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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 20, 2015 |
| FROM: | JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |
| SUBJECT | PROPOSED REVISION TO THE W12A LANDFILL DESIGNATED HAUL ROUTE |

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| RECOMMENDATION |
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer a public participation meeting of the Civic Works Committee **BE HELD** on June 2, 2015 to consider potential changes to the designated W12A Landfill haul route as a result of the new Highway 401/Wonderland Road interchange.

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| PREVIOUS REPORTS PERTINENT TO THIS MATTER |
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Relevant reports that can be found at www.london.ca under City Hall (Meetings) include:

- W12A Landfill Site (June 19, 2006 meeting of the Environment and Transportation Committee (ETC), Item #14)
- W12A Landfill Site (May 29, 2006 meeting of the ETC, Item #2)

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| BACKGROUND |
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PURPOSE

To seek Council's approval to hold a public participation meeting to consider potential changes to the designated W12A Landfill haul route that will maximize the benefit of the new Highway 401/Wonderland Road interchange.

CONTEXT

Current Designated Haul Route

Users of the W12A Landfill and the Manning Drive Regional Material Recovery Facility (MRF) are currently required to access these locations by travelling south on Wellington Road South and then west on Manning Drive (see Figure 1). Signs at the W12A Landfill advise users of the designated haul route. City staff are not recommending any changes to the current routes; rather we are recommending additional routes.

What has Changed in the Area?

Construction of the new Highway 401/Wonderland Road interchange began in 2014 and is expected to be complete in late 2015. This is a partnership project with the Ministry of Transportation that will connect a missing link on Wonderland Road across Highway 401. The project will improve accessibility and mobility between London's urban growth area, Highway 401 and areas south.

Manning Drive between the landfill entrance and Wonderland Road immediately south of the new interchange is being reconstructed in 2015. This section of Manning Drive is identified as a 24-hour truck route but is currently subject to Spring load restrictions. This project will upgrade the road to standard widths, improve the pavement condition and eliminate the need for spring load restrictions. The project is coordinated with the new interchange project to accommodate anticipated growth in traffic volumes.

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Wonderland Road between Highway 402 and the new Highway 401 interchange is scheduled for upgrades in 2017. This section of road is not currently designated as a 24-hour truck route and is subject to Spring load restrictions. The City is currently undertaking an environmental assessment for the Wonderland Road South corridor between Southdale Road and Highway 401. This EA envisions a program of upgrades throughout the corridor to accommodate traffic growth as a result of the interchange as well as anticipated growth in the southwest part of London. Two-lane upgrades between Highway 401 and Highway 402 are currently scheduled in the Transportation Growth Program in 2017. The upgrades will include standard road widths, increased pavement structure, operational improvements in anticipation of increased traffic volumes and eliminate the need for spring load restrictions. This section of Wonderland Road will be widened to four-lanes in the long-term. Information on this environmental assessment is available at: <http://www.london.ca/residents/Environment/EAs/Pages/Wonderland-Road-South.aspx>

These changes have the potential to decrease haul time to the W12A Landfill and MRF for:

- City garbage packers
- Contractors working for the City
- Customers using the W12A Landfill Site
- Municipalities and customers using the MRF

2015-2019 - Strategic Plan for the City of London

Municipal Council has recognized the importance of solid waste disposal and an efficient transportation system in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). With respect to this Civic Work Committee (CWC) Report, 2 of the 4 Areas of Focus address waste disposal and transportation matters:

Building a Sustainable City

- Robust infrastructure
- Convenient and connected mobility choices

Leading in Public Service

- Excellent service delivery

DISCUSSION

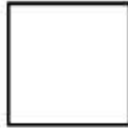
Three specific actions are proposed in this report:

- Action #1a - Proposed Change to Designated Haul Route
- Action #1b - Public Participation Meeting is Recommended
- Action #2 - Proposed Heavy Load and Truck Route By-law Changes

