

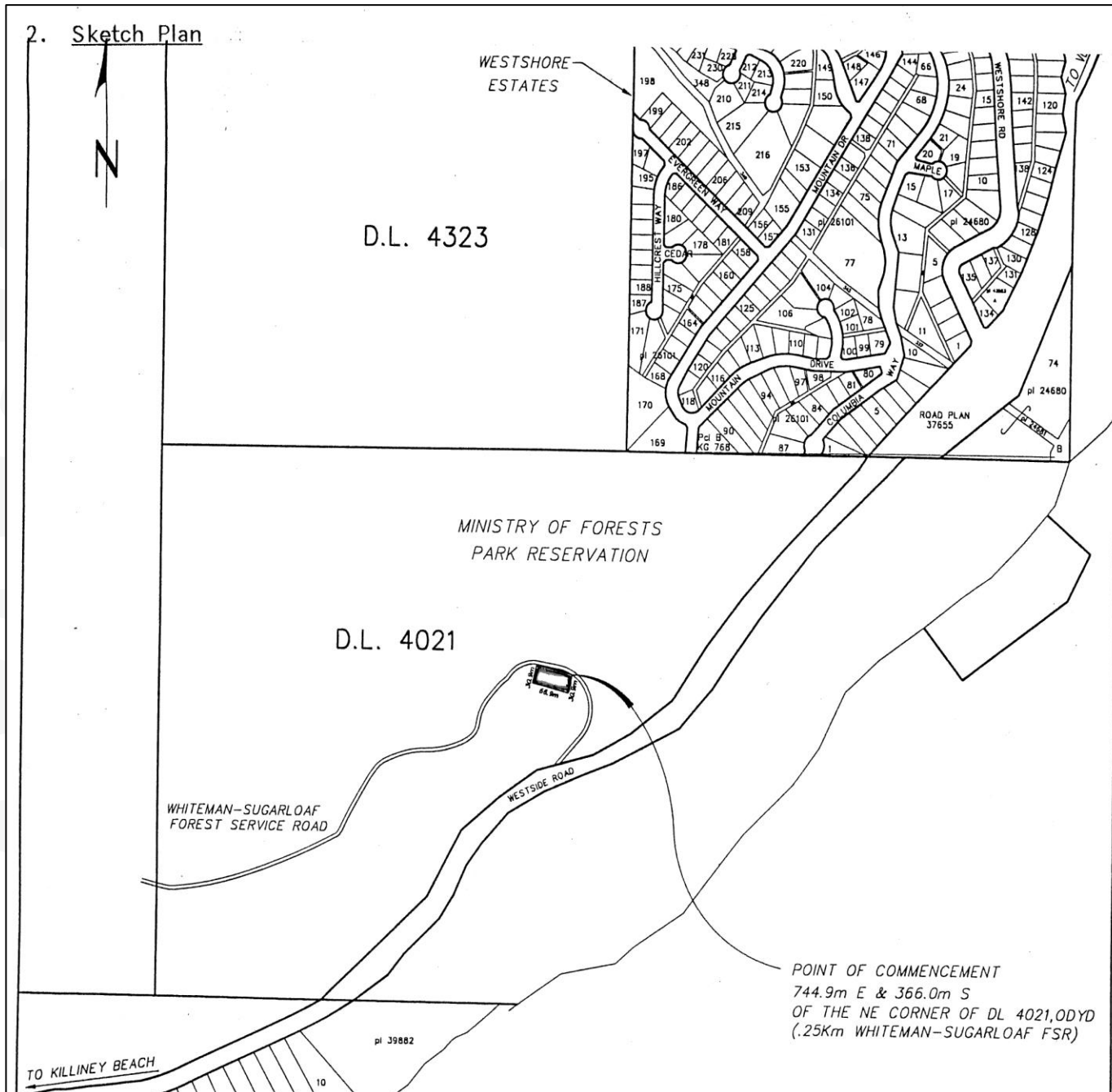
# NORTH WESTSIDE WASTE TRANSFER STATION PRESENTATION

