

# Agenda

## Agricultural Advisory Committee

2nd Meeting of the Agricultural Advisory Committee

March 21, 2018, 7:00 PM

Committee Room #3

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| <b>1. Call to Order</b>   |       |
| 1.1 Disclosures of Pecuniary Interest   |       |
| <b>2. Scheduled Items</b>   |       |
| <b>3. Consent</b>   |       |
| 3.1 1st Report of the Agricultural Advisory Committee   | 2     |
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| a. 3rd Report   | 4     |
| b. 4th Report   | 6     |
| 3.3 Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacement – Public Information Centre 3 Display Material Package - Dillon Consulting | 8     |
| 3.4 Municipal Council Resolution from it's meeting held on January 30, 2018, with respect to the 1st Report of the Agricultural Advisory Committee  | 34    |
| <b>4. Sub-Committees and Working Groups</b>   |       |
| <b>5. Items for Discussion</b>  |       |
| 5.1 The Bees Act – Draft Letter – S. Franke   | 36    |
| <b>6. Deferred Matters/Additional Business</b>  |       |
| <b>7. Adjournment</b>   |       |

Next Meeting: June 20, 2018

**1ST REPORT OF THE**  
**AGRICULTURAL ADVISORY COMMITTEE**

Meeting held on January 17, 2018, commencing at 7:01 PM, in Committee Room #4, Second Floor, London City Hall.

**PRESENT:** S. Franke (Chair), H. Fletcher, L. Hollingsworth, A. Lawrence, L. McKenna and S. Twynstra and J. Bunn (Secretary).

**ABSENT:** M. McAlpine.

**ALSO PRESENT:** W. Abbott.

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**I. CALL TO ORDER**

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Election of Chair and Vice Chair for the term ending November 30, 2018

That it BE NOTED that the Agriculture Advisory Committee elected S. Franke as Chair and L. McKenna as Vice-Chair, for the term ending November 30, 2018.

**II. SCHEDULED ITEMS**

3. Residual Waste Disposal Strategy Update

That it BE NOTED that the Agriculture Advisory Committee received the ~~attached~~ presentation from W. Abbott, Project Manager, Solid Waste Management, with respect to an update on the Residual Waste Disposal Strategy.

**III. CONSENT ITEMS**

4. 4th Report of the Agricultural Advisory Committee

That it BE NOTED that the 4th Report of the Agriculture Advisory Committee, from its meeting held on November 15, 2017, was received.

5. 11th, 1st and 2nd Reports of the Advisory Committee on the Environment

That it BE NOTED that the 11th, 1st and 2nd Reports of the Advisory Committee on the Environment from the meetings held on November 14, 2017, December 6, 2017 and January 10, 2018, respectively, were received.

**IV. SUB-COMMITTEES & WORKING GROUPS**

None.

**V. ITEMS FOR DISCUSSION**

6. The Bees Act

That the Chair of the Agriculture Advisory Committee (AAC) BE REQUESTED to draft a letter to the Hon. J. Leal, Ministry of Agriculture, Food and Rural Affairs with respect to when Ontarians can expect consultation opportunities related to The Bees Act; it being noted that the letter will be provided for the March agenda of the AAC, for review.

7. Agricultural Advisory Committee 2018 Work Plan

That the revised ~~attached~~ 2018 Work Plan for the Agriculture Advisory Committee BE FORWARDED to the Municipal Council for consideration.

**VI. DEFERRED MATTERS/ADDITIONAL BUSINESS**

- 8. (ADDED) Agricultural Advisory Committee Representative to the Urban Agriculture Steering Committee

That S. Franke BE APPOINTED to the Urban Agriculture Steering Committee as the Agriculture Advisory Committee representative, as per the terms of reference for the Urban Agriculture Steering Committee.

- 9. (ADDED) Notice of Public Information Centre 3 - Highway 401 and 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements

That the forwarding of the following comments of the Agriculture Advisory Committee (AAC) with respect to the attached communication dated January 15, 2018 from J. Matthews, Dillon Consulting Limited regarding the Notice of Public Information Centre 3 related to Highway 401 and 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements, to Dillon Consulting Limited, BE APPROVED:

- a) the AAC is very concerned about safety with regards to any proposal that results in the closure of the Glanworth Drive Overpass;
- b) noting that Glanworth Drive is a major east/west route for farm equipment traversing the south end of the City; it being noted that the area is heavily cash cropped which requires larger than average equipment; and,
- c) the AAC would like to see any final proposal accepted by the Ministry of Transportation to include the continuing maintenance and use of the Glanworth Drive Overpass.

**VII. ADJOURNMENT**

The meeting adjourned at 7:58 PM.

**NEXT MEETING DATE: March 21, 2018**

**3RD REPORT OF THE**  
**ADVISORY COMMITTEE ON THE ENVIRONMENT**

Meeting held on February 7, 2018, commencing at 12:19 PM, in Committee Room #4, Second Floor, London City Hall.

**PRESENT:** S. Ratz (Chair), K. Birchall, M. Bloxam, S. Brooks, S. Hall, M. Hodge, L. Langdon, G. Sass, N. St. Amour and D. Szoller and J. Bunn (Secretary).

**ABSENT:** R. Harvey, J. Howell, T. Stoiber and A. Tipping.

**ALSO PRESENT:** T. Arnos, T. Copeland, M. McKillop, D. Pavletic and J. Stanford.

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**I. CALL TO ORDER**

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

**II. SCHEDULED ITEMS**

2. City of London's Pollution Prevention and Control Plan (PPCP)

That it BE NOTED that the ~~attached~~ presentation from M. McKillop, Environmental Services Engineer, related to the City of London's Pollution Prevention and Control Plan (PPCP), was received.

**III. CONSENT ITEMS**

3. 2nd Report of the Advisory Committee on the Environment

That it BE NOTED that the 2nd Report of the Advisory Committee on the Environment, from its meeting held on January 10, 2018, was received.

4. 1st Report of the Agriculture Advisory Committee

That it BE NOTED that the 1st Report of the Agricultural Advisory Committee, from its meeting held on January 17, 2018, was received.

5. 1st Report of the Waste Management Working Group

That it BE NOTED that the 1st Report of the Waste Management Working Group, from its meeting held on January 18, 2018, was received.

6. Public Information Centre #2 - Schedule B Environmental Assessment - East London Servicing Study

That it BE NOTED that the Notice of Public Information Centre #2 from K. Oudekerk, Wastewater Treatment Operations, City of London and T. Mahood, CH2M Hill Canada Limited, related to the Schedule B Environmental Assessment for the East London Servicing Study, was received.

**IV. SUB-COMMITTEES & WORKING GROUPS**

None.

**V. ITEMS FOR DISCUSSION**

7. Event Considerations for ACE in 2018

That it BE NOTED that the Advisory Committee on the Environment held a general discussion related to possible events to participate in, or host, in 2018.



8. Sub-Committee List

That it BE NOTED that the Advisory Committee on the Environment (ACE) held a general discussion related to the membership of the ACE Sub-Committees.

