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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JULY 20, 2015</b>
<b>FROM:</b>	<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT</b>	<b>UPDATE - PROPOSED REVISION TO THE W12A LANDFILL DESIGNATED HAUL ROUTE</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer the following actions **BE TAKEN** with respect to the designated haul route to the W12A Landfill:

- a) this report **BE RECEIVED** for information;
- b) the expansion of the designated haul route, as previously submitted to Civic Works Committee on June 2, 2015 (Attachment A), **BE APPROVED** to allow traffic going to the W12A Landfill to use Wonderland Road South, south of the 402 and Manning Drive west of the landfill entrance subject to the completion of Highway 401/Wonderland Road interchange and reconstruction of Manning Drive between the landfill's entrance and Wonderland Road South; and,
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this matter.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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Relevant reports that can be found at [www.london.ca](http://www.london.ca) under City Hall (Meetings) include:

- Public Participation Meeting – Proposed Revision to the W12A Landfill Designated Haul Route, (June 2, 2015 meeting of Civic Work Committee (CWC), Item #11)
- Proposed Revision to the W12A Landfill Designated Haul Route (April 20, 2015 meeting of CWC, Item #7)
- 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)

<b>BACKGROUND</b>
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**PURPOSE**

To seek Council's approval to expand the designated W12A Landfill haul route to maximize the benefit of the new Highway 401/Wonderland Road interchange.

**CONTEXT**

**Background**

At its April 20, 2015 meeting, Civic Works Committee received information on current and planned road construction on Manning Drive, Wonderland Road South and the Highway 401/Wonderland interchange as well as a brief summary of the impacts and benefits of changing the designated W12A Landfill haul route to allow traffic going to the W12A Landfill to use Wonderland Road South south of the 402 and Manning Drive west of the landfill's entrance. Key information from this report is provided in Appendix A of Attachment A.

As a result of the information provided, the following resolution was passed at Council's April 28, 2015 meeting:

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*“That, on the recommendation of the Managing Director, Environmental and 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.”*

Prior to the June 2 meeting, a communication dated May 28, 2015 was received from E. Morrison. At the Public Participation Meeting verbal comments were received from C. Crinklaw.

The following resolution was passed at Council’s June 10, 2015 meeting:

*“that the matter pertaining to the proposed revision to the W12A landfill designation haul route BE REFERRED back for further consideration, at a future meeting of the Civic Works Committee, when the staff report regarding the related Environmental Assessment process is being considered.”*

**2015-2019 - Strategic Plan for the City of London**

Municipal Council has recognized the importance of solid waste management in its 2015-2019 Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). With respect to this CWC Report, 3 of the 4 Areas of Focus address solid waste management:

**Building a Sustainable City**

- Strong and healthy environment

**Leading in Public Service**

- Collaborative, engaged leadership
- Excellent service delivery

**Growing our Economy**

- Urban regeneration
- Local, regional, and global innovation
- Strategic, collaborative partnerships

**Proposed W12A Designated Haul Route**

The current W12A designated haul route and the proposed addition to the designated haul route is shown on Figure 1, in Attachment A.

These changes have the potential to decrease haul time to the W12A Landfill and Material Recovery Facility (MRF) for City garbage packers, Contractors working for the City, Customers using the W12A Landfill Site and Municipalities and customers using the MRF.

**DISCUSSION**

Responses to comments submitted by E. Morrison on May 28, 2015:

1. **Safety - Speeding Trucks enticed by lowly populated Manning straight-always - Need for Speed control.**
2. **Safety - The Whiteoak/Manning 4 Way Stop Intersection - Nobody Stops now.**
3. **Safety - Need for Navigation Street Lights at Manning/Wonderland and Whiteoak/Manning Intersection.**
5. **Potential Mail Delivery Impact - Need for Set -back, etc.**

**Response**

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 already identified as a 24-hour truck route. This project will upgrade the road to standard widths, improve the pavement condition and eliminate the need for spring load restrictions. Safety and lighting concerns have been reviewed by Roads & Transportation and no action is required.

4. **Increased Garbage litter flying from trucks = Need for wider area clean-up.**

**Response**

Litter pickup standards on Manning between the landfill entrance and Wellington Road South (current designated haul route) will be extended to Manning Drive between the landfill entrance and Wonderland Road immediately south of the new interchange.

Two empty rectangular boxes for agenda item and page numbers.

**6. Need to increase W12A mitigation coverage area.**

**Response**

City staff will further examine this request and report back to Civic Works Committee on the advantages and disadvantages of treating residences on Manning Drive between the landfill entrance and the new Wonderland Road/401 interchange the same as residences within 500 metres of the W12A landfill with respect to the W12A Landfill Site Community Enhancement and Mitigative Measures Program.

