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14 September 2026

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Ministry of Transportation (Central Operations)

Re: Highway 58 Access Transportation Brief
434 and 484 Barrick Road
Port Colborne, ON

1. INTRODUCTION

GHD Limited has prepared this supplemental transportation brief in response to Comment f.1 provided by the Ministry of Transportation as part of its July 29, 2026 Return of Comments Package for the proposed development at 434 and 484 Barrick Road in the City of Port Colborne.

A Traffic Impact Study was prepared by GHD in May 2026 in support of the Official Plan Amendment and Zoning By-law Amendment applications. MTO indicated that it is supportive of the proposed zoning in principle but requested additional information regarding the proposed full-moves access to Highway 58. In particular, MTO requested further assessment of the following:

- the position of the access relative to the adjacent intersections at Barrick Road and Northland Avenue;
- compliance with applicable MTO access-management principles;
- the proximity of the access to adjacent intersections;
- potential implications for future corridor protection;
- interaction with possible future intersection improvements and turning-lane requirements;
- the appropriateness of the proposed access location; and
- the interaction between existing and proposed turning movements within the two-way left-turn lane; and cumulative operational and safety implications associated with introducing another full-moves access along this portion of Highway 58.

This transportation brief provides the requested additional assessment and should be read together with the May 2026 Traffic Impact Study.

2. SUBJECT SITE AND PROPOSED DEVELOPMENT

The subject lands are municipally known as 434 and 484 Barrick Road in the City of Port Colborne. The site is located on the east side of Highway 58 and south of Barrick Road, with Northland Avenue situated farther south along Highway 58. The site therefore has frontage on both Barrick Road and Highway 58.

The proposed development consists of six 6-storey residential buildings containing a total of 372 dwelling units. The current site plan maintains two full-moves vehicular accesses:

- one access to Barrick Road; and
- one access to Highway 58.

The internal roadway system would connect the two accesses and distribute traffic between Barrick Road and Highway 58.

Figure 1 illustrates the location of the subject site in relation to Highway 58, Barrick Road, Northland Avenue, and the surrounding road network.



Figure 1 Site Location

Figure 2 illustrates the proposed development concept and the location of the two full-moves accesses.