9. Work Plan

That the following actions be taken with respect to the Advisory Committee on the Environment (ACE) Work Plans:

- a) the revised, ~~attached~~ 2018 Work Plan for the Advisory Committee on the Environment BE FORWARDED to the Municipal Council for consideration; and,
- b) the revised, ~~attached~~ 2017 Advisory Committee on the Environment Work Plan Summary BE FORWARDED to the Municipal Council for their information.

**VI. DEFERRED MATTERS/ADDITIONAL BUSINESS**

10. (ADDED) West London Dyke Erosion Control - Municipal Class Environmental Assessment - Notice of Public Information Centre

That it BE NOTED that the Notice of Public Information Centre from C. Gorrie, Stantec Consulting Ltd. and S. Bergman, Stantec Consulting Ltd., related to the West London Dyke Erosion Control Municipal Class Environmental Assessment, was received.

11. (ADDED) Budget Adjustment - Event Funds

That the money, in the amount of \$10.75, left-over from the Urban Agriculture event held by the Advisory Committee on the Environment (ACE) in 2016 BE DEPOSITED into the ACE 2018 budget.

**VII. ADJOURNMENT**

The meeting adjourned at 1:50 PM.

**NEXT MEETING DATE: March 7, 2018**

# Advisory Committee on the Environment

## Report

4th Meeting of the Advisory Committee on the Environment  
March 7, 2018  
Committee Room #4

Attendance                   PRESENT:   S. Ratz (Chair), M. Bloxam, S. Brooks, S. Hall, M. Hodge, J. Howell, G. Sass, N. St. Amour, D. Szoller and A. Tipping and J. Bunn (Secretary).

ABSENT: K. Birchall, R. Harvey, L. Langdon and T. Stoiber.

ALSO PRESENT: T. Arnos, B. Orr and J. Stanford.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 Proposed Public Nuisance By-law Amendment to Address Odour

That it BE NOTED that the delegation from O. Katolyk, Chief Municipal Law Enforcement Officer was postponed to a future meeting of the Advisory Committee on the Environment.

#### 2.2 Overview of Current Issues With Respect to What is Going Down Drains/Toilets

That the matter of "Toilet Training", as presented by B. Orr, Sewer Outreach and Control Inspector, BE REFERRED to the Waste Sub-Committee for review and a report back at a future meeting of the Advisory Committee on the Environment; it being noted that the attached presentation and communication related to this matter were provided to the committee.

### 3. Consent

#### 3.1 3rd Report of the Advisory Committee on the Environment

That it BE NOTED that the 3rd Report of the Advisory Committee on the Environment, from its meeting held on February 7, 2018, was received.

#### 3.2 2nd Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 2nd Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on January 18, 2018, was received.

#### 3.3 Municipal Council Resolution - 2nd Report of the Advisory Committee on the Environment

That it BE NOTED that the Municipal Council resolution, from its meeting held on January 30, 2018, with respect to the 2nd Report of the Advisory Committee on the Environment, was received.

#### 3.4 Notice of Application - City of London - Lands south of Exeter Road, north of Dingman Drive, east of White Oak Road, and west of Marr Drain

That it BE NOTED that the Notice dated February 13, 2018, from T. Macbeth, Planner II, with respect to an application by the City of London

regarding the lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and West of Marr Drain, was received.

3.5 City of London Planning Services Community Information Meeting - White Oak-Dingman Secondary Plan Process

That it BE NOTED that the Notice of the City of London Planning Services Community Information Meeting, from T. Macbeth, Planner II, with respect to the White Oak-Dingman Secondary Plan process, was received.

**5. Items for Discussion**

5.1 Resilient Cities Conference: Preparing London for a Rapidly Changing Future Final Report

That it BE NOTED that the Resilient Cities Conference: Preparing London for a Rapidly Changing Future Final Report from S. Ratz, was received.

5.2 Sub-Committee Membership List

That it BE NOTED that the Advisory Committee on the Environment Sub-Committee list, dated February 7, 2018, was received.

5.3 Proposed Event Plans for 2018

That it BE NOTED that the Advisory Committee on the Environment held a general discussion related to proposed events in 2018 and received the communication from S. Ratz with respect to this matter.

5.4 Green Standards for Light Pollution and Bird-Friendly Development

That it BE NOTED that the document entitled "Green Standards for Light Pollution and Bird-Friendly Development - Recommendations for the City of London", prepared by the Environmental and Ecological Planning Advisory Committee, the Advisory Committee on the Environment and the Animal Welfare Advisory Committee, was received.

5.5 Advisory Committee on the Environment Terms of Reference

That it BE NOTED that the Advisory Committee on the Environment (ACE) held a general discussion with respect to the ACE Terms of Reference.

5.6 Advisory Committee Budget Use

That it BE NOTED that the Advisory Committee on the Environment held a general discussion with respect to Advisory Committee budget use.

**7. Adjournment**

The meeting adjourned at 2:15 PM.

February 13, 2018

City of London  
300 Dufferin Avenue, P.O. Box 5035  
London, Ontario  
N6A 4L9

Attention: Ms. Jerri Bunn  
Committee Secretary

***Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements Public Information Centre 3, Display Material Package***

Dear Ms. Bunn:

The Ministry of Transportation, Ontario (MTO) retained Dillon Consulting Limited (Dillon) to complete the preliminary design, initial detailed design and Class Environmental Assessment for improvements to the Highway 401/Highway 4 interchange, including underpass replacements at Highway 4 and Glanworth Drive.

A third Public Information Centre (PIC) for the project was held on February 1, 2018. For your information, a copy of the display materials presented at the PIC and the Comment Form are enclosed.

Comments are being requested by March 1, 2018. Comments can be submitted by email, fax or mail using the contact information on the Comment Form attached. If you have additional questions or would like to speak with a project team member, please contact the undersigned at 519-438-1288, ext. 1307.

Sincerely,

**DILLON CONSULTING LIMITED**



Brandon Fox, BES  
for Jeff Matthews, P.Eng.  
Project Manager

BJF:amw

cc: Mr. Frank Hochstenbach, MTO  
Ms. Heather Mitchell, MTO

Our file: 12-7110



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**Dillon Consulting  
Limited**

**ONTARIO MINISTRY OF TRANSPORTATION**  
**Preliminary Design, Initial Detail Design and Class Environmental Assessment for the Highway 401 and 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements**

**Public Information Centre 3 – Comment Form**

Please complete this form and return it to Dillon Consulting Limited. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information all comments will become part of the public record.

