

**Ministry of Transportation**

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**Ministère des Transports**

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May 19, 2021

Mr. Mike Evers, MCIP RPP  
Haldimand County Administration Building  
53 Thorburn St. S., Cayuga,  
Ontario N0A 1E0

**RE:** Amendment HCOP #57  
Haldimand County Official Plan

Dear Mr. Evers

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The Ministry of Transportation (MTO) has further considered County Official Plan Amendment #57, and while we are generally supportive of the amendment, there are certain lands within the proposed Caledonia Urban Area Growth Strategy that need to be reconciled prior to adoption. The lands are identified as Area 2 and Area 8 in the proposed by-law to amend the Haldimand County Official Plan and illustrated in Schedule A "Map 1 of 3" and Schedule A "Map 2 of 3".

#### MTO Highway Access Management

The Growth Strategy Report prepared by Matt Reniers and Associates (December 2020) does not provide the required technical background or acknowledgement of MTO's Highway Access Management Requirements for new access to the provincial highway system. There are three distinct provincial highway designations and two classification types that impact how access and land development can occur within the proposed Caledonia Growth Strategy Areas 2 and 8.

1. A Designation Plan of a Proposed Highway for the Highway 6 Caledonia By-Pass and Greens Road illustrated on MTO Plan P-5106-3 was designated a Controlled-Access Highway by Order-in-Council 9/77 effective March 9, 1977. This section of Highway 6 is considered a Class 2B Arterial in MTO's Highway Access Management Classification System.
2. A Designation Plan of a Highway extending north from the intersection of Highway 6/Haldimand Road 66 and Greens Road illustrated on MTO Plan P-2797-12 was designated a Controlled-Access Highway by Order-in-Council 3021/85 effective December 19, 1985. This section of Highway 6 is considered a Class 2B Arterial in MTO's Highway Access Management Classification System.
3. A Designation Plan of a Proposed Highway extending north from Greens Road (Highway 6 New) illustrated on MTO Plan P-5106-28 was designated a Controlled-Access Highway by Order-in-Council 2389/94 effective August 31, 1994. This section of Highway 6 is considered a Class 2A Principal Arterial in MTO's Highway Access Management Classification System.

Class 2B Arterial Highways are highways with extensive control of access connections. Access for development of land will only be permitted from existing public roads or via a new public road connection at an approved location. The desirable spacing for new Public Road or Commercial Entrances is 1600m from the nearest adjacent Public Road or Commercial Entrance. Consideration by MTO to reduce the spacing below 1600 m to any point down to and including the 800 m minimum will only be considered subject to the review and approval of a Traffic Impact Study. The Traffic Impact Study shall clearly indicate and support a reduction in spacing that will not affect the overall role, function, mobility and design characteristics of the highway corridor.

- The frontage on Highway 6 heading north between Greens Road and the north limit of Area 8 is approximately 600m. Introducing a new Public Road adjacent to the north limit of Area 8 would fall short of MTO's minimum requirement.
- The Area 2 frontage on Highway 6 (Greens Road) is approximately 1050m. Introducing a mid-block Public Road along this section of Highway 6 would fall short of MTO's minimum requirements.

Class 2A Principal Arterial Highways are fully controlled-access with access provided via public road connections only at approved locations for future grade-separated interchanges. A future grade separated interchange is proposed at the Highway 6 By-Pass and Highway 6 (Greens Road) intersection (See Exhibit 'A' – Highway 6 New Predesign Report – Plan (Ultimate)). To preserve the intended role and function of an interchange, MTO has identified the Functional Interchange Area as the section of highway or crossing road that extends both upstream and downstream from the physical freeway ramp terminal area. Adequate spacing, design and location of access connections along a public road either upstream or downstream of freeway ramps avoids traffic queues onto the mainline and preserves safe and efficient traffic operation in the vicinity of the ramp terminals and the intersecting public road.

- There will be no direct access to Area 2 or Area 8 from Highway 6 New.
- The Area 2 frontage on Highway 6 (Greens Road) is subject to MTO's Functional Interchange Area. Introducing a new mid-block Public Road along this section of Highway 6 would fall short of MTO's offset spacing criteria.

### Provincial Policy Statement

The Highway 6 New corridor is not illustrated on the proposed growth areas (Area 2 and Area 8) and the background reports have not provided justification or recommendations for access into the growth areas given MTO's Highway Access Management requirements. Without the supporting documentation and MTO's approval it would appear Area 2 and Area 8 would be inconsistent with several Provincial Policy Statements including:

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs; and

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The Ministry exercises its permit authority under The Public Transportation and Highway Improvement Act R.S.O. 1990, c.P.50 (PTHIA). The Highway Corridor Management Manual (HCMM) contains policies, guidelines, best practices and specifications for managing building and land use, encroachments, access and signs within MTO's controlled area under the (PTHIA). Chapter 5 of the HCMM is specific to Highway Access Management the purpose of which is to protect provincial highway corridors for future expansion needs, preserve and improve highway safety and operations, and improve the movement of people and goods in Ontario. The following link will direct you to MTO's Highway Corridor Management Manual.