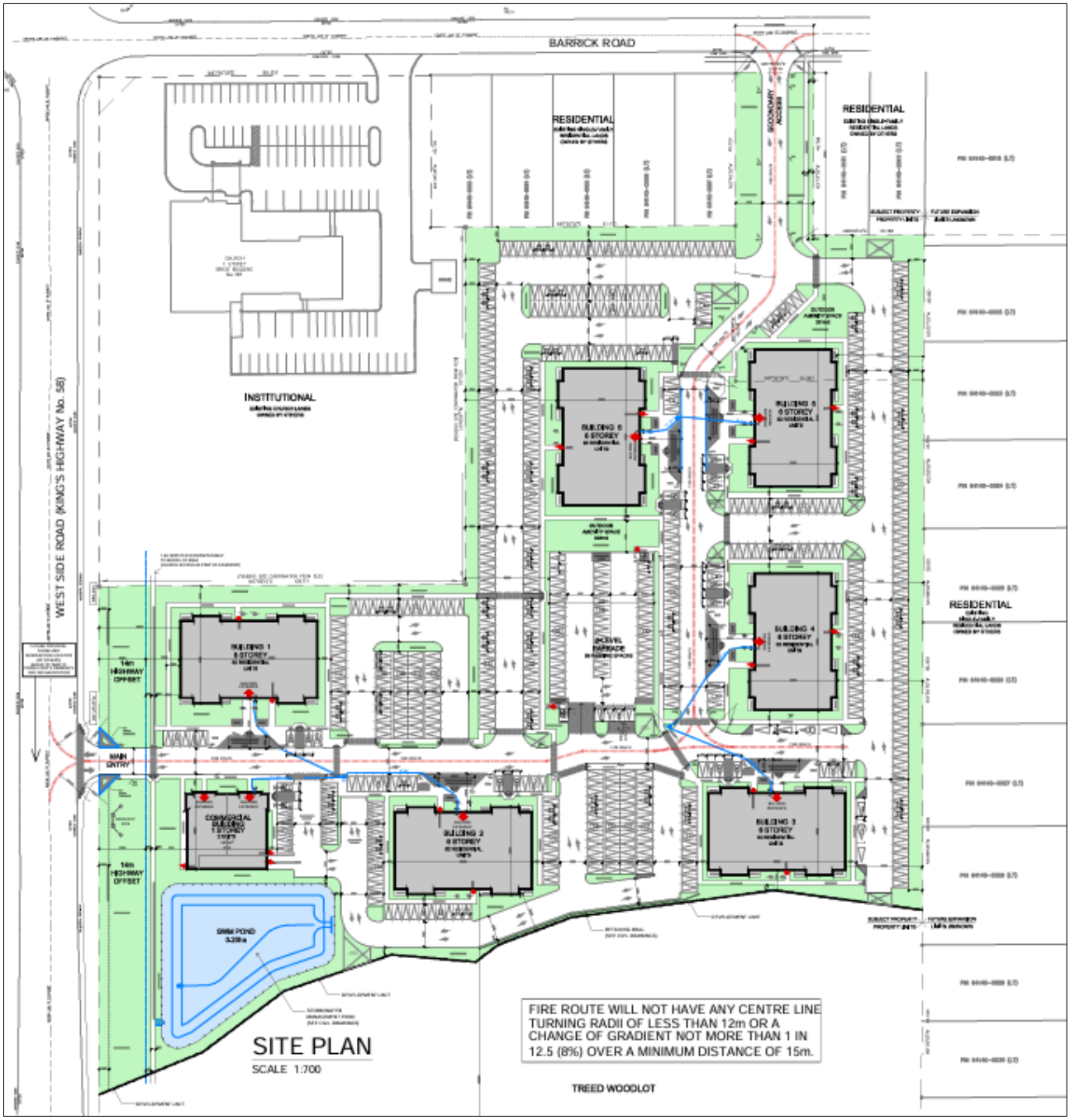


Figure 2 Existing Site Plan with Existing Building Footprint

3. EXISTING HIGHWAY 58 CORRIDOR CONTEXT

Road classification and operating context

Along the frontage of the subject site, Highway 58 operates as an arterial highway under MTO jurisdiction. For the purpose of the access-management review, this portion of Highway 58 has been assessed as a Class 2B arterial highway. The posted speed limit along the site frontage is 70 km/h.

The existing cross-section includes a two-way left-turn lane within the centre of the roadway. The two-way left-turn lane currently accommodates left-turn movements associated with intersecting streets and existing private accesses along the corridor. The proposed Highway 58 access would also use the centre lane to accommodate southbound left-turn ingress.

4. EXISTING INTERSECTION AND ACCESS PATTERN

This portion of Highway 58 does not operate as an isolated or controlled-access section of highway. The existing corridor contains municipal street intersections and private accesses at varying intervals. The spacing information currently available includes the following:

- Windsor Terrace to Barrick Road: approximately 295 metres;
- Barrick Road to Northland Avenue: approximately 430 to 445 metres, depending on the specific measurement points used;
- Northland Avenue to the adjacent private commercial access: approximately 90 metres;
- private commercial access to the north leg of Coronation Drive: approximately 225 metres;
- north leg to south leg of Coronation Drive: approximately 160 metres;
- Omer Avenue to Paul Street: approximately 190 metres;
- north leg to south leg of Merritt Parkway: approximately 115 metres; and
- south leg of Merritt Parkway to Main Street West: approximately 115 metres.

The observed corridor pattern does not, by itself, establish that an additional access is acceptable. It does, however, provide relevant context for determining whether the proposed access would introduce an entirely new access condition or whether it can be appropriately integrated into the existing urban arterial environment.

5. ACCESS LOCATION AND SPACING

5.1 Location of the proposed access

The Highway 58 access is proposed between Barrick Road to the north and Northland Avenue to the south. Based on the currently available plan measurements, the proposed access would be located:

- approximately 185 metres south of Barrick Road; and
- approximately 200 metres north of Northland Avenue.

5.2 Functional intersection area

Section 4.6.5 of the MTO Highway Corridor Management Manual addresses the separation of access connections from intersections and interchanges. The access review completed for the subject site applies an upstream and downstream desirable offset of 160 metres for a Class 2B arterial highway with a posted speed of 70 km/h.

The proposed Highway 58 access is approximately 185 metres from Barrick Road and approximately 200 metres from Northland Avenue. On this basis, the proposed access exceeds the identified 160-metre desirable offset from both adjacent intersections and would be located outside their respective functional intersection areas.

Figure 3 illustrates the relationship of the proposed access to Barrick Road and Northland Avenue and the applicable functional-area limits.