**Agency:**  
**(If applicable)** \_\_\_\_\_

**Name:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I/we prefer to receive information by email.

E-mail: \_\_\_\_\_

**Comments/ Questions/ Concerns (use back if more space needed):**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please deposit this form in the comment box or return this form by **March 1, 2018**, to:

Dillon Consulting Limited  
130 Dufferin Avenue, Suite 1400  
London, Ontario, N6A 5R2

Tel: 519-438-6192  
Fax: 519-672-8209  
E-mail: hwy401londonbridges@dillon.ca

**Attention: Brandon Fox, BES**  
File No. 12-7110









**HIGHWAY 401/HIGHWAY 4 INTERCHANGE  
IMPROVEMENTS, AND HIGHWAY 4 AND  
GLANWORTH DRIVE UNDERPASS REPLACEMENTS**  
Preliminary Design, Initial Detail Design And  
Class Environmental Assessment

**PUBLIC INFORMATION CENTRE 3  
February 1, 2018**



Under the *Integrated Accessibility Standards Regulation* (2011), the Ministry of Transportation, Ontario (MTO) is committed to excellence in serving all customers, including people with disabilities, and to ensuring the Class Environmental Assessment process is accessible to all participants. This Public Information Centre incorporates the following accessibility features:

- Accessible venue location for people with disabilities. The venue includes wheelchair ramps, elevators , reserved seating , accessible washrooms and parking.
- For people requiring assistance, project team members will:
  - Verbally explain presentation board content
  - Assist with written submission of comment forms
- Reading aids are available, including magnifying glasses
- Presentation boards and materials printed in large, legible font
- We welcome people with disabilities and their service animals.





## Today's Objectives

- ✓ **PROVIDE** an update on work completed to date
- ✓ **SUMMARIZE** the input received to date
- ✓ **DISPLAY** alternatives considered
- ✓ **PRESENT** the comparative evaluation of alternatives and technically preferred alternative
- ✓ **OUTLINE** the next steps in the study.

# Study Purpose

As presented at PICs in 2013, the purpose of this study is to...

4

## Study Purpose

The purpose of this study is to:

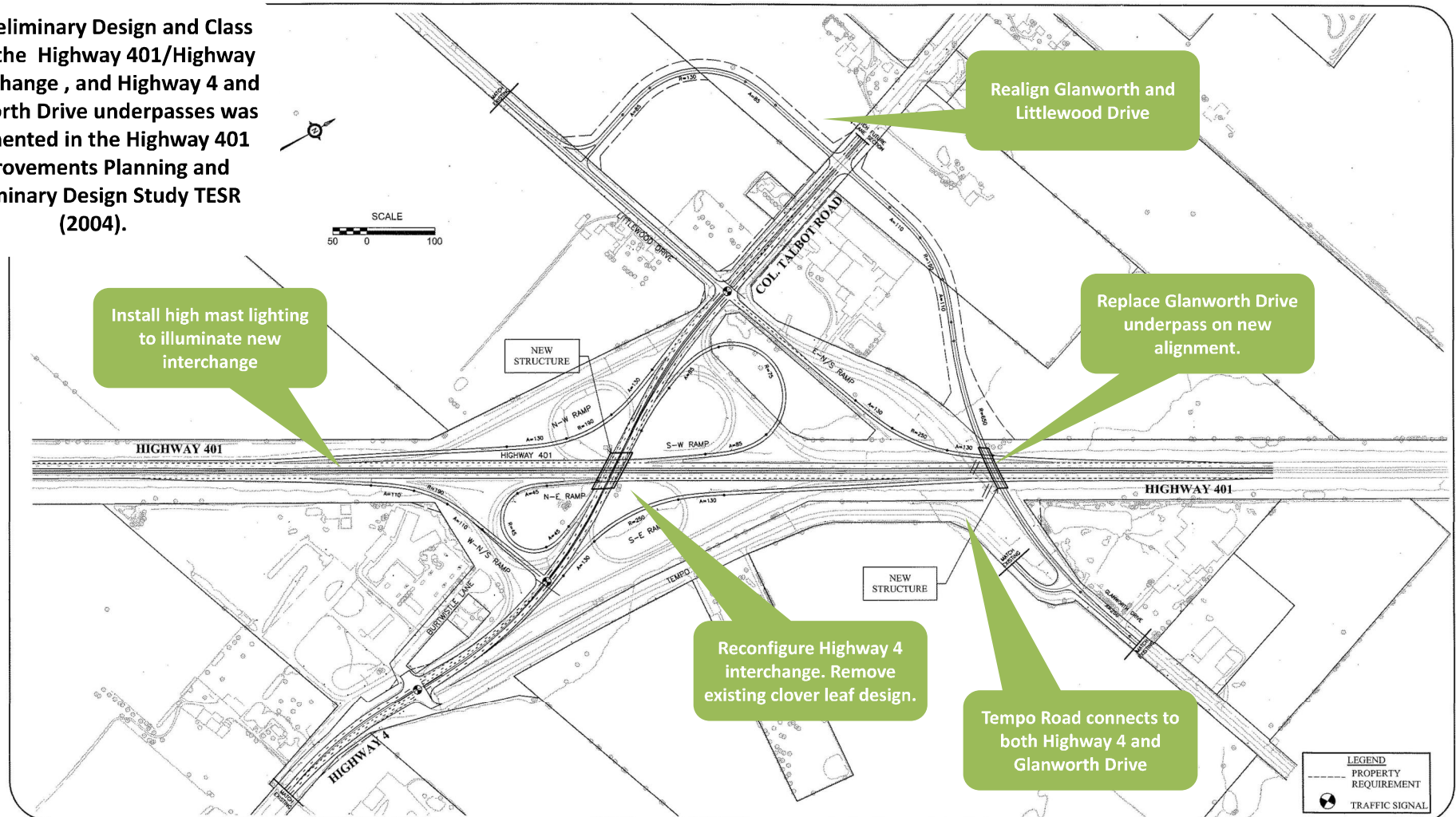
- Review and update the approved plan for the Highway 401/Colonel Talbot Road interchange and Glanworth Drive Underpass Bridge based on changes since the approval of the 2004 Transportation Environmental Study Report (TESR), including:
  - Changes in local road network and traffic patterns (new Wonderland Road interchange)
  - MTO access management best practices
  - Green Lane Landfill expansion and closure of Ford Talbotville plant
  - Interim improvements made in 2003, including:
    - realignment of the Highway 401 westbound ramp to tie into Littlewood Drive
    - traffic signals and illumination at the Highway 401/Colonel Talbot Road westbound ramp/Glanworth Drive/Littlewood Drive intersection
  - Continued deterioration of Colonel Talbot and Glanworth Drive Bridges (reaching the end of their service life)
- Consider alternatives to improve the function and operation of Colonel Talbot Road
- Update existing conditions in the Study Area since 2004
- Document any changes to the approved plan in an Addendum to the 2004 TESR





# 2004 Approved Plan Overview

The Preliminary Design and Class EA for the Highway 401/Highway 4 Interchange, and Highway 4 and Glanworth Drive underpasses was documented in the Highway 401 Improvements Planning and Preliminary Design Study TESR (2004).



|  |   |   |                     |
|--|---|---|---------------------|
|  | <p>HIGHWAY 401 IMPROVEMENTS<br/>PLANNING STUDY<br/>Highway 4 Easterly to Highbury Avenue<br/>G.W.P. 476-89-00</p> | <p>Highway 4/Col. Talbot Road Interchange<br/>Recommended Plan (2021)</p> | <p>FIGURE<br/>9</p> |
|  |   |   |                     |

# Consultation To Date

- Two Public Information Centres (June and November 2013)
- Separate meetings with interested agencies, stakeholder groups and community associations including:
  - Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
  - City of London
  - Township of Southwold
  - Municipality of Central Elgin
  - County of Elgin
  - Local business owners/operators
  - Lambeth Community Association
  - London Agricultural Advisory Committee
  - Potentially impacted landowners.
- Over 500 comments and submissions have been received to date for the project.

