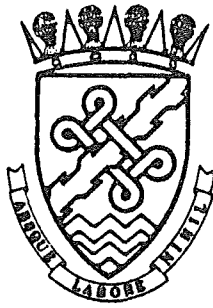


THE
REGIONAL
MUNICIPALITY
OF
HALTON



RESOLUTION NO. _____

DATE June 6, 1984

Moved by: R. Miller

Seconded by: F. Oliver

1. THAT the City of Burlington be requested to reconsider the Regional request to decrease the speed limit on the North Service Road from 80 km/h to 60 km/h between King Road and Waterdown Road in the City of Burlington.
2. THAT the City of Burlington be requested to post "No Parking" signs along the west side of King Road from the North Service Road to Bayview Park, and along the north side of the North Service Road from King Road to Waterdown Road.
3. THAT the operational improvements at the Burlington Landfill Site setout in PW. Report 111/84 be approved and implemented.
4. THAT additional part time inspectors be employed at the Burlington landfill site to insure compliance with the contract plans and specifications.

CERTIFIED A TRUE COPY
REGIONAL MUNICIPALITY OF HALTON
.....
Regional Clerk

"P. Pomeroy"
REGIONAL CHAIRMAN

REGIONAL MUNICIPALITY OF HALTON

Report to The Chairman and Members of the
Planning and Public Works Committee

From The Director of Public Works

Date 1984 06 01

Report No. PW.111/84

Re Continued Use - Burlington Landfill Site

RECOMMENDATION

1. THAT the City of Burlington be requested to reconsider the Regional request to decrease the speed limit on the North Service Road from 80 km/h to 60 km/h between King Road and Waterdown Road in the City of Burlington.
2. THAT the City of Burlington be requested to post "No Parking" signs along the west side of King Road from the North Service Road to Bayview Park, and along the north side of the North Service Road from King Road to Waterdown Road.
3. THAT the operational improvements at the Burlington Landfill site set out in P.W. Report 111/84 be approved and implemented.
4. THAT additional part time inspectors be employed at the Burlington landfill site to insure compliance with the contract plans and specifications.

REPORT

Existing Operations

On May 7, 1984 the Environmental Assessment Board Hearing for the Region's application for the possible continued use of the Burlington Landfill Site began. To date, during the course of the Hearing, some new concerns have been expressed by residents in the vicinity of the site with respect to the method of operations presently occurring and some old concerns which we have not been able to resolve to date

have been raised again. Although we have previously recommended to Committee, and Council has approved the appointment of an advisory committee if approval of the continuation is given to oversee the establishment, design, construction, and after-use of the Burlington landfill site in the future, we believe it is advisable to address those concerns which we can address now prior to the formal establishment of the advisory committee. The following is the understanding of Regional staff of the concerns expressed at the Hearing and suggested action with respect to same.

Log Requirements

As future sections of this report will indicate the operational questions raised by citizens make it advisable at all future landfill and waste disposal site operations to establish reference documentation with respect to occurrences at the sites related to such items as inclement weather, access restrictions to site, unacceptable and therefore rejected waste arriving at site, and any site operational difficulties. This method of logging will be extended to include Regional staff with respect to any occurrences relating directly to the operations of the landfill site in any of the areas previously identified. The maintenance of such a record system by both the landfill contractor, Environmental Quality Handling, and Regional staff will provide a basis for which the Burlington landfill site can be evaluated in compliance with meeting the concerns expressed at the Hearing. It is worthy of note that a full time site supervisor is at the landfill, in accordance with the landfill contract to maintain control of the site.

Out of Region Garbage

Residents at the Hearing continue to insist that garbage was coming to the waste disposal site generated outside of Halton.

The Instructions to the operator of the site, and he insists that all the staff have been told, are that no garbage is permitted that is generated outside of Halton. There will be vehicles whose place of residence is outside of Halton, because a number of waste disposal companies operate east and west of Halton, picking up waste generated in Halton, but most of those companies are the large waste disposal companies and are well aware of the sensitivity of crossing boundaries with wastes from other Regions.

However, the contractor's staff have not made it a habit to ask each and every vehicle whether or not the waste they carry is generated in Halton, and that particular requirement will be added to the responsibilities of those handling the scale. They will ask each and every vehicle passing through the weigh scale whether the waste they are bringing is Halton's.

Exposed Refuse

From time to time during the operations of the Burlington landfill site, after the operations of the day have ceased, some refuse has remained uncovered. This situation has been noticed by residents making after hours visits to the site and has been further substantiated by photographs depicting a very small portion of the day's refuse being left uncovered.