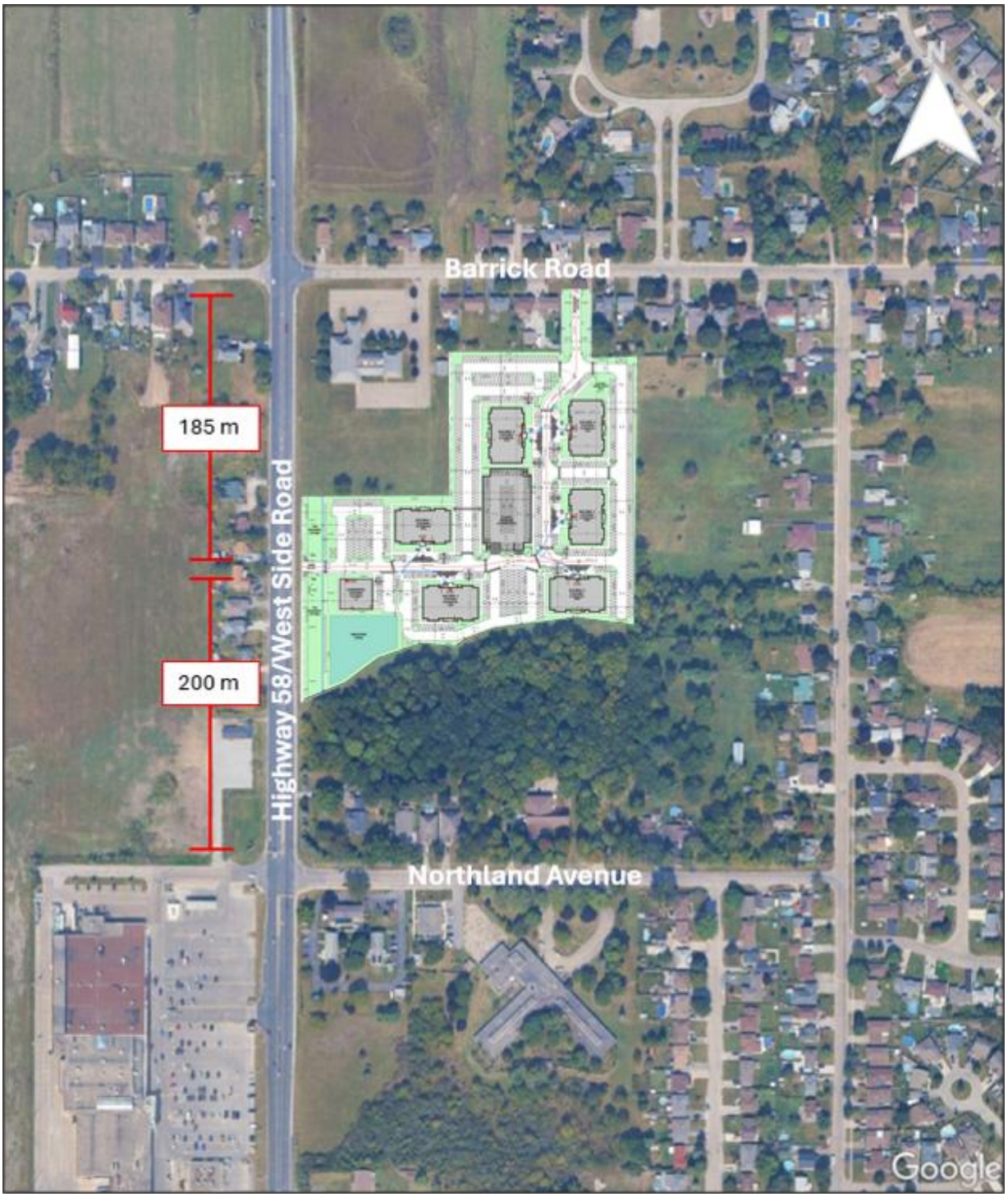


Figure 3 Functional Intersection Area Assessment

The functional-area assessment is important because it confirms that the proposed access would not be located within the area immediately required for driver perception, decision-making, deceleration, vehicle storage, or manoeuvring at either adjacent intersection.

6. MTO ACCESS-MANAGEMENT ASSESSMENT

6.1 Minimum access spacing

Table 4.6.1 and associated figures of the Highway Corridor Management Manual identify an 800-metre minimum separation criterion applicable to private access connections along a Class 2B arterial highway. The proposed Highway 58 access does not meet an 800-metre separation from the adjacent intersections.

This non-conformance is acknowledged. The request for the Highway 58 access is not based on full compliance with every access-spacing criterion. Rather, the access is being presented for MTO consideration based on the following site-specific factors:

- the access would be outside the functional intersection areas of both Barrick Road and Northland Avenue;
- the access would exceed the identified 160-metre desirable functional offset from both intersections;
- the proposed access location provides approximately 185 metres to Barrick Road and approximately 200 metres to Northland Avenue;
- the access can be positioned without overlapping the storage requirements for the potential Barrick Road improvements;
- the available distance between the relevant storage areas is sufficient to accommodate the largest preliminary taper assessed;
- the site has frontage on Highway 58 and Barrick Road; and
- the Highway 58 connection would distribute site traffic between two external access points rather than directing all site-generated traffic through one connection to Barrick Road.

While these factors do not eliminate the minimum-spacing non-conformance, they provide a site-specific justification for the proposed access arrangement that appropriately serves the development, distributes traffic between Barrick Road and Highway 58, supports emergency access and alternate routing opportunities, and maximizes separation from adjacent intersections while preserving the functional operation of Barrick Road, Northland Avenue, the existing two-way left-turn lane, and Highway 58 as an arterial corridor.

6.2 Access density

The number of private access connections permitted per kilometre is provided in Section 4.6.3 and identifies the number of private access connections permitted for each side of a highway per kilometre. The number of accesses permitted per side of the road is determined by measuring the distance between existing intersections from centreline to centreline and multiplied by the factor provided in Table 4.6.2. For a 2B Arterial Road, 4 accesses per kilometre per side of the road are permitted.

Along Highway 58, approximately 445 metres separate the centrelines of Barrick Road and Northland Avenue. Based on the Highway Corridor Management Manual access density factor of 4 accesses per kilometre per side of roadway, one private access would be permitted on each side of Highway 58 within this segment. An existing private access is already located on the east side of Highway 58 between Barrick Road and Northland Avenue, resulting in no additional accesses being permitted on the east side of the corridor under the access density calculation.

This access-density non-conformance is acknowledged. However, it is also important to recognize that the existing east-side access serves a single residential property and generates only a small number of daily vehicle movements. The proposed development access would serve as a consolidated Highway 58 access for the entire development and has been intentionally located to maximize separation from adjacent intersections and existing accesses. Accordingly, the access-density calculation should be considered together with the functional intersection area assessment, traffic operations, queueing analysis, future corridor protection requirements, and the specific characteristics of the existing access pattern along this section of Highway 58.

Figure 4 illustrates the existing segment length, relevant access locations, and calculated access-density condition.