***Thank You, your input is appreciated and valued!***

# What We've Heard to Date

- Glanworth Drive functions as a regional artery for agricultural operations; direct east/west travel should be a priority movement accommodated by any improvement, supporting local agricultural operations
- Speed differential between traffic and farm equipment on Highway 4 is not desirable
- Cul-de-sacs on Tempo Road are not desirable
- Highway 4 interchange should be designed to facilitate both north/south and east/west movement of agricultural equipment (traffic signals, shoulder design, turning lanes)
- Local road realignments should not restrict opportunities for expansion of existing local businesses
- Interchange ramp reconfigurations should minimize potential increases in noise for adjacent businesses and residents.

# Project Update

Since the last Public Information Centre (November 2013) the project team has completed:

- Additional field studies
- Additional traffic counts, and analysis
- Traffic simulation modelling
- Additional consultation with interested stakeholders, community groups, and agencies
- Development of two additional alternatives and updated the comparative evaluation
- Identified a technically preferred alternative.





# Alternative 1 – Interchange Improvements with Glanworth Drive and Littlewood Drive Realigned



This alternative was previously presented at PIC #2

## Alternative 2 – Interchange Improvements with Permanent Closure of Glanworth Drive Bridge



This alternative was previously presented at PIC #2



## Alternative 3 – Interchange Improvements with Permanent Closure of Glanworth Drive Bridge and Littlewood Drive Realigned



This alternative was previously presented at PIC #2

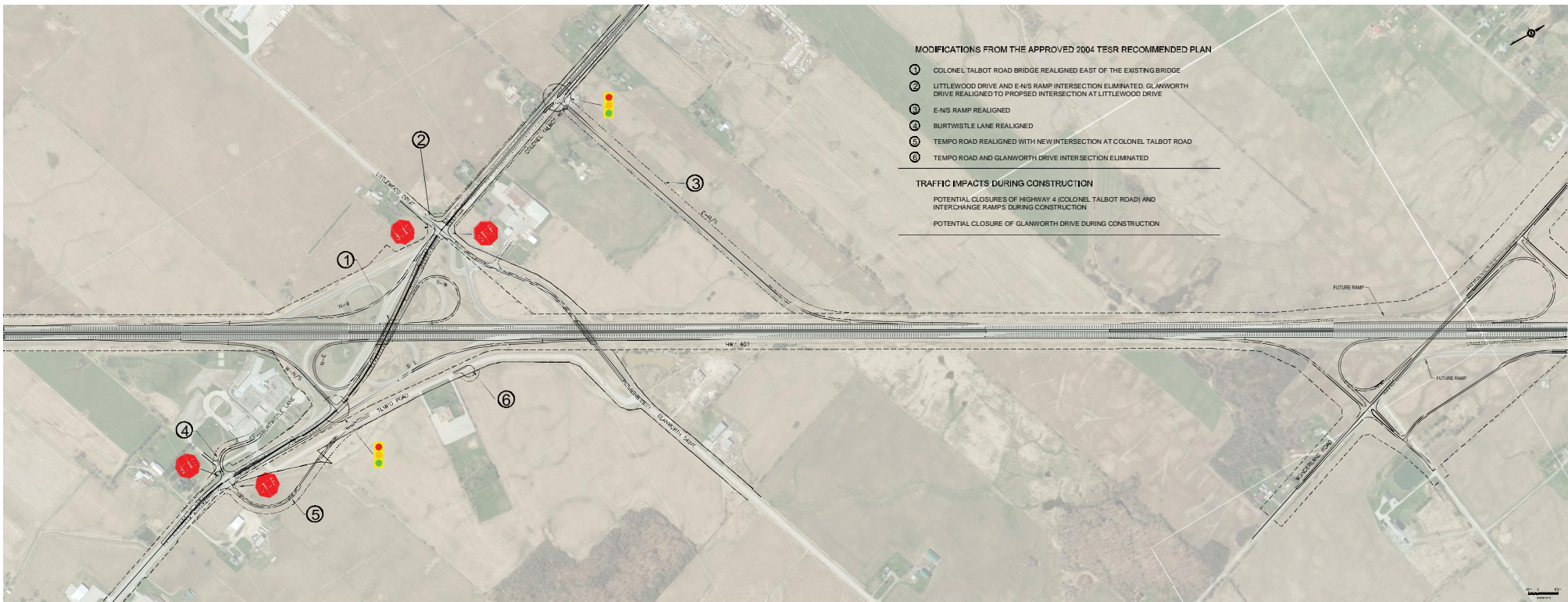
# Alternative 4 – Interchange Improvements with Glanworth Drive Bridge



