.

Table 1. Site Generated Trips

Land Use Code	Units	Peak Period →	AM (PhG)	PM (PhG)	Sat (PhG)
215 – Single-Family Attached	59	Average Rate	**0.57(x)**	0.52(x)	**0.47(x)**
		Line of Best Fit	**e^(0.86Ln(X)+0.01)**	**e^(0.66Ln(X)+0.89)**	-
		Trips Generated	34	36	28

The peak hour of generator (PhG) was used to conservatively reflect the development's busier peak periods. The fitted curve was applied for AM and PM which produced a greater number of trips; the fitted curve was not available for Saturday, and average rate was accordingly used.

Table 2. Inbound/Outbound Trips

Land Use Code	AM Peak			PM Peak			Sat Peak		
	IB/OB%	IB	OB	IB/OB%	IB	OB	IB/OB%	IB	OB
215 – S-F Attached	23/77	8	26	62/38	22	14	48/52	13	15

In total, the proposed development is expected to generate 34 AM, 36 PM, and 28 Saturday peak hour trips. It is expected that the majority of trips will route via First St as the most direct route to downtown Campbellford from the development.

In general, stop-controlled intersections can effectively pass > 600 vehicles per hour at good levels of service (A or B), thus, no road upgrades will be required to support the proposed development due to the relatively low number of trips generated. Overall, the proposed development will not have a significant impact on the operation of the surrounding road network.

Active Transportation

Since the development is located within walking distance of several amenities, use of active transportation (AT) may reduce overall vehicle trips generated by the development. Trips will likely be to/from the nearby schools and the downtown commercial area.

A 1.5m sidewalk will be provided on the east side of Rosco Ave (extending south to the southern private site entrance) and on the north side of First Street to connect to the existing sidewalk on First St, and thus the greater pedestrian infrastructure system throughout the downtown core.

Conclusion

Jewell has prepared this brief to discuss the anticipated impact of 59 single-family dwellings in Campbellford, ON.

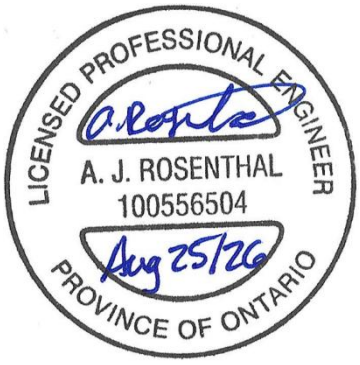
The driveways generally achieve minimum spacing and corner clearance requirements. The corner clearance to the south driveway does not achieve TAC guidelines or Trent Hills Zoning Bylaw standards, however, the low-volume driveway is not expected to generate a significant number of trips, and conflicts are therefore unlikely.

The development is expected to generate 34 AM, 36 PM, and 28 Saturday peak hour trips. Rosco Ave will be urbanized when reconstructed, and a sidewalk will be provided on the east side of Rosco Ave to connect to the existing AT network. No further road upgrades are required to support the proposed development.

Prepared by

Erin Murphy
Jewell Engineering Inc.

Reviewed by



Andrew Rosenthal, P.Eng.
Jewell Engineering Inc.

Attached: Development Concept Plan

DEVELOPMENT SITE PLAN

ROSCOE STREET

PART OF LOT 4, BLOCK U
PART OF LOTS 5 & 6, BLOCK V

REGISTERED PLAN No. 112

TOWN OF CAMPBELLFORD

COUNTY OF NORTHUMBERLAND

SCALE = 1:500

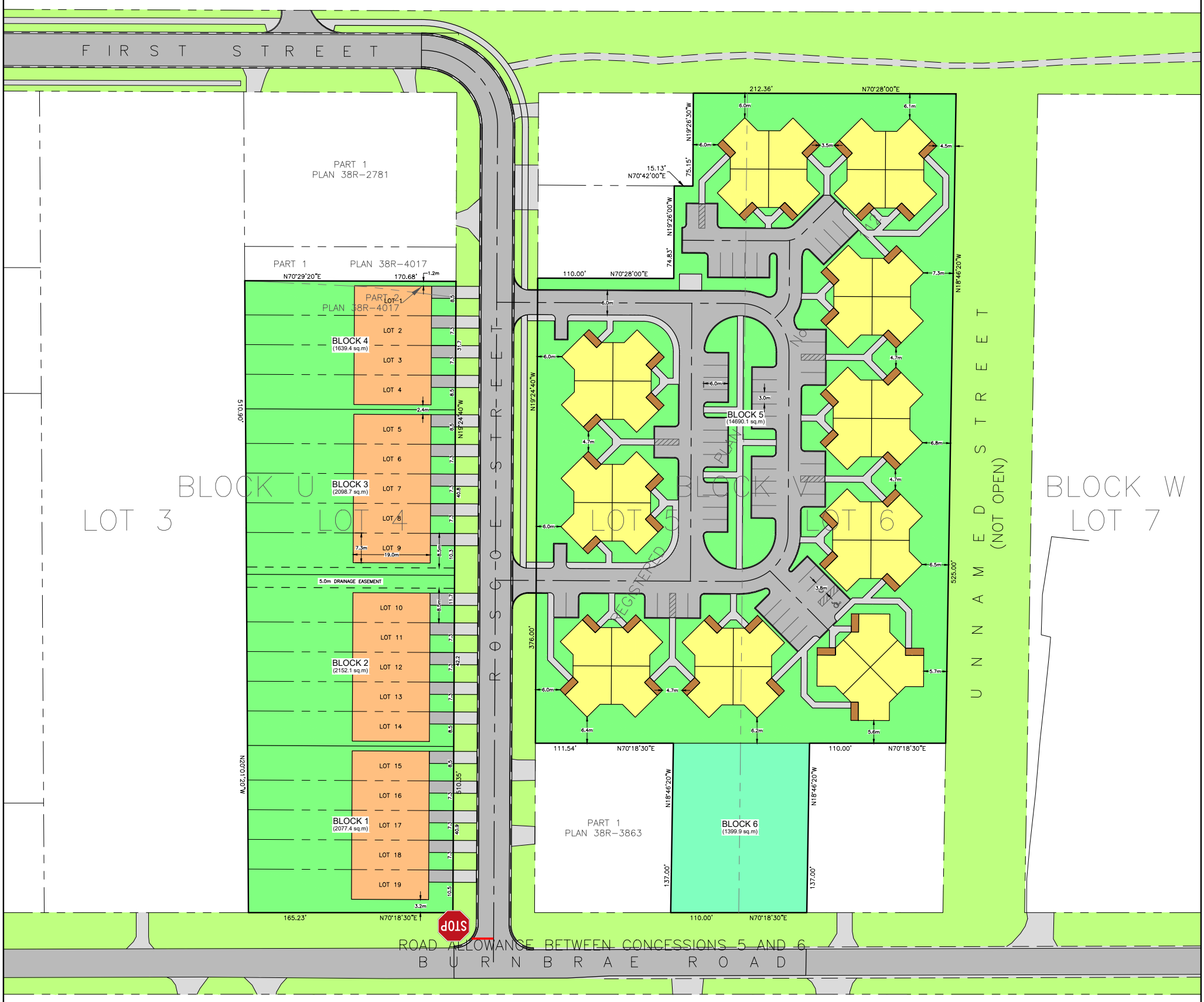
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No.	REVISION	DATE	APPR'D