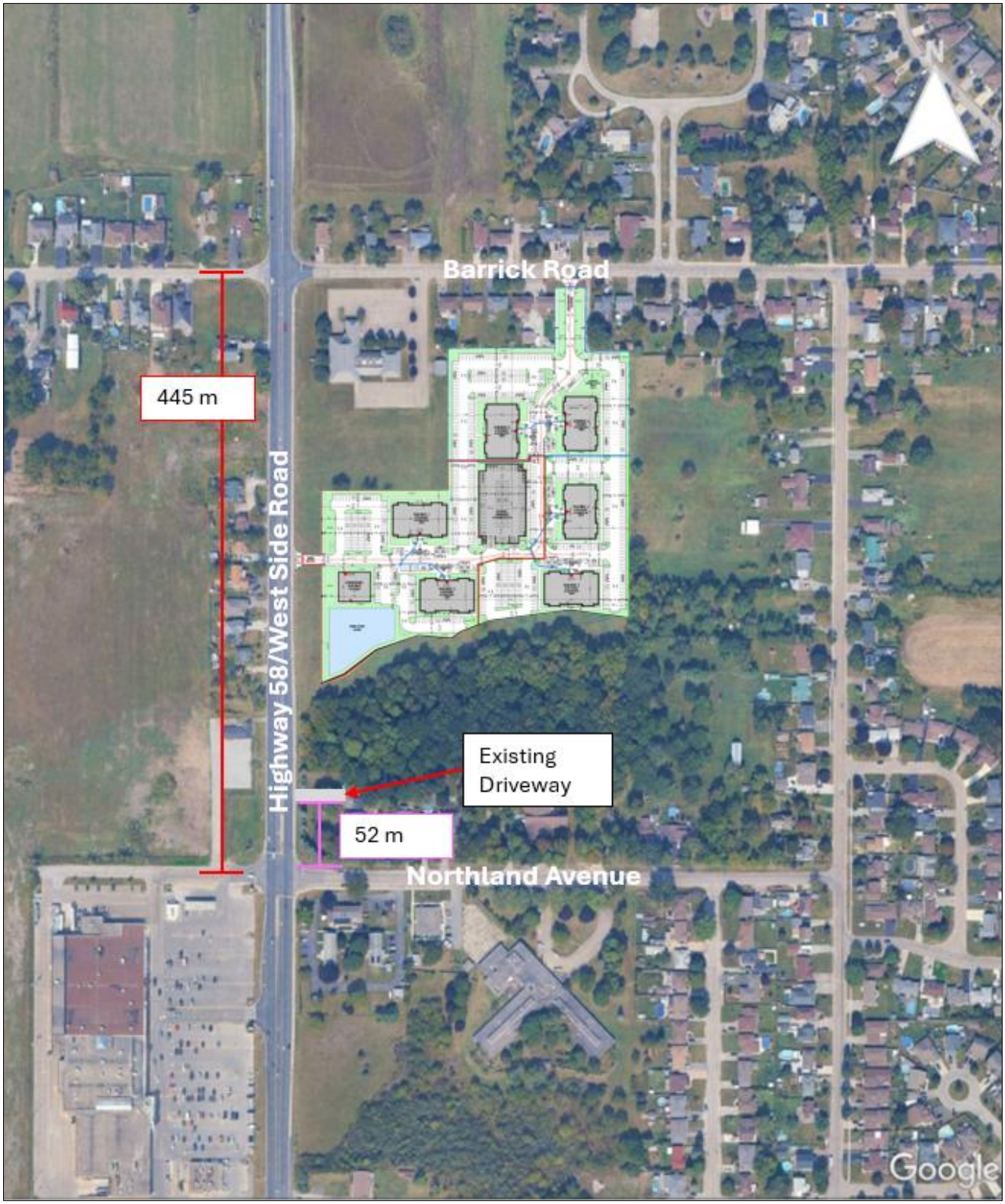


Figure 4 Access Density Thresholds

The access-density calculation should not be treated as the sole test of acceptability. It should be considered together with the functional-intersection-area assessment, turn-lane requirements, available sight distance, traffic operations and expected interaction between turning movements.

Despite exceeding the total access density threshold by introducing a new access onto Highway 58, the addition of a second access between the two intersections does not materially alter the existing corridor access pattern. For example, a total of 9 accesses are currently provided on the west side of the road, exceeding the same threshold as the east side of the road. This corridor pattern continues to the south of

the study area, where multiple accesses are provided along road segments shorter than the segment of Highway 58 from Barrick Road to Northland Road.

7. ACCESS CONSOLIDATION AND NEED FOR TWO ACCESS POINTS

The subject site has frontage on both Barrick Road and Highway 58. However, the available frontage along Barrick Road is limited to a relatively narrow portion of the site located along the northeastern corner of the development, whereas a substantially longer frontage exists along Highway 58. The proposed development has therefore been designed with one consolidated access to Barrick Road and one consolidated access to Highway 58, rather than multiple accesses to either roadway. This approach represents the minimum number of access connections necessary to provide reasonable access to a development of this scale.

The proposed development consists of 372 residential dwelling units within six apartment buildings distributed across a large site. If access to Highway 58 were not permitted, all vehicular traffic associated with the development, including resident traffic, visitor traffic, service vehicles, moving trucks, delivery vehicles, waste collection vehicles, and emergency response vehicles, would be required to enter and exit the site through the single Barrick Road access.

Given the limited frontage available along Barrick Road, the resulting access would effectively function as the sole point of ingress and egress for the entire development. From a transportation planning and site access perspective, reliance on a single access connection for a development of this size is undesirable as it concentrates all site traffic at one location and reduces overall network resiliency.

The provision of a second access connection to Highway 58 provides several operational and safety benefits.

7.1 Traffic Distribution

The Highway 58 access would distribute site-generated traffic between two external connections and reduce the concentration of turning movements at the Barrick Road access. This dispersal of traffic improves internal circulation, reduces queuing at a single access location, and provides residents with direct access to the surrounding road network from multiple directions.