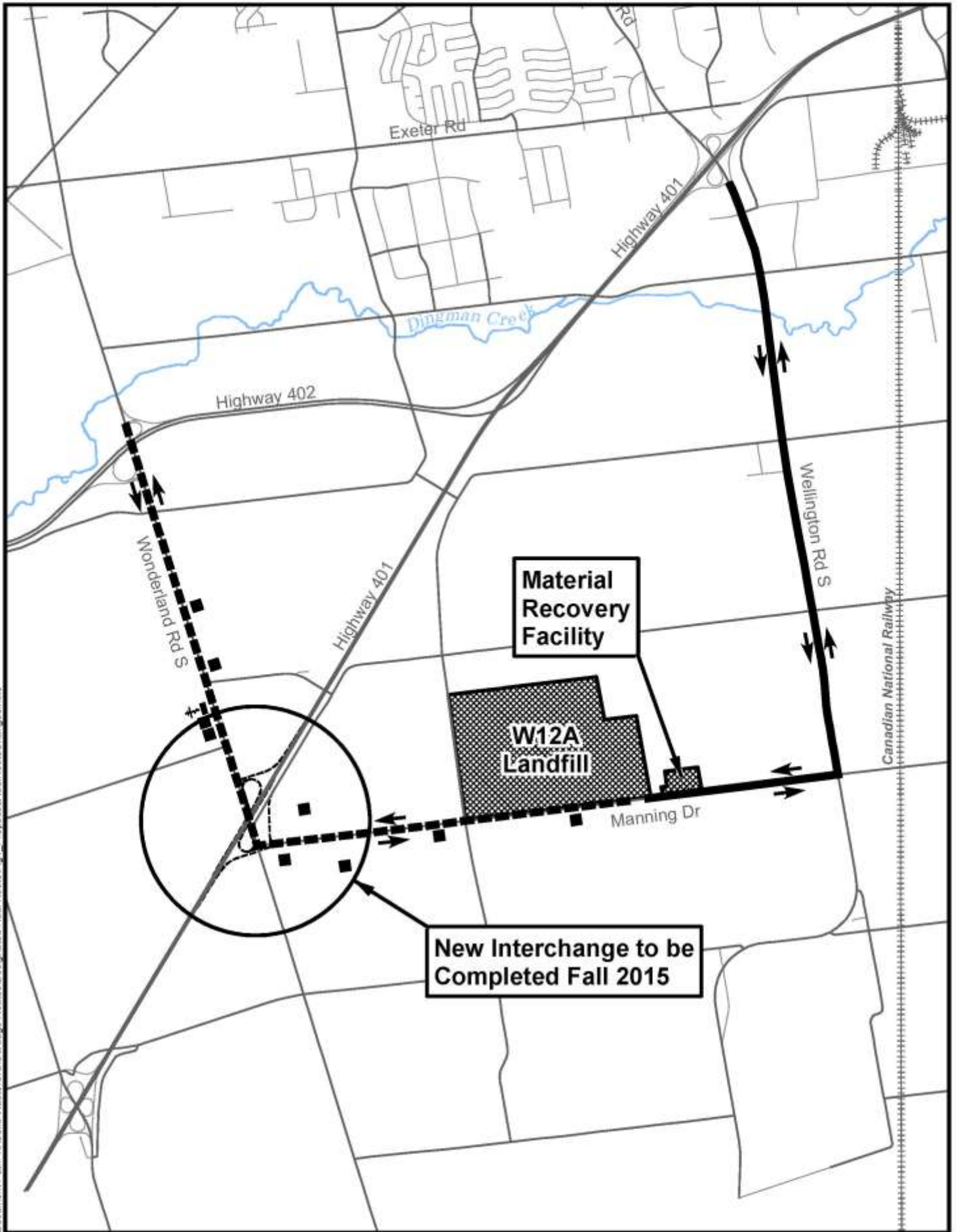
Action #1a - Proposed Change to Designated Haul Route

As noted, the above mentioned road improvements have the potential to save time for users of the W12A Landfill and the MRF if they are allowed access these facilities from the Highway 401/Wonderland Road interchange. Accordingly, it is proposed to allow access to the W12A Landfill and MRF by travelling south on Wonderland Road South and then east on Manning Drive (see Figure 1).

The Average Annual Daily Traffic (AADT) on Wonderland Road South north of the interchange is currently 3,000 vehicles per day. The forecasted AADT for Wonderland Road South in 2030 is 7,550 vehicles. The AADT on Manning Drive east of the interchange is 300 vehicles per day.



**Figure 1
PROPOSED HAUL ROUTE CHANGES**



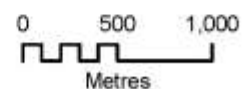
Document Path: K:\Solid Waste\GIS\Garbage Routes\Designated Haul Route\Fig1_Proposed Haul Route Changes.mxd

Legend

- Current Designated W12A Landfill Haul Route
- Proposed Addition to W12A Landfill Haul Route
- Church
- Residential Dwelling



1:40,000



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Overview of Impacts/Benefits

A brief summary of the impacts and benefits of the proposed changes to the designated W12A Landfill haul route is presented below.