<https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAIY&record=af9e17eb-ffc0-4143-b739-69af5835eb68>

We look forward to discussing MTO's access management requirements with you further, in the hopes of that we may find a mutually viable access arrangement for Areas 2 and 8.

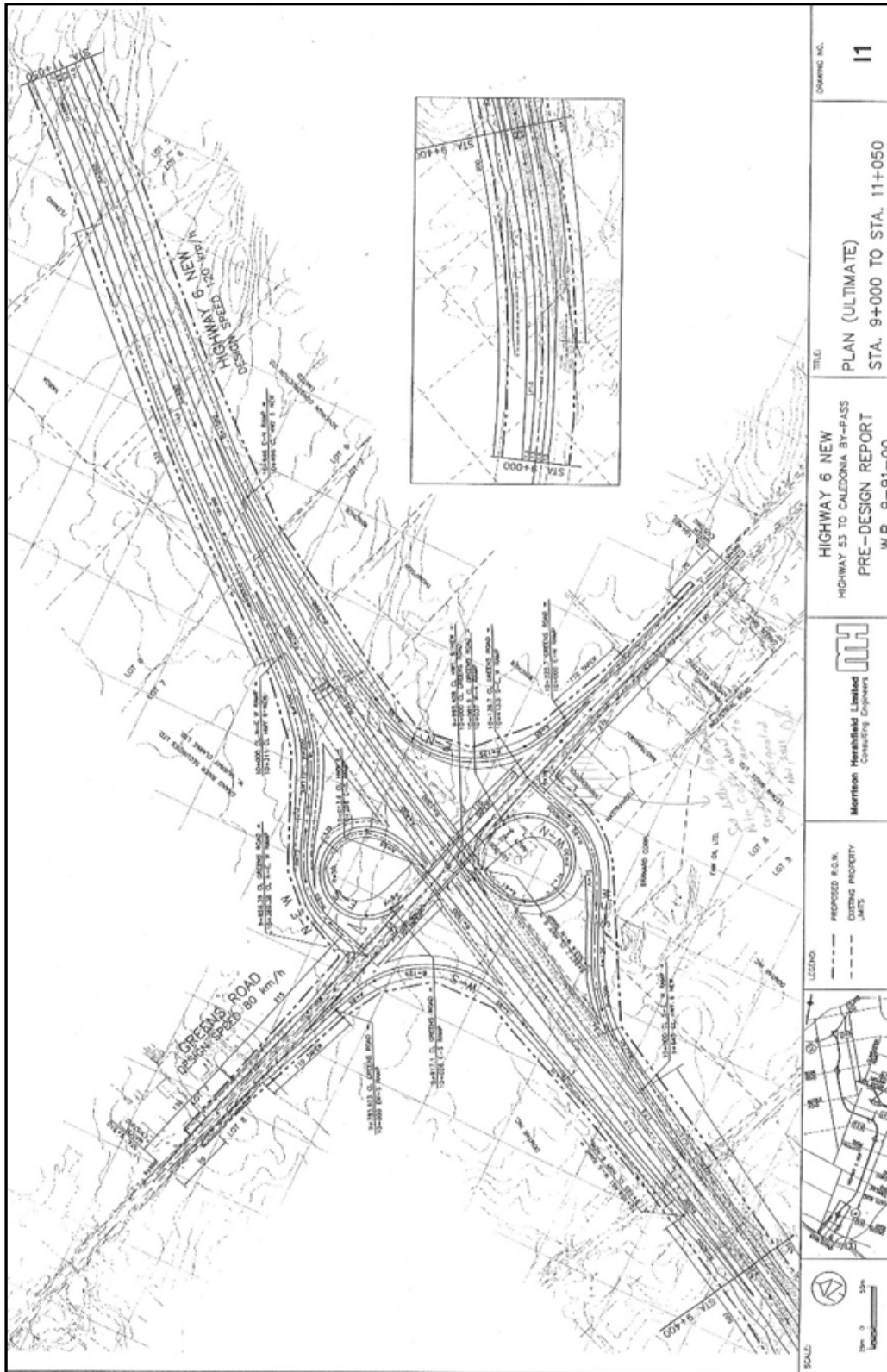
Yours truly,



John Morrissey  
Senior Project Manager (A)  
Ministry of Transportation  
West Operations

c: Jodie Lucente, Senior Project Manager – Corridor Management Section  
Angela Botsford, Project Engineer – Project Delivery Section  
David Stubbs – Planner, Ministry of Municipal Affairs and Housing  
Shannon VanDalen, MCIP, RPP, Manager of Planning – Haldimand County

# Exhibit 'A' – Highway 6 New Predesign Report – Plan (Ultimate)



SHAWING INC.

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TITLE:  
 PLAN (ULTIMATE)  
 STA. 9+000 TO STA. 11+050

HIGHWAY 6 NEW  
 HIGHWAY 53 TO CALEDONIA BY-PASS  
 PRE-DESIGN REPORT  
 W.P. 9-91-00



Morrison Herdfield Limited  
 Consulting Engineers

PROPOSED R.O.W.  
 EXISTING PROPERTY  
 JUNCT.

