

File 425002

April 8, 2026

Mervin B. Martin
10158 County Road 9
Creemore, Ontario L0M 1G0
mervinmartin@live.com

Re: 10158 County Road 9, Township of Clearview
Traffic Impact Brief

Dear Mervin:

This letter has been prepared in support of the proposed On-Farm Diversified Use (OFDU) at 10158 County Road 9 in the Township of Clearview. The site is currently served by the access to County Road 9. The site location is illustrated in Figure 1.

DEVELOPMENT DETAILS

The proposed development will consist of a 595 m² (6405 ft²) building to be utilized for metal welding and manufacturing, as well as power coating of finished material products. The OFDU is also proposed to support approximately 500 m² (5,382 ft²) of outdoor storage area. The site plan is provided in Figure 2.

ACCESS

Access to the site will be provided via the existing entrance from County Road 9. As the proposed land use is consistent with the current use in terms of vehicle types and expected traffic volumes, this access arrangement is considered appropriate.

PARKING

As per the Township's *Comprehensive Zoning-By law*¹, an industrial use is required to provide:

- 2 parking spaces plus 1 parking space per 45 m² of gross floor area (GFA) for the first 3,001 m²; and then
- 1 parking space per 100 m² for the remaining GFA.

¹ *Comprehensive Zoning By-law, 06-54*. Clearview Township. December 18, 2025.

Based on the site being an addition to the existing farm use, a parking rate of 1 space per 100 m² of GFA applies. Accordingly, 6 parking spaces are required and will be provided, as shown on the site plan.

ON-SITE CIRCULATION

To ensure that the current access design can accommodate the critical design vehicles (i.e. heavy trucks and fire trucks), a swept path assessment was conducted using AutoTURN. The detailed swept path assessment drawings are provided in Appendix A. As indicated, sufficient space is available to manoeuvre the design vehicles through the site.

SITE TRAFFIC

Existing vs Proposed

To assess the potential transportation impacts associated with the proposed OFDU, an assessment of the site generated traffic volumes was undertaken. The trip generation associated with the existing firewood processing facility has been compared to that of the proposed operation of the metal welding/manufacturing and powder coating facility. The assessment has considered the existing and proposed uses, gross floor areas and trip generation rates from the *ITE Trip Generation Manual, 12th Edition*².

It is noted that the current and future use both correspond to *specialty trade contractor* ITE land use (ITE code 180). The full land use description is provided in Appendix B.

The corresponding trip generation rates are presented in Table 1, whereas the resulting trip estimates for each site and the resulting net impact are summarized in Table 2.

Table 1: Trip Generation Rates

LAND-USE	VARIABLE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		In	Out	Total	In	Out	Total
specialty trade contractor (ITE 180)	1,000 ft ² GFA	1.23	0.43	1.66	0.62	1.31	1.93

² *ITE Trip Generation Manual, 12th Edition*. Institute of Transportation Engineers. August 2025.



Table 2: Trip Estimates – Existing vs Proposed

LAND-USE	VARIABLE		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			In	Out	Total	In	Out	Total
Existing	specialty trade contractor	6,405 ft ²	8	3	11	4	8	12
	Total	6,405 ft²	8	3	11	4	8	12
Proposed	specialty trade contractor	6,405 ft ²	8	3	11	4	8	12
	Total	6,405 ft²	8	3	11	4	8	12
Difference		0 ft²	0	0	0	0	0	0

As indicated, the proposed change in use will result in no net change in trips during the AM and PM peak hour.

TRANSPORTATION IMPACTS

The proposed change in use from firewood processing facility to metal welding/manufacturing and powder coating facility and the associated changes in service operations are not expected to have any appreciable impact on the volume of traffic that the site will generate. As such, the change in use will have no material impact on the operations of the adjacent road network.

SUMMARY

The findings of the review contained herein are summarized as follows:

- The proposed change in use will have no significant implications (no change) with respect to the volume of traffic that the site will generate, or the ability of the adjacent road system to accommodate such traffic.
- The site contains sufficient space to accommodate the manoeuvring needs of anticipated design vehicles.
- The proposed use will provide sufficient parking.

Should you have any questions or comments regarding the findings above, please do not hesitate to contact us.