In accordance with the contract with Environmental Quality Handling, who operate the landfill site, it is their responsibility to ensure that refuse does not remain uncovered at the end of the day's operations. However, during inclement weather such as severe rainstorms and at times when the placing of refuse is occurring directly over the toe drain, daily cover material cannot be placed over the refuse. During particularly wet weather the cover material sticks to the mechanical tracks of the machinery and invariably some refuse will remain uncovered. It has been indicated to us by the contractor that this is by far the exception to the normal activities at the landfill site and when photographs are produced depicting the normal operation day, they should not be confused with those occurring during extraordinary weather.

Since photography reviewed by regional staff has always been dated by those who have taken the pictures, we have instructed the landfill contractor to maintain a complete record related to any weather conditions which would affect the complete covering of the refuse or any other reason which would result in the refuse not being covered at the end of the day (i.e. over toe drain). In addition, the Region proposes to extend the landfill inspection system which will provide for regional personnel being present at the landfill site after the end of the day's operation to ensure that the cover material has been placed in accordance with the contract and engineering specifications. If refuse is deemed to be uncovered, the contractor will be contacted immediately and required to place additional earth material as required.

Unacceptable Waste

Considerable discussion has taken place over the past twelve months related to the security of the Burlington landfill site related as far as unacceptable waste entering the site is concerned. Currently it would be extremely difficult to determine small amounts of unacceptable waste entering the landfill from the scalehouse perspective. Additional control, however, is provided by the contractor through the use of a spotter at the working face who controls not only the traffic at this location, but also is on the lookout for

liquid wastes, metal drums, barrels, questionable solid waste, etc. Recognizing that the spotter has a dual function, he is not always able to focus his full attention on waste being deposited, and therefore the potential for small quantities of unacceptable material to be landfill exists. While the operators of the landfill equipment themselves will be watching for drums or barrels, since these, if the contents are flammable, would present a safety hazard to the equipment operators themselves, also perform a dual function, namely the burying of the refuse once deposited. It cannot therefore be expected that they again will be able to observe all small quantities of unacceptable wastes. It is therefore the recommendation of Regional staff that additional monitoring be carried out at the Burlington landfill site. This can be accomplished in the following ways:

1. Spot checks to be made of trucks entering the landfill site. This would be done on a random basis, with direction being given by either Regional staff or the contractor for such spot check to take place. We have discussed this matter with our landfill contractor who is willing to provide the equipment necessary to accomplish random spot checks at no additional cost to the Region. Any materials found such as drums or suspicious material, will be removed from the stream of refuse and thoroughly analyzed as required to determine its composition. The hauler will also be recorded and a check made of his customers. Depending upon the results of the analysis, the material will either be landfilled at the site in accordance with the Certificate of Approval, or if necessary, taken to a treatment facility. Prosecution by the Ministry of the Environment could result if the material is found to be toxic.
2. Two-way radio communication between the scalehouse, the spotter, and the equipment operators. With full communications in place, the scalehouse will advise the spotter and equipment operators when large vehicles are using the site for the first time in order that special awareness can be taken of the loads being deposited. A method will be in force such that all activity at the landfill will cease on the observance of unacceptable material.
3. Increased record keeping. In order to document the results of the increased inspection of wastes entering the site, a log system is being instituted as discussed previously to document all activity at the landfill not in accordance with the normal operations. This would include the number of turnarounds i.e. unacceptable waste, and their results, and the amount of waste entering the site which has to be removed and deposited elsewhere.

Security of Site

As can be seen by driving by the site along the Hwy. 403 North Service Road on non-winter months, the property immediately to the east of the site is being used for all-terrain vehicles such as dirt bikes and four wheel drive vehicles. This property is commonly known as the National Sewer Pipe property. While the attraction to this location is not the Burlington landfill site itself, staff have been criticized for their unsuccessful efforts in prohibiting access from the property to the east to the Burlington landfill. Although No Trespassing signs have been posted and a chain link fence exists around a major portion of the site, these vehicles still occasionally enter the landfill. Requests which have been made to the Halton Regional Police have not been successful in remedying the problem. We would therefore recommend that a security system be established for the Burlington landfill site for the hours between the close of the site operations and dusk Monday through Saturday, and from 8:00 a.m. until dusk on Sunday, to ensure that these vehicles do not enter the site. A security person would be placed at the site for these hours initially, and later would be provided on an "as required" or "spot check" basis, depending on the needs. The security person would be provided with a key to the landfill and the scalehouse, which contains a telephone which would be used to report any trespassing immediately to the Halton Police for their response. Funding for the security service would be from projected reserves in the Solid Waste Operating Budget or any funds allocated for the Environmental Assessment Hearing of the Burlington Landfill Site, which may be available after the Hearing. The expected cost would be in the order of \$250/week.