This alternative was previously presented at PIC #2

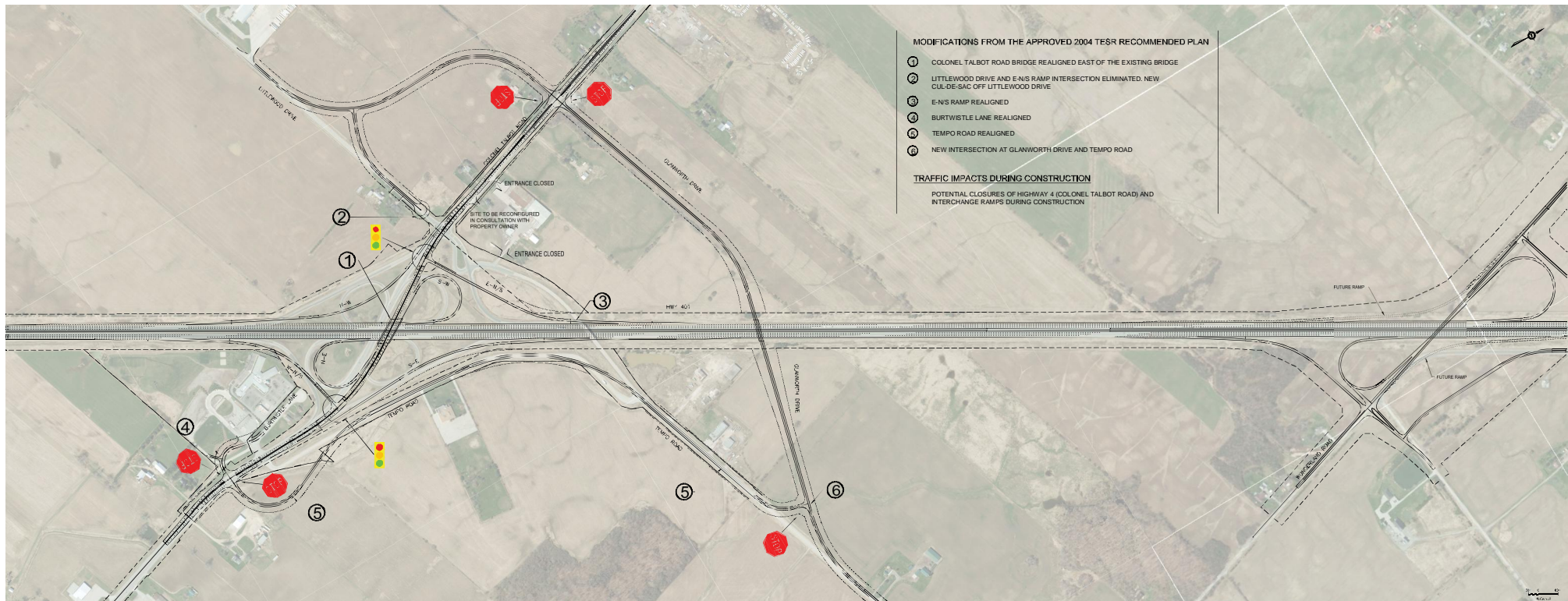


# Alternative 5 – Glanworth Drive/Littlewood Drive Aligned & More Northerly Realignment of Westbound Exit (E-N/S Ramp)



NEW Alternative

# Alternative 6 – More Northerly Glanworth Drive/Littlewood Drive Realignment



NEW Alternative

# Alternative Evaluation Criteria

Based on background information collected and feedback received from public consultation to date on the project, an updated comparative evaluation has been completed which includes the addition of two new alternatives. The following criteria were used to assess the alternatives and identify the technically preferred:

| Evaluation Factors                      | Criteria Considered                             | What Was Measured  |
|---|---|--|
| <b>Transportation &amp; Engineering</b> | • Municipal Road Connectivity                   | • Ability for the alternative to maintain the existing municipal road network (municipal roads are all non-provincial highways including Glanworth Drive, Littlewood Drive, Tempo Road, Burtwistle Lane, etc.) |
|   | • Engineering Standards, Practices and Policies | • Ability to adhere to highway design standards  |
|   | • Movement of Farm Machinery                    | • Ability for farm machinery to move across the provincial road network in a safe and reliable manner  |
|   | • New Infrastructure Requirements               | • Ability to minimize the amount of new infrastructure created and ability to re-use existing infrastructure (e.g. built up embankments, berms, etc.)  |
|   | • Impacts to utilities                          | • Ability to minimize required utility relocations   |
|   | • Operation and Maintenance Costs               | • Lowest overall operation and maintenance costs (short-term and long-term)  |
|   | <b>Natural Environment</b>                      | • Criteria Considered  |
| • Impacts to Fish and Fish Habitat      |   | • Ability to minimize impacts to existing fish and fish habitat  |
| • Impacts to Terrestrial Resources      |   | • Ability to minimize impacts to wildlife or wildlife habitat and terrestrial species at risk  |



# Alternative Evaluation Criteria Con't



Based on background information collected and feedback received from public consultation to date on the project, an updated comparative evaluation has been completed which includes the addition of two new alternatives. The following criteria were used to assess the alternatives and identify the technically preferred:

| Evaluation Factors                | Criteria Considered  | What Was Measured   |
|-----------------------------------|--|---|
| <b>Socio-Economic Environment</b> | <ul style="list-style-type: none"> <li>Impacts on existing and future land uses</li> </ul>                   | <ul style="list-style-type: none"> <li>Impacts to residential, commercial, institutional and industrial land uses including both existing uses and future potential uses</li> </ul> |
|                                   | <ul style="list-style-type: none"> <li>Conformity with Provincial and Municipal Planning Policies</li> </ul> | <ul style="list-style-type: none"> <li>Consistency with Provincial Policy Statement and local official planning policies</li> </ul>   |
|                                   | <ul style="list-style-type: none"> <li>Short-Term Community Impacts</li> </ul>                               | <ul style="list-style-type: none"> <li>Short-term impacts to community from construction operations</li> </ul>  |
|                                   | <ul style="list-style-type: none"> <li>Long-Term Community Impacts</li> </ul>                                | <ul style="list-style-type: none"> <li>Long-term impacts to the community from road realignments, closures or impacts to operations</li> </ul>                                      |
| <b>Cultural Environment</b>       | <p style="text-align: center;"><b>Criteria Considered</b></p>  | <p style="text-align: center;"><b>What Was Measured</b></p>   |
|                                   | <ul style="list-style-type: none"> <li>Archaeological Potential</li> </ul>                                   | <ul style="list-style-type: none"> <li>Amount of land impacted that has archaeological potential</li> </ul>   |
|                                   | <ul style="list-style-type: none"> <li>Cultural Heritage Potential</li> </ul>                                | <ul style="list-style-type: none"> <li>Impacts on built resources or cultural landscapes with heritage significance</li> </ul>  |

# Alternative Evaluation: Transportation & Engineering Factor Area

Below is a summary of the Comparative Evaluation completed for the Transportation & Engineering Factor Area. Note that for ease of public review the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

