

**From:** Lucente, Jodie  
**Sent:** Tuesday, October 17, 2017 1:44 PM  
**To:** Adema, Justin <[jadema@london.ca](mailto:jadema@london.ca)>  
**Cc:** Hochstenbach, Frank  
**Subject:** Maitaki Mushroom - City of London File Z - 8795

Good afternoon Justin,

It has recently come to the attention of the Ministry of Transportation that the above-noted lands are the subject of a Consent application – City of London File Z-8795.

The Ministry of Transportation (MTO) has completed a review of the above noted proposal in accordance with the requirements of the *Public Transportation and Highway Improvement Act* our Highway Access Management Guidelines and all related policies. The following outlines our comments.

The subject property is located within MTO's Permit Control Area (PCA), and as such any development project is subject to review, approval and possible permits from the ministry. While the location of the building is not in immediate proximity to Highway 401 or the Highway 401/Colonel Talbot Road interchange, it must be noted that MTO has retained Dillon Consulting Ltd to conduct a Preliminary Design and Environmental Assessment for improvements to the interchange of Hwy 401 and Hwy 4. Dillon has developed six alternatives for improvements to the interchange, which may include the re-alignment of Glanworth Drive in the vicinity of the interchange. The six alternatives under consideration are attached.

Two of these alternatives impact the subject lands and may have an impact to both the lands to be severed and the lands to be retained:

- Alternative 5 includes re-aligning the westbound Hwy 401 off-ramp along the south edge of the subject property; and
- Alternative 6 includes re-aligning Glanworth Drive along the south edge of the subject property.

If either of these alternatives is selected as the technically-preferred alternative, depending on the exact position of the re-aligned road, property may be required from the subject lands. The location of the realigned road, as well as the potential property requirement may also impact access to the lands, and as such, MTO is unable to support the proposal for severance at this time.

The evaluation of the six alternatives is ongoing, and a final decision as to the technically-preferred alternative has not-yet been made. The final technically-preferred alternative will be included in the Transportation Environmental Study Report (TESR), which will be published for public review and comment later this year.

Should you have any questions or concerns, please do not hesitate to contact me directly.

Regards,

*Jodie*

Jodie Lucente | Corridor Management Planner  
Highway Corridor Management | West Region | Ministry of Transportation  
659 Exeter Road, London ON N6E 1L3