Yours truly,
Tatham Engineering Limited



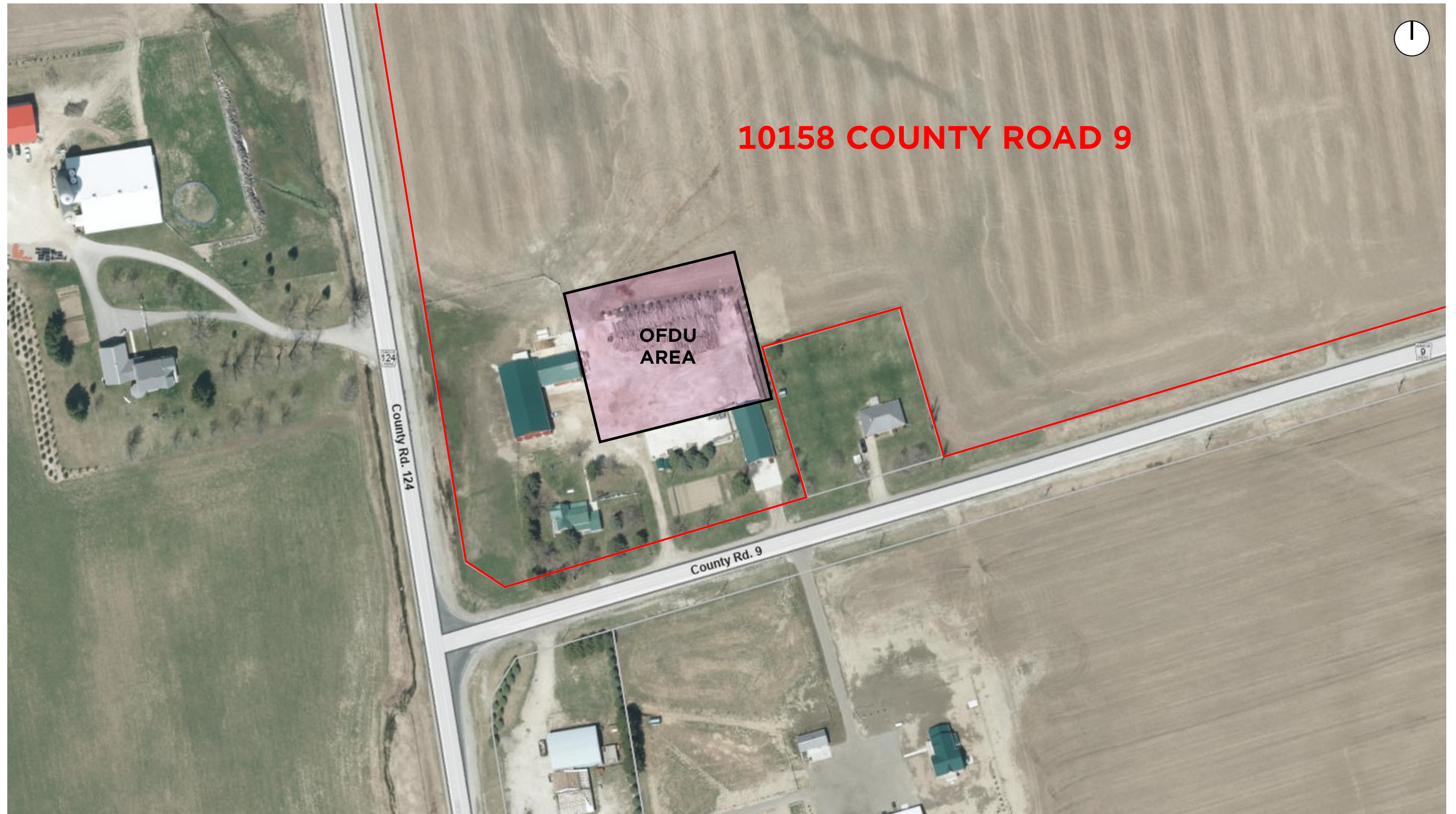
Matthew Buttrum B.Eng., EIT
Engineering Intern
MJB/DP: mjb



David Perks M.Sc., PTP
Transportation Planner, Group Leader

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10158 COUNTY ROAD 9 - TRAFFIC IMPACT BRIEF