| Criteria  | Alternative 1  | Alternative 2  | Alternative 3  | Alternative 4  | Alternative 5  | Alternative 6   |
|---|--|--|--|--|--|---|
| <b>Municipal Road Connectivity</b>                          | ✓<br>Glanworth/Littlewood connection maintained  | ✗<br>Severs direct connection of Glanworth/Littlewood  | ✗<br>Severs direct connection of Glanworth/Littlewood  | ✓<br>Glanworth/Littlewood connection maintained  | ✓<br>Glanworth/Littlewood connection maintained  | ✓<br>Glanworth/Littlewood connection maintained   |
| <b>Engineering Standards, Practices, and Policies</b>       | ✗<br>Reduces driver visibility and does not fully comply with Access Management Guidelines   | ✗<br>Interchange ramps in close proximity to municipal road connections is not desirable and does not fully comply with Access Management Guidelines | ✗<br>Does not fully comply with Access Management Guidelines   | ✗<br>Interchange ramps in close proximity to municipal road connections is not desirable and does not fully comply with Access Management Guidelines | ✗<br>Reduces driver visibility and creates weaving potential on Highway 401 due to proximity of Wonderland Road. Does not fully comply with Access Management Guidelines | ✓<br>Best meets access management guidelines. Driver visibility reduced due to proximity of Glanworth Drive bridge but less impact compared to other alternatives |
| <b>Movement of Farm Machinery</b>                           | ✓<br>Movement maintained. Stop controlled intersection at Highway 4 creates potential delays   | ✗<br>Elimination of Glanworth Drive impacts ability of farm machinery to move east/west across Highway 401   | ✗<br>Elimination of Glanworth Drive impacts ability of farm machinery to move east/west across Highway 401 | ✗<br>Movement maintained. Stop controlled intersection at Highway 4 creates longer delays compared to Alternatives 1 or 6                            | ✗<br>Movement maintained. Stop controlled intersection at Highway 4 creates longer delays compared to Alternatives 1 or 6  | ✓<br>Movement maintained. Stop controlled intersection at Highway 4 creates potential delays  |
| <b>New Infrastructure Requirements</b>                      | ✗<br>Requires most new infrastructure  | ✓<br>Requires least new infrastructure   | ✗<br>Requires moderate amount of new infrastructure  | ✗<br>Requires moderate amount of new infrastructure  | ✗<br>Requires moderate amount of new infrastructure  | ✗<br>Requires most new infrastructure   |
| <b>Impacts to Utilities</b>                                 | ✗<br>Most impacts to existing utility infrastructure   | ✓<br>Least impacts to existing utility infrastructure  | ✗<br>Moderate impacts to existing utility infrastructure   | ✓<br>Least impacts to existing utility infrastructure  | ✓<br>Least impacts to existing utility infrastructure  | ✗<br>Moderate impacts to existing utility infrastructure  |
| <b>Operation and Maintenance Costs</b>                      | ✗<br>High maintenance costs (two bridges)  | ✓<br>Lower maintenance costs (one bridge)  | ✓<br>Lower maintenance costs (one bridge)  | ✗<br>High maintenance costs (two bridges)  | ✗<br>High maintenance costs (two bridges)  | ✗<br>High maintenance costs (two bridges)   |
| <b>Transportation &amp; Engineering Factor Area Summary</b> | Alternative 2 or 6 are preferred. However, Alternative 6 is more preferred due to its ability to better address engineering standards and local community concerns surrounding movement of farm machinery. |  |  |  |  |   |

# Alternative Evaluation: Natural Environment Factor Area



Below is a summary of the Comparative Evaluation completed for the Natural Environment Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

| Criteria                                       | Alternative 1   | Alternative 2   | Alternative 3   | Alternative 4   | Alternative 5   | Alternative 6   |
|--|---|---|---|---|---|---|
| <b>Impacts to Fish and Fish Habitat</b>        | ✗<br>New culvert at westbound exit ramp creates minor footprint impacts   | ✓<br>Removal of culverts at Glanworth Drive improves fish habitat compared to existing conditions | ✓<br>Removal of culverts at Glanworth Drive improves fish habitat compared to existing conditions | ✗<br>New culvert at westbound exit ramp creates minor footprint impacts | ✗<br>New culvert at westbound exit ramp creates minor footprint impacts   | ✗<br>New culvert at westbound exit ramp creates minor footprint impacts   |
| <b>Impacts to Terrestrial Resources</b>        | ✓<br>Minimal impacts to terrestrial resources   | ✓<br>Minimal impacts to terrestrial resources   | ✓<br>Minimal impacts to terrestrial resources   | ✓<br>Minimal impacts to terrestrial resources                           | ✗<br>Requires removal of pond with Candidate Turtle Overwintering Habitat | ✗<br>Requires removal of pond with Candidate Turtle Overwintering Habitat |
| <b>Natural Environment Factor Area Summary</b> | <p><b>Alternative 2 or 3 are preferred because they have the least potential to negatively impact the natural environment.</b><br/>It is noted that in all alternatives, the relative differences of impacts to the Natural Environment are not significant compared to other factor areas in the comparative evaluation.</p> |   |   |   |   |   |



# Alternative Evaluation: Socio-Economic Factor Area



Below is a summary of the Comparative Evaluation completed for the Socio-Economic Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

| Criteria  | Alternative 1   | Alternative 2  | Alternative 3  | Alternative 4  | Alternative 5   | Alternative 6   |
|---|---|--|--|--|---|---|
| <b>Impacts on Existing and Future Land Uses</b>                 | ✗<br>Requires property from 4 residents, 2 commercial properties and 1 industrial property. Requires site plan modifications for industrial facility  | ✓<br>Requires property from 2 residents, and 2 commercial properties. Requires site plan modifications for industrial facility | ✗<br>Requires property from 4 residents, and 2 commercial properties. Requires site plan modifications for industrial facility         | ✗<br>Requires property from 3 residents, 2 commercial properties and 1 industrial property. Requires site plan modifications for industrial facility | ✗<br>Requires property from 6 residents, and 2 commercial properties . Requires site plan modifications for industrial facility | ✗<br>Requires property from 7 residents, and 2 commercial properties . Requires site plan modifications for industrial facility |
| <b>Conformity to Provincial and Municipal Planning Policies</b> | ✗<br>Not consistent with Provincial or Municipal Plans  | ✓<br>Consistent with Provincial and Municipal Official Plans   | ✗<br>Not consistent with Provincial or Municipal Plans   | ✗<br>Not consistent with Provincial or Municipal Plans   | ✗<br>Somewhat consistent with Provincial or Municipal Plans but less than Alternative 2   | ✗<br>Not consistent with Provincial or Municipal Plans  |
| <b>Short-Term Community Impacts</b>                             | ✗<br>Moderate staging impacts to provincial and local road users  | ✓<br>Least complex construction staging  | ✓<br>Least complex construction staging  | ✗<br>Most staging impacts to provincial and local road users   | ✗<br>Most staging impacts to provincial and local road users  | ✗<br>Moderate staging impacts to provincial and local road users  |
| <b>Long-Term Community Impacts</b>                              | ✗<br>Restricts business expansion opportunities   | ✗<br>Severs Glanworth/Littlewood connection restricting regional travel for agriculture  | ✗<br>Severs Glanworth/Littlewood connection restricting regional travel for agriculture and restricts business expansion opportunities | ✗<br>Restricts business expansion opportunities  | ✗<br>Restricts business expansion opportunities   | ✓<br>Minimizes impacts on expansion opportunities and maintains regional connections  |
| <b>Socio-Economic Environment Factor Area Summary</b>           | <b>Alternative 2 is preferred because it has the fewest impacts to existing and future land uses, best conforms to land use planning policies and has the fewest short-term impacts to the local community.</b> |  |  |  |   |   |