January 2025

North Westside Communities Association



## 2. Sketch Plan

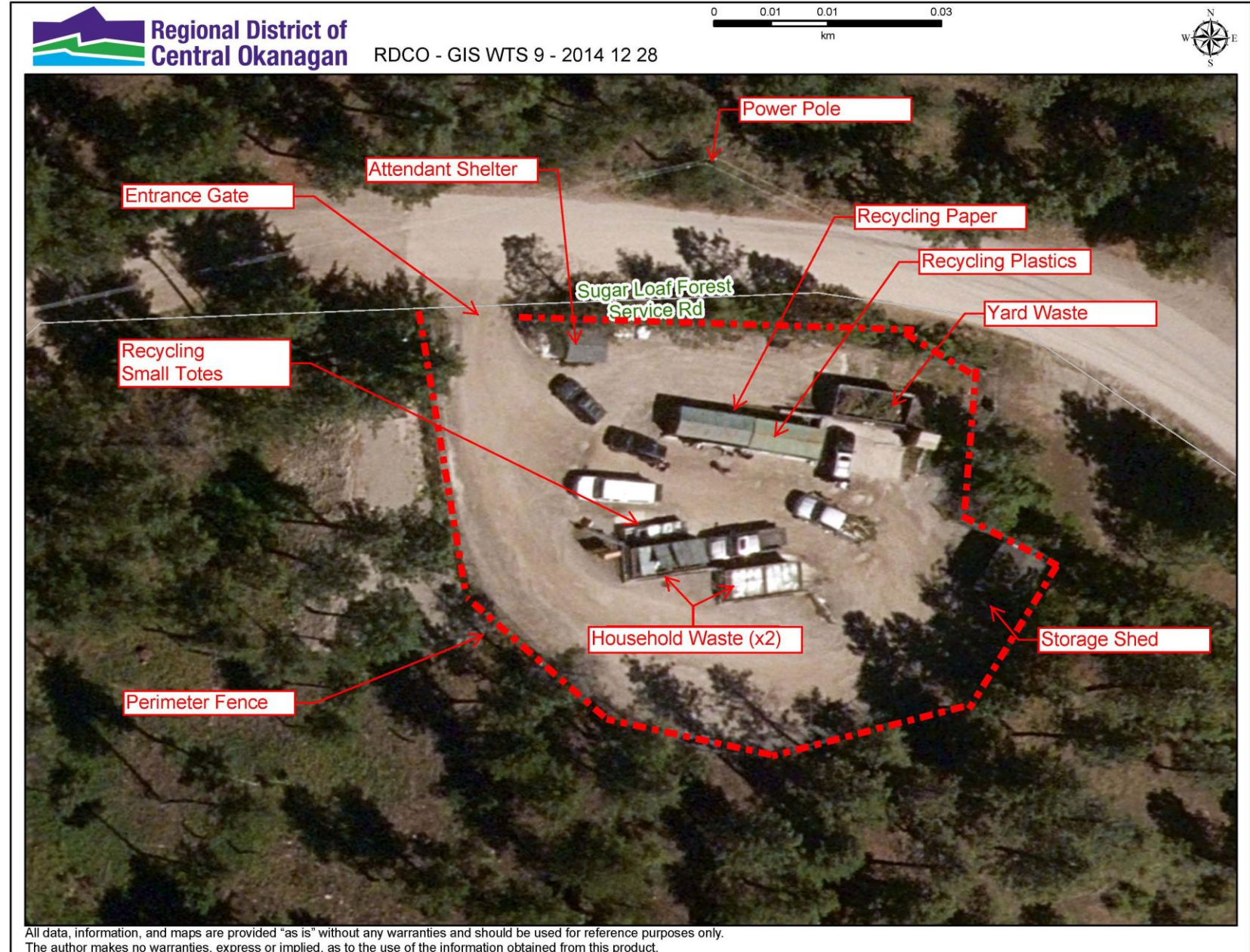


# VICINITY PLAN AND HISTORY

- Located on Sugar Loaf Forestry Road
- Site acquired through a License Agreement with the Ministry of Environment, Lands and Parks (0.2 Hectare 30mx60m) (File3408504)
- Constructed 1995, the North Westside Ratepayers Association obtained grants of \$62,000 for the original Waste Transfer Station. All the work at the transfer site was originally done by a volunteer committee and funded by a \$40 per year user fee.
- Site is currently administered by the RDCO and operated by E360.

# FACILITY SERVICES

- Roll-off container style transfer station
- Staffed with a part-time attendant
- Open year round with seasonal Summer and Winter operating hours
- Transfer Station has progressively expanded to receive recycling, yard waste, and large item drop off in addition to household waste.



# HOUSEHOLD WASTE ZONE



# YARD WASTE ZONE



# RECYCLING ZONE



# FACILITY CHALLENGES

## Undersized Facility

- Population growth in combination with expanded recycling services and added yard waste services has stretched the facility's capacity, leaving it unable to accommodate current user demands. Under staffed during peak Summer season.