7.2 Network Redundancy and Alternate Routing

The proposed Highway 58 access provides an alternate route into and out of the development should the Barrick Road access become temporarily blocked or restricted due to a collision, roadway maintenance activity, utility work, emergency response activity, winter maintenance operations, or any other unforeseen event. In the absence of a Highway 58 access, any obstruction of the Barrick Road connection would effectively isolate the entire development from the public road network.

7.3 Emergency Access and Public Safety

The presence of two independent access points generally provides greater operational flexibility for emergency response agencies. Multiple access opportunities facilitate emergency vehicle ingress and egress, reduce the potential for delays associated with congestion at a single access point, and provides alternative routing opportunities during emergency situations.

From a public safety perspective, developments with multiple access opportunities are desirable during events requiring emergency access, evacuation, or temporary road closures. In contrast, a single-access development is more vulnerable to disruption should that single access become unavailable.

7.4 Compatibility with Site Configuration

The proposed access arrangement also reflects the physical characteristics of the property. The development site possesses substantial frontage along Highway 58 and only limited frontage along Barrick Road. The proposed access strategy makes appropriate use of both available frontages while limiting each roadway to a single consolidated access connection. The proposed accesses therefore represent a balanced approach that minimizes the number of access points while still providing a functional and resilient transportation network for the development.

7.5 Consistency with Access Management Objectives

Although the proposed Highway 58 access does not satisfy all numerical access management criteria within the Highway Corridor Management Manual, the proposed configuration remains consistent with the broader objectives of access management by limiting the site to one access connection per frontage, maximizing separation from adjacent intersections, avoiding the functional intersection areas of Barrick Road and Northland Avenue, and providing a consolidated access arrangement rather than multiple driveway connections along the corridor.

Accordingly, the proposed Barrick Road and Highway 58 accesses function together as an integrated access system for the development. Removal of the Highway 58 access would result in the entire 372-unit development being dependent upon a single Barrick Road connection, reducing network redundancy, limiting operational flexibility, concentrating all site traffic at one location, and creating a less beneficial access arrangement for residents, visitors, service vehicles, and emergency responders.

The proposed two-access configuration is therefore considered the most appropriate access strategy for the subject lands, balancing the principles of access management with the operational, safety, and emergency access needs of the proposed development.

8. FUTURE CORRIDOR PROTECTION

8.1 Protection of the Highway 58 right-of-way

The proposed site plan has been developed to maintain the required 14-metre MTO building setback from the Highway 58 right-of-way along the full length of the site's Highway 58 frontage. This setback preserves a substantial area between the proposed development and Highway 58 and provides flexibility for any future corridor improvements that may be required by the Ministry.

As illustrated on the site plan, no buildings or permanent structures are proposed within the 14-metre setback area, thereby ensuring that the proposed development does not constrain future highway widening, intersection improvements, turning lane modifications, or other transportation infrastructure improvements that may be identified by MTO in the future.

Accordingly, the proposed Highway 58 access and overall site layout do not preclude or adversely impact MTO's ability to undertake future improvements within the Highway 58 corridor.

9. INTERACTIION WITH POTENTIAL FUTURE IMPROVEMENTS AT HIGHWAY 58 AND BARRICK ROAD

The May 2026 Traffic Impact Study reviewed signal warrants for Highway 58 and Barrick Road. The assessment identified that signalization may be warranted under Case 2 of Justification 7 in OTM Book 12, and signalization was recommended in response to future capacity constraints identified at the intersection.

The potential signalization of Barrick Road has therefore been incorporated into the access-spacing and turning-lane review. The proposed Highway 58 access has not been assessed only against the existing unsignalized condition.

9.1 Northbound left-turn storage at Barrick Road

The MTO queuing-protocol assessment completed for Highway 58 and Barrick Road identified a recommended northbound left-turn storage length of up to 22.5 metres in the ultimate horizon. For the purpose of the geometric review, the storage length was conservatively rounded to 25 metres.

If Highway 58 and Barrick Road is signalized, the existing two-way left-turn lane approaching Barrick Road may be converted or modified to form a dedicated northbound left-turn lane. The detailed design and transition from the two-way left-turn lane would remain subject to MTO review.

9.2 Southbound left-turn storage at the site access

At the proposed Highway 58 access, the current concept would retain the two-way left-turn lane and use that lane to accommodate southbound left-turn ingress. The operational assessment identifies a 95th-percentile southbound left-turn queue of approximately 5 metres during both peak hours in the ultimate horizon.

9.3 Taper assessment

Chapter 9 of the Transportation Association of Canada geometric design guidance was used in the available assessment to examine a conservative taper requirement. Based on a 90 km/h design speed, representing the 70 km/h posted speed plus 20 km/h, and a 3.0-metre-wide lane, the assessed taper range is approximately:

- 81 metres based on a 27:1 ratio; to
- 162 metres based on a 54:1 ratio.

The geometric review identifies approximately 173 metres between the preliminary storage areas for the northbound left turn at Barrick Road and the southbound left turn at the proposed site access. This exceeds the longest 162-metre preliminary taper considered in the assessment.

Figure 5 illustrates the preliminary storage and taper components between Barrick Road and the proposed access.