# Alternative Evaluation: Cultural Environment Factor Area



Below is a summary of the Comparative Evaluation completed for the Cultural Environment Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

| Criteria  | Alternative 1   | Alternative 2  | Alternative 3  | Alternative 4  | Alternative 5  | Alternative 6   |
|---|---|--|--|--|--|---|
| <b>Archaeological Potential</b>                 | ✓<br>Requires minimal amount of land with archaeological potential  | ✓<br>Requires minimal amount of land with archaeological potential | ✓<br>Requires minimal amount of land with archaeological potential | ✓<br>Requires minimal amount of land with archaeological potential | ✓<br>Requires minimal amount of land with archaeological potential | ✗<br>Requires the most land with archaeological potential |
| <b>Cultural Heritage Potential</b>              | ✓<br>Minimal impacts to cultural heritage resources   | ✗<br>Removes Glanworth Drive bridge impacting overall landscape    | ✗<br>Removes Glanworth Drive bridge impacting overall landscape    | ✓<br>Minimal impacts to cultural heritage resources                | ✓<br>Minimal impacts to cultural heritage resources                | ✓<br>Minimal impacts to cultural heritage resources       |
| <b>Cultural Environment Factor Area Summary</b> | <b>Alternatives 1, 4 or 5 are preferred because they have the least potential to impact lands with potential cultural or archaeological resources. It is noted that in all alternatives, the impacts to the Cultural Environment are negligible compared to other factor areas in the comparative evaluation.</b> |  |  |  |  |   |

# Comparative Evaluation Summary



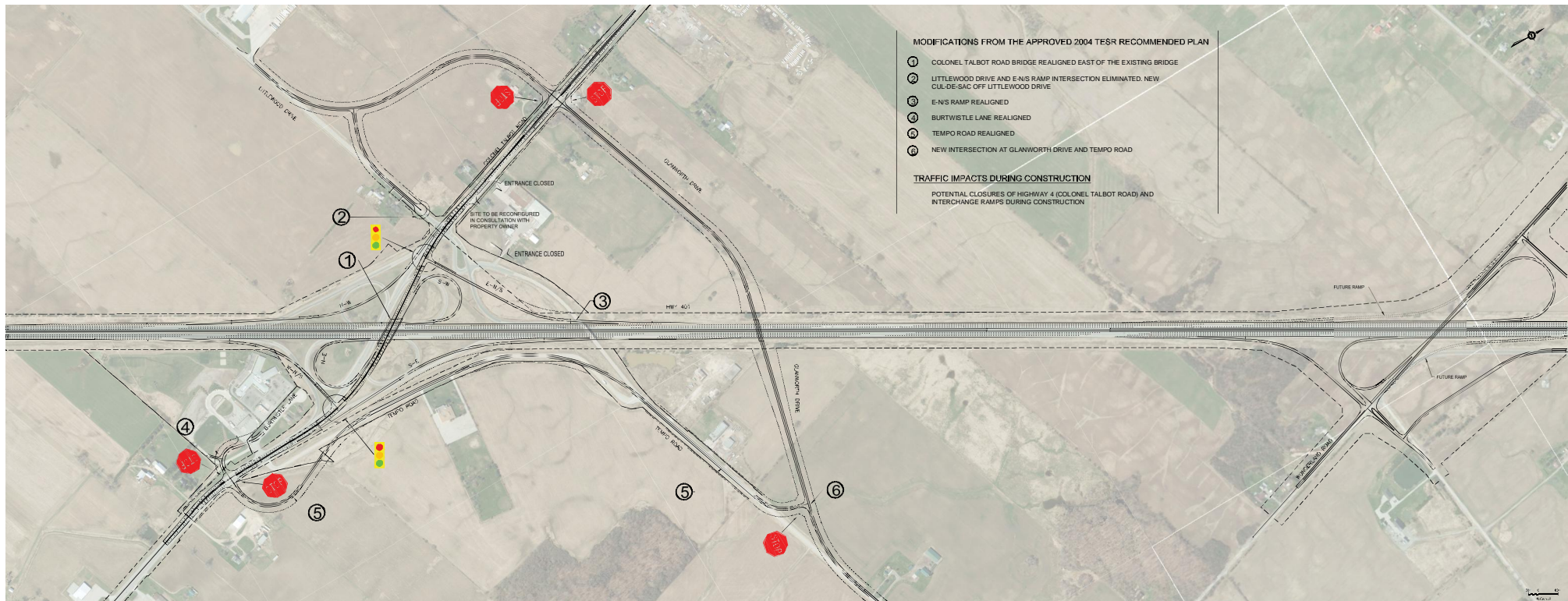
|  |   |
|--|---|
| Transportation & Engineering Factor Area Summary | Alternative 6 is preferred because it best meets MTO Practices, Policies and guidelines while best maintaining local road networks and providing a reliable and efficient route for the movement of farm machinery.   |
| Natural Environment Factor Area Summary          | Alternative 2 or 3 are preferred because they have the least potential to negatively impact the natural environment. It is noted that in all alternatives, the impacts to the Natural Environment are negligible compared to other factor areas in the comparative evaluation.        |
| Socio-Economic Environment Factor Area Summary   | Alternative 2 is preferred because it has the fewest impacts to existing and future land uses, best conforms to land use planning policies and has the fewest short-term impacts to the local community.  |
| Cultural Environment Factor Area Summary         | Alternatives 1, 4 or 5 are preferred because they have the least potential to impact cultural or archaeological resources. It is noted that in all alternatives, the impacts to the Cultural Environment are negligible compared to other factor areas in the comparative evaluation. |

Based on the comparative evaluation of alternatives, using a reasoned argument method, Alternative 6 has been selected as the Technically Preferred Alternative.

Alternative 6 is technically preferred over Alternative 2 because it:

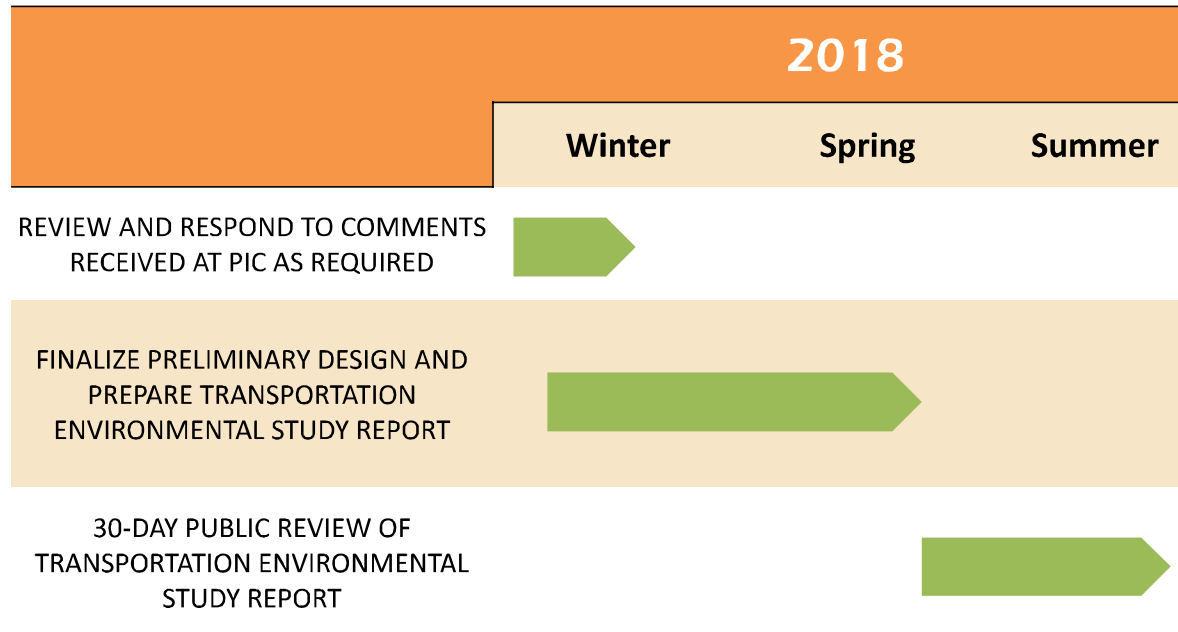
- Adheres to engineering standards, policies and practices
- best maintains the local road network
- offers potential benefits for future development opportunities
- provides an efficient route for the movement of farm machinery
- addresses concerns of local stakeholders, as heard through public consultation activities

# Technically Preferred Alternative



Alternative 6

# Next Steps



## THANK YOU FOR ATTENDING

More information about the project can be found online at [www.hwy401londonbridges.ca](http://www.hwy401londonbridges.ca)

Your input is important to the outcome of this project.