**7. Need to clean out Manning Road's increasingly filled ditches that are causing water back-up in fields.**

**Response**

This concern is not related to the designation of Manning Drive between the landfill entrance and the new Wonderland Road South/ 401 interchange as a designated a haul route. This concern has been forwarded to Transportation Operations.

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Responses to comments pertaining to the proposed revision to the W12A Landfill designated haul route submitted by C. Crinklaw on June 2, 2015 (i.e., many comments dealt with the Wonderland Road Environment Assessment):

**Will there be included in the revised haul route, trucks that transport sludge to Greenway to the W12A**

**Response**

Trucks that haul sludge from Greenway wastewater treatment facility to the W12A Landfill are already included in the numbers as this activity occurs now. This activity occurs on a limited basis and usually between 2 and 6 weeks per year. It is anticipated that one truck per hour, 24 hours per day and 5 days per week may use Wonderland Road instead of Wellington Road to access the landfill site. Once unloaded, it may return on Wonderland Road accounting for a second truck movement per hour.

**The proposal to accept waste from facilities outside of London. (Grand Bend and Elgin Water Treatment Plants and TRY Recycling on Clarke Road) and whether that specific truck traffic was included in the 200 trips per day estimate?**

**Response**

The truck traffic estimates are based on averages over the last 5 years. For 4 of the 5 years, the landfill was handling about 250,000 tonnes of garbage per year which required more trucks. In 2014 the amount of garbage has dropped to about 200,000 tonnes, meaning fewer trucks are now arriving at the landfill site. In summary the current estimates are likely higher than current experience.

Future proposed trucks from the Grand Bend Water Treatment Plant would likely arrive at the W12A Landfill by using Wonderland Road between Southdale Road and Highway 401. They have not been included in the current estimates; however, these would serve as replacement trucks for private trucks that are already in the estimates but have not been arriving at W12A Landfill in the last year.

Future proposed trucks from Elgin Water Treatment Plant would arrive at the W12A Landfill from the south end and not use Wonderland Road between Southdale Road and Highway 401.

Future proposed trucks on Clarke Road leaving the TRY Recycling facility are very unlikely to use Wonderland Road between Southdale Road and Highway 401. Currently they use Veterans Memorial Parkway or Highbury and the 401.

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**Attachment A - Previous Report - Public Participation Meeting – Proposed Revision to the W12A Landfill Designated Haul Route**

The previous report on this subject matter is included in Attachment A.

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**ACKNOWLEDGEMENTS**

This report was prepared with assistance from Mike Losee, Manager - Solid Waste Engineering & Planning.

<b>PREPARED BY:</b>	<b>PREPARED AND SUBMITTED BY:</b>
<b>WESLEY ABBOTT, P. ENG. DIVISION MANAGER - SOLID WASTE MANAGEMENT</b>	<b>JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET &amp; SOLID WASTE</b>
<b>REVIEWED AND SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>EDWARD SOLDI, P.ENG. DIRECTOR - ROADS &amp; TRANSPORTATION</b>	<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>

Attachment A Previous Report - Public Participation Meeting – Proposed Revision to the W12A Landfill Designated Haul Route

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## APPENDIX A

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 2, 2015</b>
<b>FROM:</b>	<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT</b>	<b>PUBLIC PARTICIPATION MEETING - PROPOSED REVISION TO THE W12A LANDFILL DESIGNATED HAUL ROUTE</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer the following actions **BE TAKEN** with respect to the designated haul route to the W12A Landfill:

- a) based on the outcome of the Public Participation Meeting and previous analysis, the expansion of the designated haul route **BE APPROVED** to allow traffic going to the W12A Landfill to use Wonderland Road South, south of the 402 and Manning Drive west of the landfill entrance subject to the completion of Highway 401/Wonderland Road interchange and reconstruction of Manning Drive between the landfill's entrance and Wonderland Road South; and,
- b) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this matter.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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<b>BACKGROUND</b>
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**PURPOSE**

To seek Council's approval to expand the designated W12A Landfill haul route to maximize the benefit of the new Highway 401/Wonderland Road interchange.

**CONTEXT**

**Background**

At its April 20, 2015 meeting, Civic Works Committee received information on current and planned road construction on Manning Drive, Wonderland Road South and the Highway 401/Wonderland interchange as well as a brief summary of the impacts and benefits of the changing the designated W12A Landfill haul route to allow traffic going to the W12A Landfill to use Wonderland Road South south of the 402 and Manning Drive west of the landfill's entrance. Key information from this report is provided in Appendix A.

