



VIA EMAIL ONLY

April 11, 2026

Andrea Fisher
Town of Goderich
57 West Street
Goderich, ON N7A 2K5

Dear Andrea

Re: MTO and Highway 21 development improvements

You asked that I provide a report for Council's information as it relates to the MTO acknowledgment letter being considered for the Town's endorsement.

There are two large subdivision development properties on the south side of Goderich, "Coast" as represented by Rob Wood and the "Water's Edge" as represented by Walter Broos. Both parcels, upon submission of applications for draft plan approval on their subdivisions, received conditions from the MTO that included the requirement to:

"...submit to MTO for review and approval a revised/updated TIS so that MTO can assess the impact to the highway for each phase of the development. Highway improvements as a result of the development are the financial responsibility of the developer.

(It is noted that wording is not quite identical in each approval document.)

Highway 21 is a "King's Highway" under full ownership and control by the Province as represented by the Ministry of Transportation of Ontario, MTO. The Ministry has full jurisdiction over the roadway and has numerous policies and guidelines that are to be followed. It is common that adjacent development will be expected to review the impacts of background (current) and growth related traffic to determine whether improvements are needed to the highway, which might include road widening, turning lanes, and/or intersection controls.

The developers jointly hired Paradigm Transportation Solutions Limited to conduct a combined Traffic Impact Study (TIS) to address this section of Highway 21 and three impacted intersections at, Huckins St./Street D, Mitchell Street/Dechert Road and Bluewater Beach Road.

Several iterations of the TIS were submitted. The MTO has accepted the September 10, 2025, report. Traffic signals and major alterations to turning lanes are warranted at both Huckins

and Dechert. Turning lanes will be required at Bluewater Beach Road. I attach a copy of the executive summary from the TIS for those who may wish to read it.

A large part of the discussions between the Developers, the MTO and the Town was an understanding of “when” these improvements will be needed. Paradigm presented an outline listing how many units can be completed within the developments before the road improvements are warranted. The following section of the report outlined the “Development Trigger” beyond which the road improvements must be in place:

Development Trigger

Analysis shows that the amount of development before improvements are warranted include:

- 192 Single-Family Detached Housing;*
- 97 Single-Family Attached Housing (street townhouses);*
- 24 Multi-Family Housing (Low-Rise); and*
- 160 Nursing Home Units.*

18 single-family detached houses or 32 townhouses can be accommodated in addition to the above before improvements are the initial phase of development.

Ongoing discussions with the developers and the MTO include the requirement for the subdivision agreements to be amended to provide the appropriate wording including these listed limits on the number of permits that can be applied for. Town and BMROSS staff are working on a chart to assist in documenting the applications. More discussion is needed between the Town and the developers on the allocation of permits between the two sites.

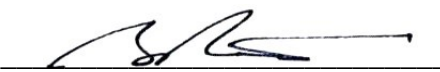
The MTO is considering instigating the highway improvements. It is their current intent that agreements would be completed with the developers to allocate the cost. It is anticipated that the MTO would hold securities.

The acknowledgment letter is one step that the MTO feels is necessary to insure that permits can be limited until highway improvements are in place. Town and BMROSS staff recommend Council’s endorsement.

We will be present to assist in answering any questions that may occur.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per 
Bruce W. Potter, P. Eng.

BWP:es

Cc: Sean Thomas, Jason Dykstra, Steve Jackson