Please complete a comment form and return it by

**February 15, 2018**

*Information on this project is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*



P.O. Box 5035  
300 Dufferin Avenue  
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January 31, 2018

J. Matthews  
Dillon Consulting Limited  
1400-130 Dufferin Avenue  
London ON N6A 5R2

L. Maitland  
Planner I

I hereby certify that the Municipal Council, at its meeting held on January 30, 2018 resolved:

18. That, the following actions be taken with respect to the 1st Report of the Agricultural Advisory Committee from its meeting held on January 17, 2018:

- a) the Chair of the Agriculture Advisory Committee (AAC) BE REQUESTED to draft a letter to the Hon. J. Leal, Ministry of Agriculture, Food and Rural Affairs with respect to when Ontarians can expect consultation opportunities related to *The Bees Act*; it being noted that the letter will be provided for the March agenda of the AAC, for review;
- b) the revised 2018 Work Plan for the Agriculture Advisory Committee (AAC) appended to the 1st Report of the AAC BE FORWARDED to the Municipal Council for consideration;
- c) S. Franke BE APPOINTED to the Urban Agriculture Steering Committee as the Agriculture Advisory Committee representative, as per the terms of reference for the Urban Agriculture Steering Committee; and,
- d) the forwarding of the following comments of the Agriculture Advisory Committee (AAC) with respect to the communication dated January 15, 2018 from J. Matthews, Dillon Consulting Limited appended to the 1st Report of the AAC regarding the Notice of Public Information Centre 3 related to Highway 401 and 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements, to Dillon Consulting Limited, BE APPROVED:
  - i) the AAC is very concerned about safety with regards to any proposal that results in the closure of the Glanworth Drive Overpass;
  - ii) noting that Glanworth Drive is a major east/west route for farm equipment traversing the south end of the City; it being noted that the area is heavily cash cropped which requires larger than average equipment; and,
  - iii) the AAC would like to see any final proposal accepted by the Ministry of Transportation to include the continuing maintenance and use of the Glanworth Drive Overpass; and,
- e) clauses 1 to 5 BE RECEIVED. (18/3/PEC)

C. Saunders  
City Clerk  
/lm

cc. Chair and Members Agriculture Advisory Committee



**Follow Up from AAC Meeting:**

***That the Chair of the Agriculture Advisory Committee (AAC) BE REQUESTED to draft a letter to the Hon. J. Leal, Ministry of Agriculture, Food and Rural Affairs with respect to when Ontarians can expect consultation opportunities related to The Bees Act; it being noted that the letter will be provided for the March agenda of the AAC, for review.***

---

Draft of Letter – Information and references provided by Becky Ellis

**To: Hon. Jeff Leal  
Minister of Agriculture, Food and Rural Affairs  
11th Flr, 77 Grenville St  
Toronto, ON M7A 1B3**

Pollinators are in decline across North America (Kerr, 2015; Packer, 2011) and many parts of the world, to an extent that the UN Food and Agriculture organization has identified this as a major threat to global food security (FAO 2016). Bees are the most important pollinators in many parts of the world, and the decline of both domesticated and wild bee populations has begun to have very damaging impacts on agriculture on a world scale, and could lead to potentially catastrophic disruptions in ecosystem function (Steffan-Dewenter and Potts, 2005; Packer 2011), with risks greatly amplified by climate change. Agriculture is one the main economic activities within the municipalities surrounding the city of London. Urban agriculture is also a growing practice within the city. For these reasons, we are very concerned with the plight of both domesticated (honey) and wild bees.

There is growing evidence that urban beekeeping is excellent for bees: cities, often imagined as concrete wastelands, are full of plant diversity that offer ample pollen and nectar for bees (Packer and Willis, 2009; Kaluza et al, 2016; Frankie et al, 2009; Westrich, 2016; Garbuzoy et al; Larson and Kesheimer, 2015). Pesticides, which kill harmful as well as beneficial insects, are used far less in cities than rural areas. A city that buzzes with honeybees from backyard hives will also be an excellent place for wild bees, who are more at risk than their domesticated cousins, because beekeepers tend to plant gardens and create habitats that benefit all bees.

In the province of Ontario most urban beekeepers are violating the Bees Act, because they violate the 30 m rule which states that “No person shall place hives or leave hives containing bees within 30 metres of a property line separating the land on which the hives are placed or left from land occupied as a dwelling or used for a community



center, public park or other place of public assembly or recreation” (Ontario Ministry of Agriculture). This rule effectively makes backyard beekeeping in cities almost impossible.

Although we understand that this part of the Bees Act is only enforced on a complaint basis, of which the Ministry receives very few each year, we feel the rule hinders the growth of urban beekeeping in Ontario. People excited to begin beekeeping are discouraged from setting up a backyard hive because they do not want to violate legislation. The 30 m rule keeps some backyard beekeepers from registering their hives with the Ontario Ministry of Agriculture, a practice that may be disastrous if a disease such as Foul Brood, strikes a nearby hive. Although the Ministry requires all beekeepers to register their hives, even if they violate the 30 m rule, many beekeepers are afraid of having their hive removed if they do so.

The Government of Ontario’s Pollinator Health Action Plan (PHAP), which was released on December 15, 2016 proposed a number of potential actions that the province could take to address honey bee diseases, pests and genetics, including a recommendation that the government release for consultation a discussion paper to modernize the province’s legislative framework on beekeeping. Among other components, these modernization proposals could include provisions related to updated requirements for the location of hives.

As representatives of Agricultural Advisory Committee to the City of London, we recommend the London City Council urge the Ontario Ministry of Agriculture to let Ontarians know when they can expect consultation opportunities related to The Bees Act, as outlined in the PHAP.

We would like to know when these expected consultations could occur and would like to provide input on the Bees Act in regards to the above aforementioned issues. We would also like to circulate to the urban and rural stakeholders who would like to provide feedback on the Bees Act.

Sincerely,

Agricultural Advisory Committee

City of London

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