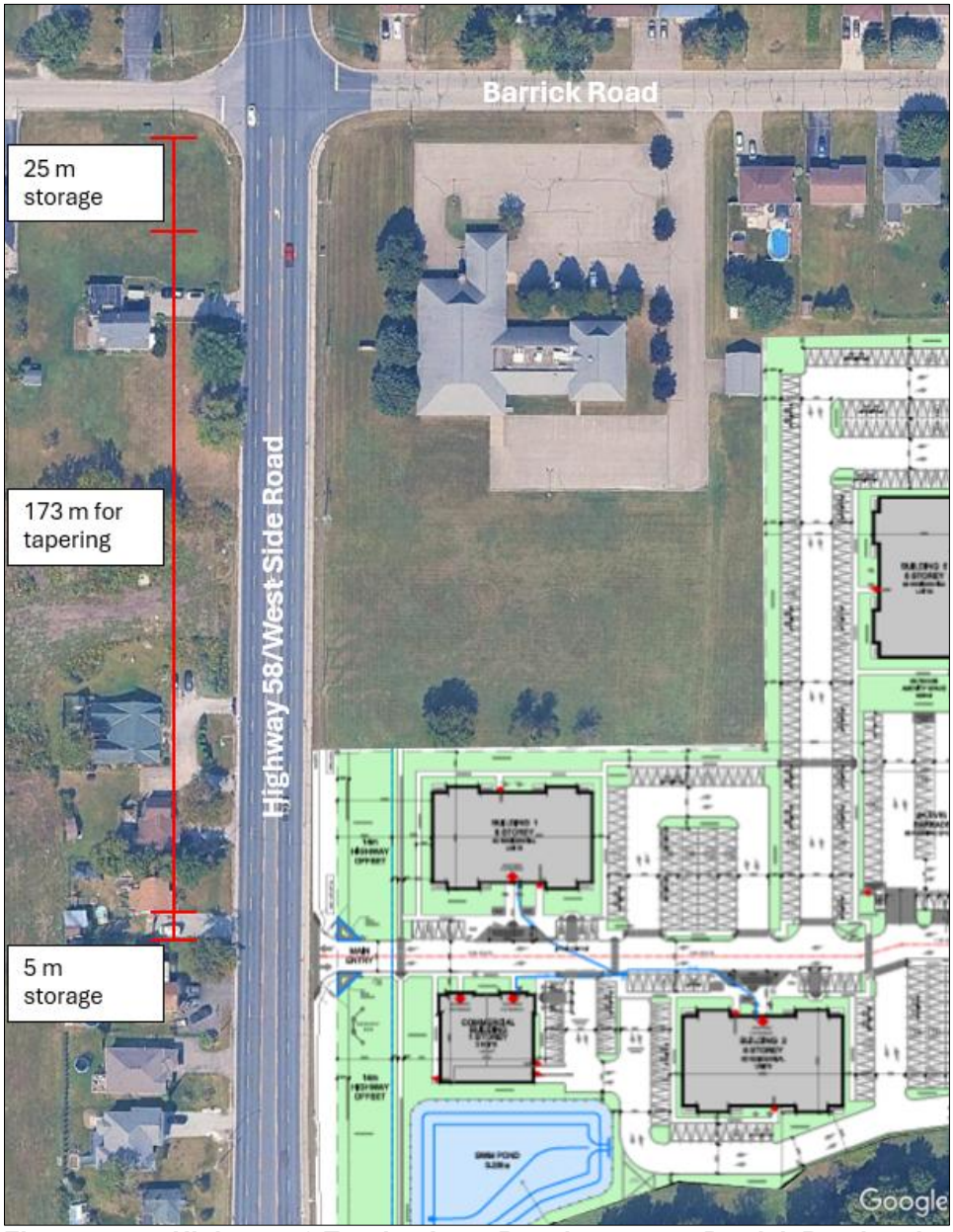


Figure 5 Highway 58 Turning Lane Requirements – Barrick Road to the Proposed Site Access

This assessment demonstrates that the proposed access does not physically preclude the preliminary turn-lane arrangement assessed for Barrick Road. The final design must nevertheless be confirmed through a detailed geometric plan accepted by MTO.

10. CORRIDOR FUNCTION

The proposed Highway 58 access has been evaluated in the context of Highway 58's function as an arterial roadway. The access is located outside the functional intersection areas of both Barrick Road and Northland Avenue and exceeds the desirable 160-metre offset from each intersection. The proposed location also provides sufficient spacing to accommodate the future turning lane and taper requirements identified for Highway 58 and Barrick Road without overlap. Furthermore, the anticipated southbound left-turn queue at the proposed access is minimal relative to the available storage within the existing two-way left-turn lane.

The Traffic Impact Study confirms that the proposed access operates with acceptable levels of service, delays, and queue lengths under future traffic conditions and does not materially impact the operation of Highway 58 or the adjacent intersections. The access can be accommodated within the existing corridor while maintaining acceptable traffic operations and preserving the function of Highway 58 as an arterial roadway.

The proposed development is served by a single consolidated access along the Highway 58 frontage, thereby minimizing the number of access connections to the provincial highway while maintaining appropriate access to the site. Based on the operational analysis completed, the proposed access does not adversely affect corridor function, create operational deficiencies, or constrain future transportation improvements within the Highway 58 corridor.

11. TWO-WAY LEFT-TURN LANE INTERACTION

Along this section of Highway 58, the existing two-way left-turn lane (TWLTL) serves a limited number of accesses and side street intersections, including the residential properties located on the west side of Highway 58 and the intersections at Barrick Road and Northland Avenue. The proposed development would introduce a single consolidated access to Highway 58 that would utilize the existing TWLTL for southbound left-turn ingress movements and northbound left-turn egress movements.