Also, in order to deter use of adjacent lands by off-road vehicles, we would request that the City of Burlington post "No Parking" signs along the north side of the North Service Road between King Road and Waterdown Road, and along the west side of King Road. Off-road vehicles are almost always hauled or trailered to the property to the east, and hopefully "No Parking" strictly enforced will act as a deterrent to the use of the site.

Noise

Landfilling of refuse, by its nature, requires that heavy equipment be employed in not only the landfilling operation itself, but also for the movement of earth for the excavation of cells and daily cover material handling. While we have found our contractor's maintenance program for his equipment acceptable in the past, with increased awareness of noise as the working face moves to the north towards those residences abutting the site, we feel that a maximum effort should be made to ensure that the equipment is properly maintained at all times, particularly with respect to the muffler equipment.

The contract specifies that all landfill equipment will have mufflers in accordance with the manufacturer's specifications for the particular piece of equipment. However, we feel that it is part of our staff's responsibility to those residents around the site to ensure that the mufflers are in a good state of operation and that replacements are available as soon as they show any signs of wear which affects the noise levels at the site. Staff inspections on a regular basis will hopefully result in less noise emanating from the landfilling equipment on the site. It should be recognized, however, that the equipment of Environmental Quality Handling represents a very small percentage of the vehicles within the Burlington landfill site. While it would be impossible to control the muffler equipment on other vehicles utilizing the site, we feel that the Region should set an example by having its contractor utilize equipment beyond reproach.

Traffic

Testimony during the Hearing with respect to traffic requested that a reduced speed limit be employed along the Highway 403 North Service Road resulting in an decrease from 80 km/h to 60 km/h. This was requested in addition to a right-turn lane. As Committee is aware, staff have included monies in the 1984 Operating Budget for a right-turn lane into the Burlington landfill site and previously requested the City of Burlington to consider a reduction in the speed limit along the North Service Road. Subsequently we were advised by the City of Burlington that they did not consider a reduction in speed limit warranted. We therefore are recommending that the City of Burlington be contacted again in order to attempt to resolve this outstanding issue between concerns of the residents and the City of Burlington under whose jurisdiction the Highway 403 North Service Road is.

Budget

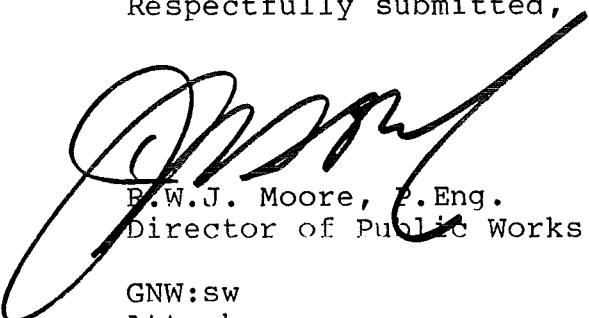
At the present time there is \$4,900 in the part-time assistance budget for the Solid Waste Division. It is requested that this money be utilized to offset the cost of additional monitoring and security at the site, with the remainder of any additional costs required being transferred as necessary from the Landfill Reserve Fund, or from monies which may be available out of the Capital Budget after the Environmental Assessment Hearing is completed.

Future Operations

As the operating life of the Burlington landfill site nears its end and the Region's search for a new landfill site is progressing, and hopefully to be completed within the next few years, it is necessary to evaluate whether or not the continued method of solid waste operations is in the best

interests of the Regional Municipality. This Region has chosen to contract out the entire function of its solid waste operations on a tender basis. This is consistent with other Regions such as Hamilton-Wentworth. Other Regions, however, such as Peel, have chosen to take a more direct involvement in solid waste management operations, and are a total party to all aspects dealing with the waste itself. For example, at the Britannia Road landfill site, the Region operates the scale, the compacting equipment, and supervises the site, with the only contracted operation being that of the actual construction and excavation of the individual cells. While there are pros and cons related to municipal operation versus private operation, it is our recommendation that the continued use for the Burlington landfill site should it be approved by the Environmental Assessment Board, be continued to be operated by contractor, and that staff be authorized to investigate the advantages and disadvantages, including the cost of a municipal operation versus private operation for the landfill component of the Region's waste management system. A firm recommendation in this regard will be presented as part of the 1985 budget program.

Respectfully submitted,



B.W.J. Moore, P.Eng.
Director of Public Works

GNW:sw
Attach.

APPROVED BY C.A.O.

