

The Ministry of Transportation (MTO) has completed its review of the above-noted Official Plan Amendment and Zoning By-law Amendment. The amendments were considered in accordance with the requirements of our highway access control policies and the Public Transportation and Highway Improvement Act.

MTO do not object to the Official Plan and Zoning By-law Amendments. The applicant should be made aware however that MTO permits are required prior to any construction or grading taking place on the subject lands. The following outlines MTO's conditions of permit:

- As a condition of MTO permits, the owner shall submit a site plan, site-servicing plan, grading plan, and drainage plan for the proposed development to MTO for review and approval.
- To ensure that stormwater runoff from this property does not affect our highway drainage system or right-of-way, we require the owner to submit a stormwater management report along with grading/drainage plans for the proposed development for review and approval. Your drainage engineer should take into account the following:
 - The owner's consultant should refer to MTO's Stormwater Management Guidelines for Development:
<http://www.mto.gov.on.ca/english/publications/drainage/stormwater/index.shtml>
 - MTO IDF Curves are to be utilized: http://www.mto.gov.on.ca/IDF_Curves/terms.shtml
- Parking areas of sufficient size to accommodate the number of vehicles expected to visit the proposed development must be provided and maintained.
- All new buildings and structures integral to the development (including stormwater management facilities, parking areas, and internal roads) must be set back a minimum of 14m from the Highway right-of-way limit.
- Direct access onto Highway 6 will not be permitted. All access to both the severed and retained parcels must be via the existing municipal road.
- We require the owner to submit to the MTO for review and approval, a copy of a Traffic Impact Study indicating the anticipated traffic volumes and their impact upon the intersection of Highway 6 and Haldimand Road 66.

Traffic Impact Study

MTO have completed a review of the Traffic Impact Study prepared Salvini Consulting – Transportation Engineering and Planning (dated February 2018). Consideration was also given to a Traffic Impact Study prepared by MMM Group Limited – Transportation Impact Study McClung Community (dated October 2013).

- The report only assessed traffic exiting the church. Our review indicates that the critical movement is the SB left so we suggest assessing the traffic travelling towards the church.
- Based on 2030 Background traffic on Sunday morning:
 - SB left turn volume would be 296 vph (consider dual lefts). Expected queue = 120 m (exceeds existing storage + parallel)

- EB left turn volume would be 413 vph (consider dual lefts). Expected queue = 160 m (leaves 20 m of parallel)
- Based on 2030 Total Traffic on Sunday:
 - WB right turn volume is 184 vph (consider right turn lane at 200 vph)
- Synchro files:
 - Overwrite of Synchro settings such as the link distance is not acceptable.
 - Entrances to the church do not reflect existing/future conditions.

Even with the above-noted modifications, it is anticipated that the end conclusions in the report will generally remain the same. Based on our review, MTO recommend the following actions:

1. The existing church entrance be converted to a right-in and right-out only access.
2. The proposed entrance can accommodate full movements.
3. The County of Haldimand should consider a 5.0m wide road widening along the north limit of Haldimand Road 66 between Highway 6 and #21 Haldimand Road 66.