As a result of the information provided, the following resolution was passed at Council's April 28, 2015 meeting:

*"That, on the recommendation of the Managing Director, Environmental and 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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**2015-2019 - Strategic Plan for the City of London**

Municipal Council has recognized the importance of solid waste management in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). With respect to this CWC Report, 3 of the 4 Areas of Focus address solid waste management:

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- Local, regional, and global innovation
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**Proposed W12A Designated Haul Route**

The current W12A designated haul route and the proposed addition to the designated haul route is shown on Figure 1.

These changes have the potential to decrease haul time to the W12A Landfill and Material Recovery Facility (MRF) for City garbage packers, Contractors working for the City, Customers using the W12A Landfill Site and Municipalities and customers using the MRF.

**DISCUSSION**

**Notification**

On May 12, 2015, a Notice of a Public Participation Meeting was sent to property owners adjacent to the proposed new haul route (Wonderland Road South from the 402 to 401 and Manning Drive from the 401 to the landfill entrance) and was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 21, 2015.

The Notice of a Public Participation Meeting was also sent to the chair of the W12A Landfill Public Liaison Committee (PLC). The W12A Landfill PLC had previously been advised of the potential change to the landfill’s haul route at its February 19, 2015 meeting.

**Public Input**

At its February 19, 2015 meeting, the PLC noted that the designated haul route was part of the landfill agreement between the City and the former Township of Westminster and the City should take the necessary formal steps required to address this agreement if the haul route was change. These requirements include holding a Public Participation Meeting and having City Council formally adopt the change.

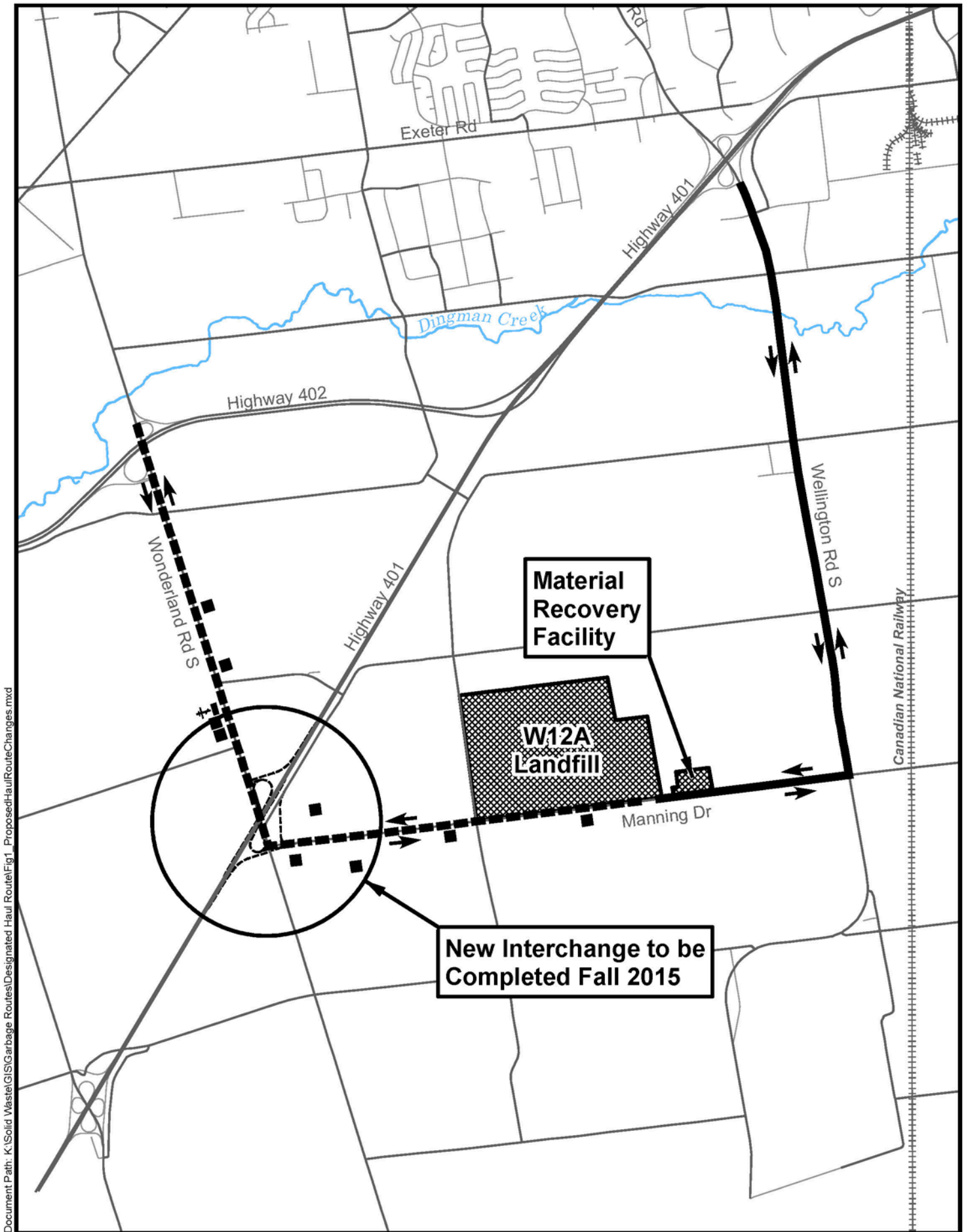
At the time of writing this report staff had received one inquiry and one comment. The one inquiry was for further information on what is proposed. The one comment was a concern related to an increase in truck traffic and accommodation of large agricultural equipment on Wonderland Road.