As illustrated by the proposed site plan, the development is served by only one access connection to Highway 58 despite the site's frontage along the corridor. The proposed access is located approximately midway between Barrick Road and Northland Avenue, maximizing separation from both intersections and minimizing interaction with existing turning movements along the corridor.

The residential properties located on the west side of Highway 58 are served by individual driveway accesses that generate relatively low traffic volumes. The proposed development access, while accommodating a greater number of trips than a typical residential driveway, functions as a single consolidated access rather than multiple access connections distributed along the frontage. As a result, the proposal limits the number of conflict points introduced to the corridor and is consistent with the general objective of minimizing direct access connections to Highway 58.

Based on the spacing available between Barrick Road and Northland Avenue, the proposed access operates independently of the adjacent intersections and results in limited overlapping storage requirements within the TWLTL. The access is located outside the functional intersection areas of both adjacent intersections and provides sufficient separation to allow drivers to clearly identify and respond to turning manoeuvres associated with the site access, Barrick Road, and Northland Avenue.

Furthermore, the Traffic Impact Study identified a 95th-percentile southbound left-turn queue of approximately 5 metres at the proposed access under future horizon conditions, indicating that vehicles entering the site are expected to occupy only a small portion of the available centre-lane storage area. This minimizes the potential for interaction with other turning vehicles along Highway 58 and supports the continued operation of the TWLTL as intended.

Accordingly, the proposed development would introduce one additional consolidated access connection to Highway 58 while maintaining appropriate spacing from adjacent intersections, preserving the function of

the existing two-way left-turn lane, and avoiding any significant operational interaction with adjacent accesses along this section of the corridor.

12. QUEUE INTERACTION

The available analysis reports a 95th-percentile southbound left-turn queue of approximately 5 metres at the proposed Highway 58 access during both peak hours. The northbound left-turn lane at Barrick Road has been assessed using a rounded 25-metre storage requirement, and approximately 173 metres has been identified between the proposed Barrick Road storage area and the proposed site access storage area. These results indicate that sufficient separation is available to accommodate the expected storage requirements associated with both locations without operational overlap.

In addition to the Barrick Road intersection, the west side of Highway 58 contains several existing residential driveway accesses that rely on the existing two-way left-turn lane to accommodate ingress and egress movements. These accesses generally serve individual residential properties and generate relatively low traffic volumes compared to the proposed development access. As such, turning movements associated with these residential driveways are expected to be infrequent and short in duration.

The proposed development introduces a single consolidated access to Highway 58. Concentrating site traffic at a single location minimizes the number of conflict points introduced to the corridor and reduces the potential for interaction with existing residential driveway movements. Furthermore, the proposed access is situated approximately midway between Barrick Road and Northland Avenue and is separated from the nearest residential accesses such that vehicles utilizing the development access would not be expected to simultaneously occupy the same section of the two-way left-turn lane as vehicles accessing adjacent residential properties.

The Traffic Impact Study also indicates that the anticipated queues associated with the proposed site access would remain short under future traffic conditions, with southbound left-turn queues limited to approximately 5 metres during the weekday peak periods. Given the available storage within the existing two-way left-turn lane and the spacing between adjacent intersections and access points, the proposed turning movements are not expected to interfere with access to the existing residential properties along the west side of Highway 58, nor are they expected to impede the operation of the Barrick Road or Northland Avenue intersections.

Therefore, the proposed Highway 58 access is expected to operate in conjunction with the existing residential driveway accesses and adjacent intersections while maintaining the intended function of the two-way left-turn lane. No operational conflicts, overlapping queue conditions, or interaction concerns have been identified based on the spacing, storage, and queueing analysis completed for the corridor.

13. APPROPRIATENESS OF THE PROPOSED ACCESS LOCATION

The Highway 58 access is proposed at the assessed location because the location provides the best available balance between the functional requirements of Barrick Road and Northland Avenue.

The technical basis for the proposed location is as follows:

- The access is approximately 185 metres from Barrick Road and approximately 200 metres from Northland Avenue.
- The access exceeds the identified 160-metre desirable functional offset from both adjacent intersections.
- The access is located outside the assessed functional intersection areas of Barrick Road and Northland Avenue.
- The preliminary turn-lane assessment identifies approximately 173 metres between the relevant storage areas, compared with a maximum assessed taper of approximately 162 metres.
- The access does not prevent accommodation of the preliminary northbound left-turn storage requirement assessed for a potentially signalized Barrick Road intersection.
- The reported 95th-percentile southbound left-turn queue at the access is approximately 5 metres during both peak hours in the ultimate horizon.

- The proposed Highway 58 frontage would contain one consolidated access serving the development providing a necessary means of emergency access to the subject site.
- The two-access arrangement allows site-generated traffic to be distributed between Barrick Road and Highway 58 rather than assigning all development traffic to one connection.

The proposed location therefore reflects the available space between the two adjacent intersections and places the access near the portion of the frontage that maximizes separation from both.

14. CUMULATIVE OPERATIONAL AND SAFETY IMPLICATIONS OF THE PROPOSED HIGHWAY 58 ACCESS

The proposed Highway 58 access has been evaluated within the context of the existing access and intersection pattern along this section of Highway 58. The corridor currently accommodates several side street intersections and private accesses that rely on the existing two-way left-turn lane to facilitate ingress and egress movements. The proposed development would introduce one additional full-moves access; however, this access is consolidated at a single location despite the site's extensive frontage along Highway 58.