## Traffic and Safety Hazards

- Recycling bins and totes are positioned on both sides of the traffic lanes, requiring users to cross the lanes. This setup leads to traffic congestion and heightens pedestrian safety risks.

## Inefficient Bin Configuration

- Yard waste drop-off bin is located near both household waste and recycling bins which creates traffic issues, especially with small trailers turning in corner areas.
- Overlapping of time-intensive yard waste drop-off zone and recycling sorting zones lead to traffic jams.

## Insufficient Yard Waste Capacity

- A single yard waste bin provides inadequate capacity for users and often fills quickly during seasonal surge periods.

## Insufficient Cardboard Recycling Capacity

- Cardboard recycling fills quickly and bins are inconveniently located in line with plastics recycling, impacting hauling efficiency.

## Aging Infrastructure

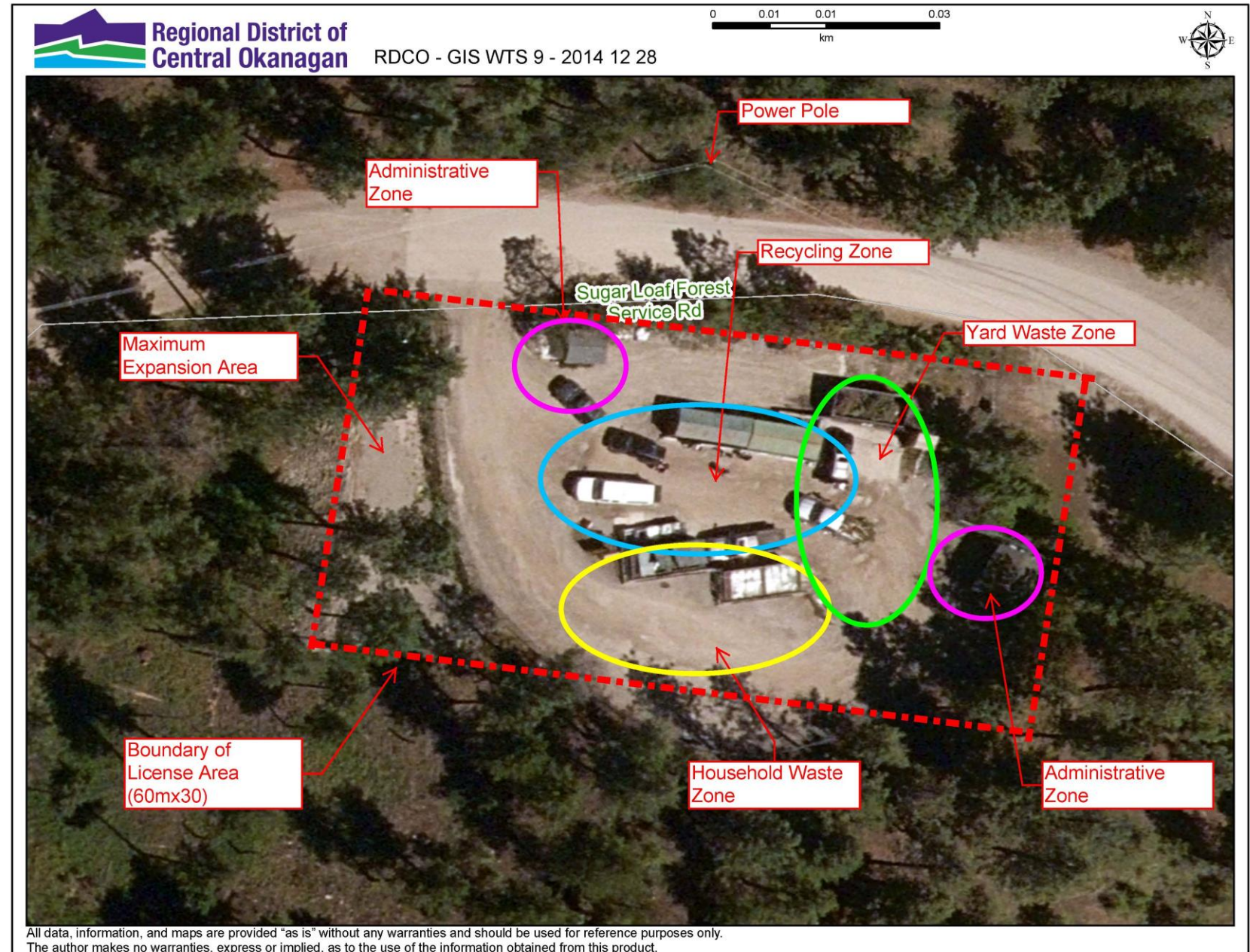
- Recycling and waste bins are nearing the end of their service life. Approximately 30 years old.
- Gravel road surfaces are failing, reducing usability, causing potholes, muddy roads, and automobile damage.