Figure 1: Site Location



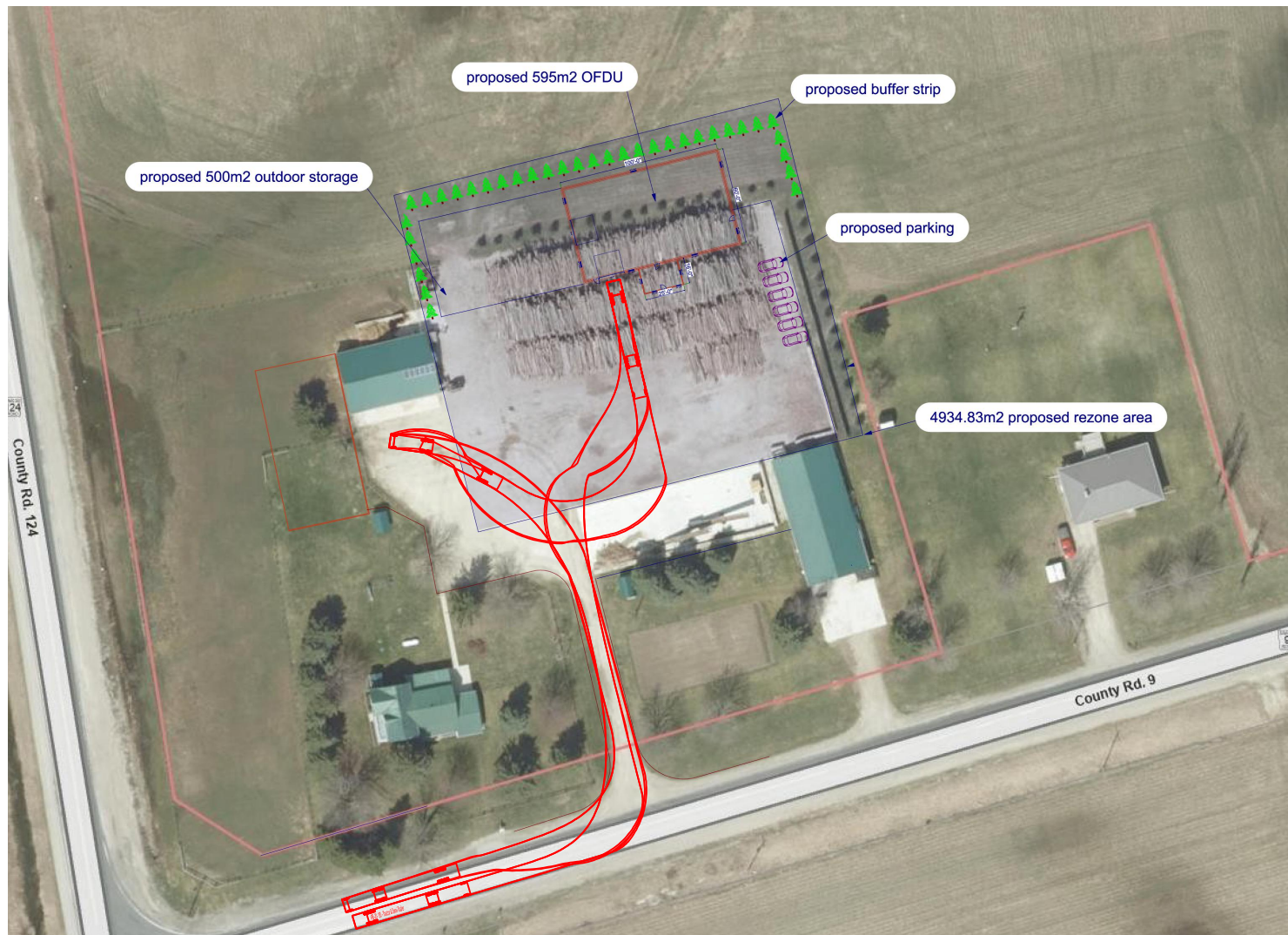


10158 COUNTY ROAD 9 - TRAFFIC IMPACT BRIEF

Figure 2: Site Plan



Appendix A: Vehicle Turning Assessment



PROJECT TITLE

#10158 COUNTY ROAD 9
TURNING TEMPLATE WB-20
CLEARVIEW

DRAWING

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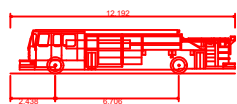
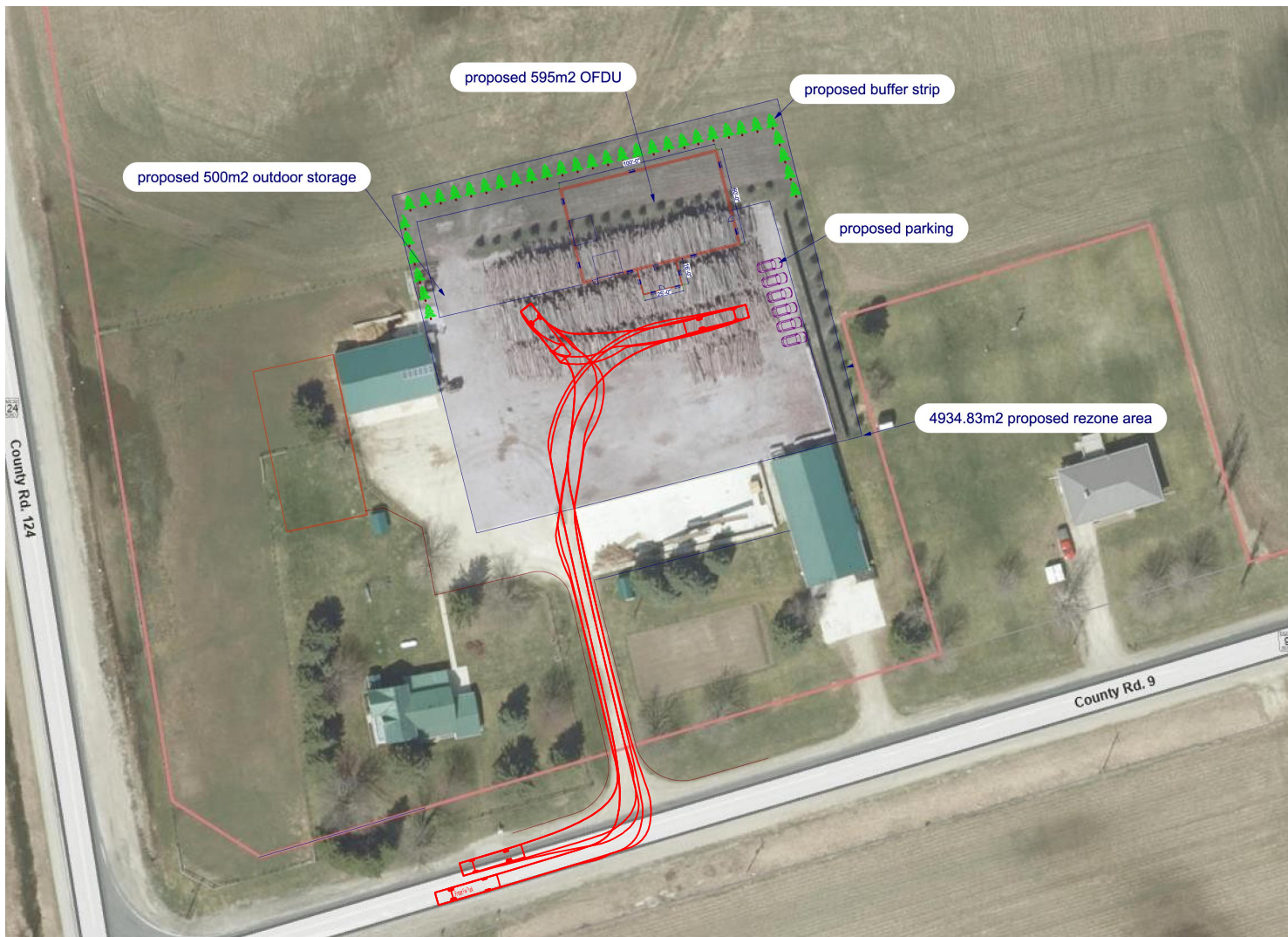
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WB-20-180 - Tractor & Semi-Trailer	
Overall Length	22.700m
Overall Width	2.600m
Overall Body Height	3.730m
Min Body Ground Clearance	0.435m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	14.300m

Drawing Path: I:\2026 Projects\426002 - 10158 County Road 9, Clearview\Documents\Reports\426002-Turning Template.dwg, Plotted: Jan 16, 2026



Pumper Fire Truck	
Overall Length	12.192m
Overall Width	2.438m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Look-to-lock time	5.00s
Max Wheel Angle	45.00°



PROJECT TITLE			DRAWING	
#10158 COUNTY ROAD 9 TURNING TEMPLATE FIRE TRUCK CLEARVIEW			2	
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Appendix B: ITE Land Use Definitions

Land Use: 150

Warehouse

Description

A warehouse is a large building primarily devoted to the storage of goods and materials but may also include office and maintenance areas. Stored goods can include raw materials, packing materials, parts, or other finished goods. A warehouse may provide long-term storage or serve as a distribution center for transferring goods between carriers (e.g., from long-haul carrier to a local delivery vehicle). A warehouse typically has loading docks to load and unload goods from trucks.

Additional Data

An additional resource which provides more information about warehouse types and definitions is available from NAIOP Research Foundation: Commercial Real Estate Terms and Definitions report from April 2024. <https://www.naiop.org/globalassets/research-and-publications/report/terms-and-definitions-/naiop-2024-terms-and-definitions.pdf>

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, Florida, Minnesota, New Jersey, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050, 1214, 1221, 1257, 1286

Land Use: 180

Specialty Trade Contractor

Description

A specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmithing, weed and pest control, and cleaning. Small office building (Land Use 712) is a related land use.

Additional Data

The sites were surveyed in the 2010s in Texas.

Source Numbers

886, 889, 890