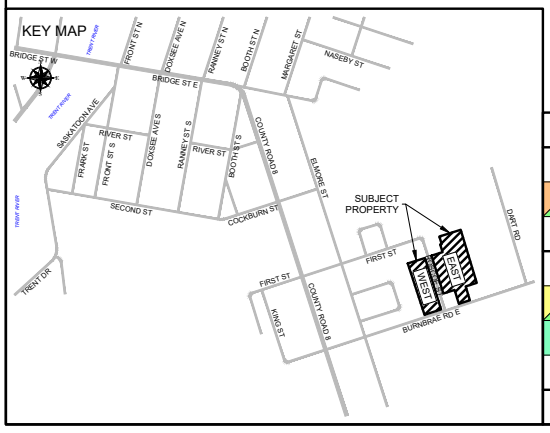
DRAWN BY: JH | CHECKED BY: BK | DATE: 07/28/2026



PART 1 PLAN 38R–2558



Signs and road markings per OTM and other applicable standards.



GENERAL NOTES:

BEARINGS SHOWN ON THIS PLAN ARE ASTRONOMIC.

DISTANCES SHOWN ON THIS PLAN ARE IN FEET AND CAN BE CONVERTED TO METRES BY MULTIPLYING BY 0.3048.

TOPOGRAPHIC LIDAR ELEVATIONS ARE IN CGVD2013 AND CAN BE CONVERTED TO CGVD28 BY ADDING 0.34m.

LAND USE SCHEDULE		
LAND USE (WEST)	**AREA (ha)**	
BLOCKS 1–4 7.4m (180m²) MIN. FREEHOLD TOWNHOMES	0.80	19
WEST SUB-TOTAL	**0.80 ha**	**19**
LAND USE (EAST)	**AREA (ha)**	**UNITS**
BLOCK 5 CONDOMINIUM	1.47	40
BLOCK 6 – PARK LAND (TO BE DEEDED TO MUNICIPALITY)	0.14	
EAST SUB-TOTAL	**1.61 ha**	**40**
SITE TOTAL	**2.41 ha**	**59**

ZONING BY-LAW No. 2010-105				
DWELLING TYPE	**ROW TOWNHOUSE**		**APARTMENT**	
ZONING PROVISION – TABLE 2	**R2 ZONE**	**PROPOSED**	**R3 ZONE**	**PROPOSED**
MINIMUM LOT AREA	INT – 180m² EXT – 216m²	INT – 180m² EXT – 216m²	74units/ha	74units/ha
MINIMUM LOT FRONTAGE	INT – 6.0m EXT – 10.0m	INT – 6.0m EXT – 10.0m	24.0m	24.0m
MINIMUM FRONT YARD	6.0m	6.0m	7.5m	6.0m
MINIMUM EXTERIOR SIDE YARD	3.0m	3.0m	7.5m	4.0m
MINIMUM INTERIOR SIDE YARD	1.2m	1.2m	4.5m	4.0m
MINIMUM REAR YARD	6.0m	6.0m	10.0m	4.0m
MAXIMUM LOT COVERAGE	40.0%	40.0%	40.0%	40.0%
CENTRELINE SETBACK – TOWNSHIP	17.5m	15.0m	17.5m	17.5m
MINIMUM LANDSCAPED OPEN SPACE	30.0%	30.0%	30.0%	30.0%
MAXIMUM HEIGHT OF BUILDINGS	11.0m	11.0m	12.5m	12.5m
PARKING SPACES	1.25/unit	2.0/unit	1.25/unit	1.5/unit

JEWELL ENGINEERING

JOB No. 260-6041