The proposed access is located approximately midway between Barrick Road and Northland Avenue, providing approximately 185 metres of separation from Barrick Road and approximately 200 metres of separation from Northland Avenue. This location places the access outside the functional intersection areas of both adjacent intersections and maximizes separation from existing traffic control points along the corridor.

The Traffic Impact Study determined that the proposed access would operate with acceptable delay and queueing characteristics, with a 95th-percentile southbound left-turn queue of approximately 5 metres under future horizon conditions. These projected queues are substantially shorter than the available storage within the existing two-way left-turn lane and do not result in interaction with the adjacent intersections or the turning lane requirements identified for Barrick Road.

The proposed access also functions differently than the existing residential driveway accesses located along the west side of Highway 58. While those accesses are distributed individually along the corridor and serve isolated properties, the proposed development access consolidates all site-generated traffic at a single location, thereby reducing the overall number of access points that would otherwise be required to serve the development. This approach is consistent with the intent of access management by minimizing conflict points and concentrating turning movements at one defined location.

From an operational perspective, the proposed access does not create overlapping storage requirements, does not interfere with the operation of the adjacent intersections at Barrick Road and Northland Avenue, and does not adversely affect the operation of existing residential accesses along Highway 58. Vehicles accessing the site are expected to use a discrete section of the two-way left-turn lane that is separated from adjacent intersections and existing turning movements, thereby minimizing the potential for operational interaction between access points.

From a safety perspective, the proposed access has been designed to integrate with the existing access pattern along Highway 58 while maintaining separation from the adjacent intersections at Barrick Road and Northland Avenue. The access is located outside the functional intersection areas of both intersections and provides sufficient spacing to accommodate anticipated turning movements associated with the development.

Unlike a scenario where multiple driveway connections are introduced along the site's frontage, the proposed development is served by a single consolidated Highway 58 access. By concentrating access activity at one location, the proposal minimizes the number of potential conflict points introduced to the corridor and avoids the proliferation of individual access connections that could otherwise increase turning activity along Highway 58.

The proposed access is also separated from the nearest side street intersections and existing residential driveway accesses such that turning movements associated with the development are not expected to overlap with adjacent turning movements within the two-way left-turn lane. The available storage and

queueing analysis indicates that vehicles entering the site can be accommodated within the existing centre lane without affecting adjacent access points or encroaching on intersection operations.

The internal road network has been designed to connect both the Barrick Road and Highway 58 accesses, allowing traffic to be distributed between two external connections rather than concentrating all movements at a single location. This provides alternate ingress and egress opportunities for residents, visitors, service vehicles, and emergency responders, while reducing reliance on a single point of access for the entire development.

Based on the spacing, traffic operations, queueing characteristics, and proposed access configuration, the addition of a single consolidated access to serve the proposed development does not materially alter the operation of Highway 58, compromise the function of the existing two-way left-turn lane, or create adverse cumulative operational or safety impacts.

15. CONCLUSIONS

The proposed development at 434 and 484 Barrick Road consists of six 6-storey residential buildings containing a total of 372 dwelling units and is proposed to be served by one full-moves access to Barrick Road and one full-moves access to Highway 58.

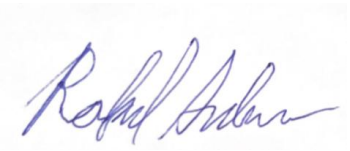
Based on the assessment completed, the following conclusions are provided:

- The proposed Highway 58 access is located approximately 185 metres south of Barrick Road and approximately 200 metres north of Northland Avenue.
- The proposed access exceeds the applicable 160-metre desirable offset from both adjacent intersections and is located outside the functional intersection areas of Barrick Road and Northland Avenue.
- Sufficient spacing exists between the proposed access and Barrick Road to accommodate the future turning lane and taper requirements identified through the Traffic Impact Study, including the potential signalization of the Highway 58 and Barrick Road intersection.
- The proposed site plan maintains the required 14-metre MTO setback along the Highway 58 frontage and does not preclude future highway widening, intersection improvements, turning lane modifications, or other future transportation infrastructure improvements within the corridor.
- The proposed access has been located to maximize separation from the adjacent intersections while providing a single consolidated access connection to Highway 58.
- The proposed Highway 58 access will operate with acceptable traffic operations and queueing characteristics and will not adversely impact the operation of Highway 58, Barrick Road, Northland Avenue, or the existing two-way left-turn lane.
- The proposed development introduces only one consolidated access along the Highway 58 frontage, minimizing the number of conflict points and remaining consistent with the broader objectives of access management.
- The proposed access will operate in conjunction with the existing residential driveway accesses and adjacent intersections without creating overlapping storage requirements or operational conflicts within the existing two-way left-turn lane.
- The proposed Highway 58 access provides important transportation, operational, emergency access, and network benefits by allowing traffic to be distributed between Barrick Road and Highway 58 rather than relying on a single access connection for the entire development.

While the proposed access does not satisfy the numerical 800-metre spacing criterion and exceeds the calculated access density threshold between Barrick Road and Northland Avenue, the assessment demonstrates that the access can be accommodated without adversely affecting corridor operations, future intersection improvements, corridor protection requirements, or the function of Highway 58.

As a result, the proposed Highway 58 access is considered appropriate for the subject site and is supported from an access management, operational, and transportation planning perspective. Based on the foregoing

assessment, it is respectfully requested that MTO support the proposed full-moves access to Highway 58 as shown on the proposed site plan.





September 14, 2026

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