**City Staff Comments**

- No change in traffic on Wonderland Road South or the designated haul route will happen until the new Highway 401/Wonderland Road interchange is complete which will not be until the fall 2015 at the earliest.
- Manning Drive is scheduled to be reconstructed this summer. This project will provide improved lane and shoulder widths and a stronger pavement structure.
- Wonderland Road South between Highway 402 and the new Highway 401 interchange is scheduled for upgrades in 2017 subject to approvals and funding. These upgrades will include wider lane and shoulder widths, turn lanes where necessary and a stronger pavement structure. The shoulders will be partially paved which will facilitate both cyclists and agricultural equipment operators.
- Wonderland Road South, between Highway 402 and the new Highway 401 interchange, will be subject to Spring load restriction until the road is upgraded. This will prevent heavy trucks (e.g., loaded garbage and recycling trucks), from using Wonderland Road South in March and April.





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# Figure 1 PROPOSED HAUL ROUTE CHANGES



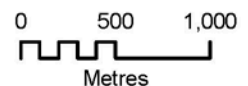
Document Path: K:\Solid Waste\GIS\Garbage Routes\Designated Haul Route\Fig1\_ProposedHaulRouteChanges.mxd

### Legend

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



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**Next Steps - 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:

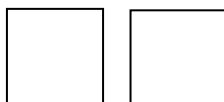
- Amending by-law PS-111 Schedule 14 to designate Wonderland Road South from Westminster Drive to the Morrison Road permitted for heavy trucks 24 hours per day;
- Amending by-law PS-111 Schedule 15 to eliminate the reduced load limits on Manning Drive from Wonderland Road South to 1,500 metres west of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

**ACKNOWLEDGEMENTS**

This report was prepared with assistance from Mike Losee, Manager - Solid Waste Engineering & Planning, Doug MacRae, P. Eng., Division Manager – Transportation Planning and Design and Shane Maguire, Division Manager – Roadway Lighting and Traffic Control.

<b>PREPARED BY:</b>	<b>PREPARED AND SUBMITTED BY:</b>
<b>WESLEY ABBOTT, P. ENG. DIVISION MANAGER - SOLID WASTE MANAGEMENT</b>	<b>JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET &amp; SOLID WASTE</b>
<b>REVIEWED AND SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>EDWARD SOLDI, P.ENG. DIRECTOR - ROADS &amp; TRANSPORTATION</b>	<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>





**Appendix A – Key Information from April 20, 2015 CWC Report  
“PROPOSED REVISION TO THE W12A LANDFILL DESIGNATED HAUL ROUTE”**

**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. Signs at the W12A Landfill advise users of the designated haul route. City staff are not recommending any changes to the current route; rather we are recommending additional routes.

**What has Changed in the Area?**

Construction of the new Highway 401/Wonderland Road South interchange began in 2014 and is expected to be complete in late 2015. This is a partnership project with the Ministry of Transportation Ontario (MTO) that will connect a missing link on Wonderland Road South 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 South 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.

Wonderland Road South 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 West 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 South 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>

**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
Number of Homes & Sensitive Land Uses on New Haul Route (See Figure 1)	<p><b>Wonderland Road South Portion of Proposed Haul Route</b></p> <ul style="list-style-type: none"> <li>• 4 homes, 1 church on Wonderland Road South between Highway 402 and Highway 401 interchange</li> </ul> <p><b>Manning Drive Portion of Proposed Haul Route</b></p> <ul style="list-style-type: none"> <li>• 5 homes on Manning Drive between interchange and W12A Landfill</li> </ul>
Change in Traffic Patterns	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Approximately 7% increase in the Average Annual Daily Traffic (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.</li> <li>• Approximately 60% increase in the AADT on the Manning Drive portion of the proposed new haul route (from 300 to about 500)</li> </ul>
Change in Haul Time for Vehicles using W12A	<ul style="list-style-type: none"> <li>• Estimated annual savings of 350 hours for City vehicles</li> <li>• Estimated annual savings of 100 hours for private haulers</li> <li>• Estimate annual savings of 400 hours for small vehicles</li> </ul>