

Documents Reviewed

- Preliminary Site Plan – Prepared by: GM Blue Plan Engineering, dated: April, 2023
- Summary Statement – Proposed Class ‘A’ Aggregate Pit, Watson Pit, Teeswater Concrete Ltd. – Prepared by: GM Blue Plan Engineering (M.D. Nelson), dated: April 19, 2024
- Engineering Drawings (Drawings No. 1-5) – Prepared by: GM Blue Plan Engineering, Stamped by: M.D. Nelson, dated: May 17, 2024

The Ministry of Transportation (MTO) have completed a review of the proposal for a Class “A” Pit Above Water on the subject property. The proposal has been considered in accordance with the requirements of *the Public Transportation and Highway Improvement Act*, MTO’s Highway Access Management Policy and all related policies.

The subject property is located adjacent to Highway 6, is within MTO’s Permit Control Area (PCA), and as such, MTO permits are required before any demolition, grading, construction or alteration to the site commences.

Highway 6 at this location is classified as a 2B Arterial in MTO’s Access Management Classification System. As such, all requirements, guidelines and best practices in accordance with this classification shall apply.

MTO are supportive of the proposal and can offer the following comments at this time:

Access & Traffic Impact Review

It is MTO’s understanding that the proposed primary access for the subject applications to the northern portion of the site is from Grey Road 9. In accordance with MTO’s Access Management Policy, and as per the above referenced Traffic Impact Study, the entrance is proposed to be located 400m west of the intersection of Highway 6 & Grey Road 9. MTO are in agreement and support the proposed access location.

Currently, there are three existing accesses from Highway 6 to the subject site. The following two accesses will be removed:

- Access approximately 365m south of Grey Road 9 - existing access along with structures utilizing this access will be removed.
- Access approximately 510m south of Grey Road 9 –existing access along with structures utilizing this access will be removed.

The proposed remaining access to Highway 6, approximately 910m south of Grey Road 9. MTO are supportive of the proposal to continue utilizing the access for aggregate extraction operations on the existing licenced area on the western portion of the site. However, once the life cycle of the current licensed aggregate extraction operation is complete, MTO will only permit the access to be used exclusively for office

employees. This access will not be permitted to be used for aggregate haulage, equipment hauling or access to the proposed pit extraction areas.

MTO will require a draft site plan agreement for review and acceptance that includes a condition regarding a locked gate prohibiting access from the remaining Highway 6 entrance to the proposed pit extraction area.

Suggested wording for the Site Plan Agreement: "The Owner hereby agrees to assume responsibility for the installation of a locked gate to prohibit access from the Highway 6 entrance to the pit extraction area within the proposed licensed boundary. Locked gate to be installed in accordance with drawings xx, to the satisfaction of, and at no cost to, the Municipality and MTO. Failure to complete the installation and to control access, may result in remedial action being taken by the Municipality at its discretion, or at the request of MTO, with any costs associated with same invoiced back to the Owner."

Building and Land Use

The Proponent shall submit an acceptable Site Plan, Grading Plan, Drainage Plan and Site Servicing Plan for MTO review and approval. These plans shall clearly identify all structures/works and parking (existing and proposed).

MTO requires all buildings, structures and features integral to the site to be located a minimum of 14 metres from the highway property limit, inclusive of landscaping features, fire-lanes, parking and storm water management facilities.

A 3m high berm around the perimeter of the property is proposed. Based on our review of the above referenced documents including cross-sections, MTO are supportive of the proposed berm.

Storm Water Management

The grading/drainage plans shall identify any storm drain infrastructure including - outlets, swales, tiles, direction of flow, etc. A Storm Water Management Report may be required for MTO review and approval.

The applicant should be directed to MTO's Stormwater Management Requirements for Land Development Proposals using the following link:

[Stormwater Management Planning and Design Manual | Ontario.ca](#)

Signs

Any/all signage visible from Highway 6, including temporary development signs, must conform to MTO policies and guidelines, and will require a valid MTO Sign Permit before installation.

Encroachments

Any encroachments and works identified within the Highway 6 property limits are subject to MTO conditions, approval and permits, prior to construction. All provincial highway property encroachments are strictly regulated and must meet all conditions set out by MTO.

An MTO Encroachment Permit will be required for any required entrance removals within the Highway 6 property limits.

General Comments

MTO looks forward to the advancement of this development, and we anticipate receiving additional details for review and comment as the project progresses.

Please feel free to contact me directly should you have any questions or concerns.

Kind Regards,

Jessica Pegelo

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Please note, the Ministry of Transportation no longer accepts Land Development review requests through its email system. All Land Development Review requests to the Ministry must be submitted to the Ministry of Transportation through the Highway Corridor Management System online portal at:
<https://www.hcms.mto.gov.on.ca/>

The Land Development Review module is designed to better serve stakeholders through streamlining all land development planning approvals by the Ministry.