



DEPARTMENT

1978 07 21

Mr. E. C. Reid
Chief Administrative Officer
The Regional Municipality of Halton
Burlington, Ontario

Dear Mr. Reid:

Re: Resolution of Council, July 5, 1978,
re: feasibility study of an interim waste disposal
plan, item (d), "establishment of interim landfill
operation on NATCO lands on Highway 403 in Burlington

I appreciate that the study with respect to the NATCO lands will be quite detailed to respond to all 12 points under item 2 of the resolution. However, I would like to draw the attention of staff and consultants to several factors which I hope will be effectively addressed.

The question of access raises major problems. The two most obvious access routes are along Unsworth Avenue and Howard Road/Sumach Drive. Both of these accesses require an access from Plains Road.

I should point out that Unsworth Avenue runs through the heart of a very fine residential area. Unsworth is used by school children as a walking route to school. Unsworth also runs through public parkland, with entrances to Hidden Valley Park and Hendrie Park, coming off Unsworth Avenue. Unsworth also has two large hills. It is a narrow street with trees and houses quite close to the road. Also, the residents along Unsworth feel that there is already too much truck traffic from Lumsdens, NATCO and Green Thumb Landscaping.

The Howard Road/Sumach Drive access runs directly through the heart of one of Halton's finest family picnic parks. This route is also the only entrance to the Hidden Valley residential development. This route also has two very major hills, each with a sharp curve. The Lemonville Road/Sumach Drive intersection is now inadequate for current traffic needs, and would surely have to be completely reconsidered. The residents on Sumach Drive already are faced with four major industrial uses and if faced with a waste disposal site access route, could very well suggest that the Region should simply buy them out.

Plains Road is the only access to both Unsworth and Howard Road. Plains Road is not only an arterial road for all of Burlington, it is also the main road for one of Halton's finest residential areas, Aldershot; five schools are either on Plains or a small block away. The traffic count is already heavy.

I would hope that the study would specifically respond to the following questions:

1. Re: Plains Road:

- (a) How many trucks each day? What weight? What noise factor? From which point of entry on Plains Road?
- (b) How will this increased truck traffic affect the traffic load and safety and noise factors along Plains Road?
- (c) What "improvements" would be required to accommodate truck entry onto Plains Rd.?

2. Re: Unsworth Avenue:

- (a) How many trucks each day? What weight? What speed? What noise factor?
- (b) Details of construction required and costs re intersection at Plains Road, widening, road surface reconstruction, sidewalks, trees to be removed, bridge construction over Grindstone Creek.
- (c) Comments from Burlington Recreation Department of effect on Hidden Valley Park and the Royal Botanical Gardens and on Hendrie Park.

3. Re: Howard Road/Sumach Drive:

- (a) How many trucks per day? What weight? What speed? What noise factor?
- (b) Details of construction required and costs re intersection at Plains Rd. widening, road surface reconstruction, bridge over Grindstone Creek, intersection at Lemonville Rd., possible purchase of Aldershot Wreckers' property and of all residences along Sumach Drive.

3. (c) Comments from Burlington Recreation Department
re effect on Hidden Valley Park.

The question of alternative access routes should be addressed. The only alternatives appear to be (1) Highway 403; (2) The C.N.R. Railway line; (3) York Road/Snake Road. The Highway 403 possibility would require comments from both M.T.C. and C.N.R. Obviously, the C.N.R. possibility would require comments from C.N.R. Access from York Road/Snake Road has the disadvantage of access from Waterdown, or Highway 6 at Bridgeview Survey. The York Road/Snake Road route would either have to come to Sumach via Lemonville Bridge, which will present difficulties, or find another way of crossing Highway 403 and the C.N.R. We should also note that the York Road/Snake Road route has residential development. The advantages and disadvantages of these three alternatives should be set out. I would be most interested in knowing if there are other alternatives.

Also, the question of relationships to the Royal Botanical Gardens' lands should be addressed. Since the R.B.G. lands are immediately adjacent and the R.B.G. is a public body supported by public money, we should be careful not to do anything that will be harmful to the R.B.G. as a body. Therefore, the R.B.G. should be specifically asked to comment.

In the foregoing comments, I have not addressed questions regarding hydrological and various ecological-environmental factors as they relate to the site. I assume that the study will deal with these factors.

If I can be of any further assistance to staff or consultants on this project, please do not hesitate to call.

Thank you for your consideration of my comments.

Yours sincerely

Walter Mulkewich
Wj

Walter Mulkewich
Regional Councillor
Ward 1, Burlington.

c.c. to: Mr. R.W.J. Moore, P. Eng., Director of Public Works
Mr. D.J. Corbett, P. Eng., Public Works Dept.
Mr. W. Wells, P. Eng., M.M. Dillon, Consultants
Chairmn. R.B. Morrow, Halton Region
Councillor J. Raftis, Chairman of Regional Pub. Works Com.
Mayor M. Munro, City of Burlington
Alderman J. Cowman, Burlington, Ward 1
Mr. Grant Meakins, Chairman, Ward One Citizens Group