## Inadequate Attendant Shelter and Site Security

- Attendant shelter and security measures are insufficient for effective site management.

# SITE VIEW OF FACILITY CHALLENGES

- Constrained Footprint, Limited License Area for Expansion.
- Traffic and Safety Hazards.
- Inefficient Bin Configuration
  - Small Trailers in Corners
  - Overlapping Zones
- Insufficient Yard Waste Capacity
- Insufficient Cardboard Recycling Capacity
- Inadequate Attendant Shelter, Seasonal Staffing, and Site Security





# SHORT TERM ACTION ITEMS

## Staffing Levels

- Hire a second facility attendant for the seasonal months of June, July, and August. (Estimate \$12k)

### Benefits of addressing Issues

Improve public safety, reduce conflict with seasonal vacation users, maintain facility cleanliness.

## Facility Improvements

- Install 4 sheets of 3/4" plywood – marine grade – under recycling totes to provide a hard surface (Estimate \$800)
- Install and compact 3" of 3/4" minus crush gravel in the recycling zone of the facility. (Estimate \$3k)

### Benefits of addressing Issues

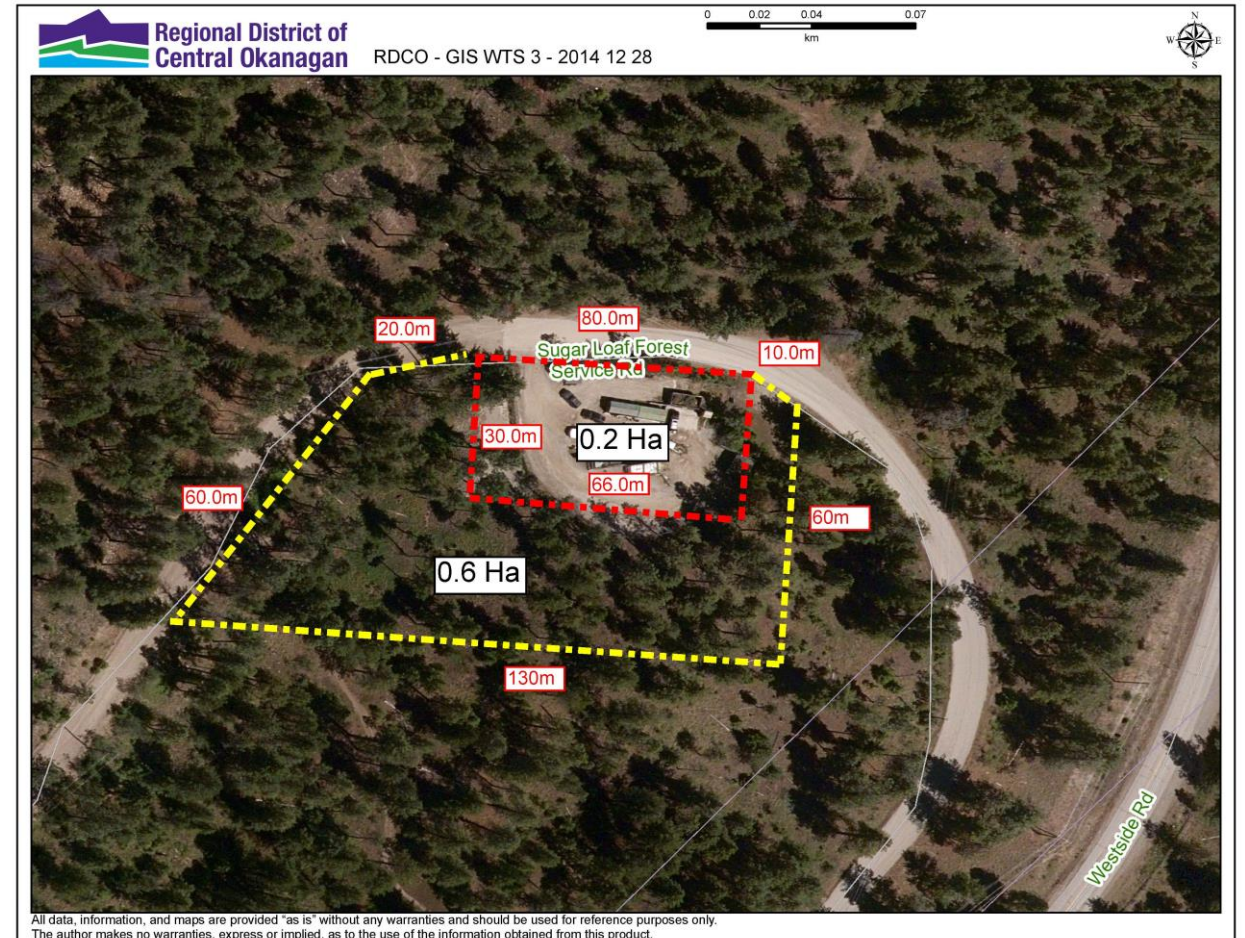
Provide hard surface under glass recycling area, reduce bin spillage, improve road surface, eliminate potholes, reduce mud, lessen damage to user vehicles.

