

***Submission regarding the Zoning By-law Amendment Z-7945  
for the rezoning of 441 Industrial Road to allow a Waste Transfer Station***

G. Anderson  
True North Molds Ltd,  
430 Industrial Road

**Introduction**

This submission is *not* supporting the proposed amendment for the establishment of this Solid Waste Transfer facility.

The main grounds for objection are:

- A) ***Area Aesthetics***  
The area is undergoing a revitalization, and this facility is taking it in the other direction.
- B) ***Site Adequacy.***  
The site itself is inadequate and is ill-suited to the proposed use.
- C) ***Traffic Issues***  
There will be traffic problems along Industrial Road, as there is no queuing or parking for trucks and trailers on site. ***There will be a truck attempting to enter or exit the property on average every 2 minutes for 14 hours per day.***

**A) Area Aesthetics**

Over the last few years this area has become more and more light industry and commercial, with a considerable amount of sprucing up and revitalization. Expansion activities related to the airport, as well as the gradual expansion of the city towards the east along Dundas and Oxford streets are contributing factors. This land use is inconsistent with these trends.

## **B) Site Adequacy**

The application document and other materials cite the EPA document

*“Waste Transfer Stations: A manual for Decision making”* as a reference.

When one looks at this document relative to this particular proposal, one will note:

*(P 13) a range of issues with the unsuitability of building re-use*

These include:

- inadequate onsite space for vehicle parking, and queuing, which leads to vehicles blocking neighborhood streets
- -older structures fail to meet current structural design codes, in particular fire and seismic. There is substantial vibration from heavy equipment used to compact and load waste into the transfer vehicles, which the buildings may not be structurally designed for.
- Properly sloped floors with positive drainage
- Extra large doors for times when the collection truck inadvertently exits with its tipping bed extended.
- Inadequate buffering from neighbours for odour, dust, noise, litter, vibration (compactor)

*A strong case is made in this document for special purpose-built facilities.*

*(P 22) shows a typical 500T/day Waste transfer station layout*

This layout also includes public drop-off capability, which the BFI proposal does not. They have sited it on 25 acres. The proposed BFI site expects a maximum of 800 T/day, which is 60% more throughput on a tenth of the land. This is not a true comparison because of the public drop-off feature, but the difference in sizes is significant.

### C) Traffic Issues

Here is a list of vehicle related issues.

- i) There is only a single gate for entrance and exit for trucks, trailers, employee cars. Vehicles may have to wait at the gate for other vehicles to exit, maneuver, pass over the scales, etc. Trucks will be entering or exiting the property on average every 2 minutes for 14 hours per day.
- ii) There is no on-site room for queuing or parking of trucks or trailers.
- iii) Site maneuverability is highly limited, perhaps leading to vehicles backing in from the street. These are large trucks and trailers. If this happens, not only is this an impediment to street traffic, but there may be continual noise issues from backup warning devices. Space will be even tighter in the winter months.  
According to the traffic plan layout fig, 5 by Dillon, the incoming vehicles are over 30 feet long. Scaling the drawing, they will have a very tight turn, and may require multiple backup attempts to reach their dock. The outgoing tractor trailers, at over 60 feet and with a turning radius of probably 50', would have an even more difficult time.
- iv) The arrival of collection vehicles is not steady, but comes in bunches. This means that there will be queuing on the street. There are diesel fumes/idling concerns, (and does our idling by-law apply?)
- v) Train traffic may likely further acerbate the arrival-in-bunches problem. The track is only 100+ metres away, and trains can take several minutes to pass, at times contributing to queuing on the street.
- vi) If there is a problem with the compactor, or other issues that delay unloading/loading, where will trucks wait/park?
- vii) There is a T-intersection with Osler Street, which has a lot of traffic at certain times of the day. Some years ago we had to ask for a no parking sign on Industrial Road near this intersection to prevent other trucks from being parked there. The reason was because the lack of visibility around the parked trucks caused many near collisions. Waste collection arrival peaks are known to occur around mid day and shift change, which coincides with the increased auto traffic at this intersection. No doubt trucks will be queuing/standing/parking along Industrial Road when Osler Street vehicles are trying to get out onto Industrial Road.