| Consideration | Impacts/Benefits |
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| Number of Homes & Sensitive Land Uses on New Haul Route (See Figure 1) | <p><i>Wonderland Portion of Proposed Haul Route</i></p> <ul style="list-style-type: none"> • 4 homes, 1 church on Wonderland Road between Highway 402 and Highway 401 interchange <p><i>Manning Drive Portion of Proposed Haul Route</i></p> <ul style="list-style-type: none"> • 5 homes on Manning Drive between interchange and W12A Landfill |
| Change in Traffic Patterns | <ul style="list-style-type: none"> • Shifting approximately 200 of the daily landfill vehicles with an estimated 60% being heavy trucks (30% of all landfill and MRF facility traffic) from the existing Wellington/Manning haul route to the new Wonderland/Manning landfill haul route • Approximately 7% increase in the AADT on Wonderland portion of haul route north of the new interchange (from 3,000 to about 3,200). Traffic growth is also anticipated as a result of the new interchange. • Approximately 60% increase in the AADT on the Manning Drive portion of the proposed new haul route (from 300 to about 500) |
| Change in Haul Time for Vehicles using W12A | <ul style="list-style-type: none"> • Estimated annual savings of 350 hours for City vehicles • Estimated annual savings of 100 hours for private haulers • Estimate annual savings of 400 hours for small vehicles |

Action #1b - Public Participation Meeting is Recommended

A public participation meeting and Council direction is recommended in order to change the designated haul route to the W12A Landfill given the following details from an old agreement.

An agreement between the former Town of Westminster and the City dated February 4, 1983 (which superseded a 1975 agreement) approved by the Ontario Municipal Board included City obligations to the Town as a result of the operation of the W12A Landfill. One of these obligations was to establish a designated haul route to the landfill along Manning Drive from Wellington Road South. The agreement states:

The City shall...instruct all operators of municipal refuse vehicles and vehicles of private haulers to use the designated routes proceeding to and from the Landfill Site; it being understood that the designated route for refuse vehicles of the City and those of private haulers coming to the Landfill Site from points within the City of London shall be to proceed to the Site along Wellington Road and thence along the 7th Concession Road to the Site entrance and shall return from the site in the same manner...prohibit the entry into the Landfill Site of any person or employee of any corporation failing to proceed to and from the Site along the designated route...

The City has instructed/required users of the W12A Landfill to use Wellington Road/Manning Drive since the site opened in 1978. This current route will remain as is.

The City Solicitor provided an opinion on April 11, 1994 that under the *London-Middlesex Act, 1992*, the City had assumed the rights and liabilities of the former Town of Westminster on annexation. As a result, he stated that the agreement of February 4, 1983 (which superseded a 1975 agreement) between the former Town and the City was now between the City and itself and the obligations in the agreement had merged in the City. Further opinions from the City Solicitor that the agreements of 1975 and 1983 no longer affected the W12A Landfill was reported to the Environment and Transportation Committee on May 29 and June 19, 2006.

Even though the 1975 and 1983 agreements are no longer in effect, the City continued the practise of having vehicles use Wellington Road South and Manning Drive to access the landfill as well as vehicles using the MRF and therefore should give the public an opportunity to comment on any changes and have Council consider these changes.

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Community Engagement

Subject to Council approval to hold a public participation meeting, a notice of the potential changes to the heavy truck routes, half load restrictions and the designated W12A Landfill haul route as a result of the new 401/Wonderland Road interchange will be sent to all property owners abutting the road allowance affected by the proposed changes. The notice will include information on the proposed changes, contact information for further information and details of the public meeting. Standard advertising for public meetings will also be undertaken.

The possibility of revising the designated haul route to the W12A Landfill was discussed with the W12A Public Liaison Committee (PLC) on February 19, 2015. The chair of the PLC noted that the designated haul route was part of the landfill agreement between the City and the Township and the City should take the necessary formal steps required to address this agreement if we plan on changing the haul route.

Action #2 - Proposed Heavy Load and Truck Route By-law Changes

As a result of the planned road improvements, the following changes to Traffic and Parking By-law PS-111 will be recommended at future meetings subject to Council’s decision on the proposed Designated Haul Route changes:

- Amending by-law PS-111 Schedule 14 to designate Wonderland Road from Westminster Drive to the Morrison Road permitted for heavy trucks 24 hours per day;
- Amending by-law PS-111 Schedule 15 to eliminate the reduced load limits on Manning Drive from Wonderland Road to 1,500 metres west of Wellington Road after Manning Drive has been reconstructed in 2015; and
- Amending by-law PS-111 Schedule 15 to eliminate the reduced load limits on Wonderland Road from Highway 402 to Manning Drive after Wonderland Road has been upgraded as currently scheduled in 2017.

ACKNOWLEDGEMENTS

This report was prepared with assistance from David Munteer, Solicitor; Shane Maguire, Division Manager – Roadway Lighting and Mike Losee, Manager - Solid Waste Engineering & Planning.

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