# LONG TERM CONSIDERATIONS (1)

## Expand Facility Capacity

Plan and construct additional space to meet current and future user needs:

- Acquire a larger Provincial License Area, expand from existing 0.2Ha to 0.6Ha.
- Quantify Facility Uses:
  - Number of hauls per week
  - Tipping weight of each truck
  - Haul distance
  - Identify current number of users and projected number of future users
- Seek professional expertise. Contact two or more suppliers of compaction equipment and bins. Have them prepare an equipment proposal and site layout design. This is a service that is typical provided free of charge.
  - **Benefits of addressing Issues**
    - Improve safety, ease traffic congestion, improve user experience, and ensure the efficient allocation of improvement funds



# LONG TERM CONSIDERATIONS (2)

## Improve Traffic Flow and Facility Safety

- Reconfigure bin placement to keep all bins on one side of traffic lanes.
- Design dedicated traffic lanes for safe pedestrian and vehicle movement. Traffic should ideally maintain 3 lanes of traffic (2 for dumping and 1 through fare).
- Ensure adequate manoeuvring room for small trailers, keeping yard waste bins away from corners.

### Benefits of addressing Issues

Improve safety, ease traffic congestion, and improve user experience.

## Optimize Bin Configuration

- Separate yard waste drop-off zone from recycling zone to reduce traffic congestion.
- Streamline sorting areas to minimize delays and improve efficiency.

### Benefits of addressing Issues

Improve safety, ease traffic congestion, improve user experience, reduce operating costs.

## Increase Yard Waste Capacity

- Add a second yard waste bin and relocate the bins away from garbage and recycling zones.
- Offset bin placement to facilitate operations and hauling.

### Benefits of addressing Issues

Improve safety, ease traffic congestion, increase capacity, improve user experience, and ease site operations.

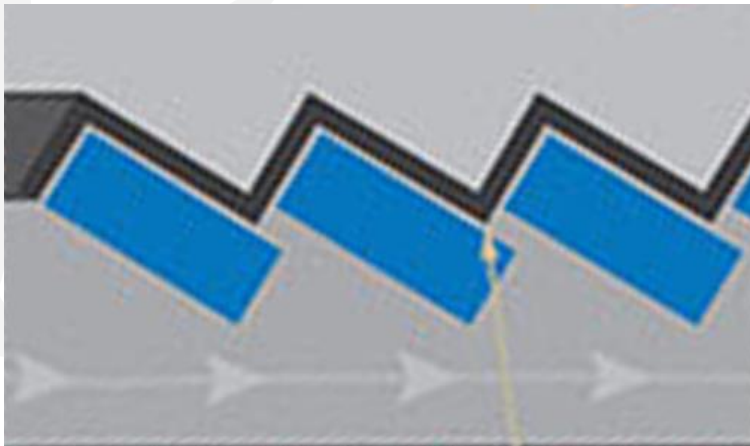
# LONG TERM CONSIDERATIONS (3)

## Increase Cardboard Recycling Capacity

- Consider compaction of paper and cardboard materials.
- Alternatively, increase the number of cardboard recycling bins and offset bin placement for easy access and to facilitate operations and hauling.

### Benefits of addressing Issues

- Compaction will maximize hauling efficiency and reduce haul costs.



# LONG TERM CONSIDERATIONS (4)

## Upgrade Infrastructure

- Replace aging bins with durable, modern designs.
- Solid surface roadways and bin pad areas for improved durability and usability.
- Consider bin pad elevation finished in concrete, while upper vehicle level may be pavement.

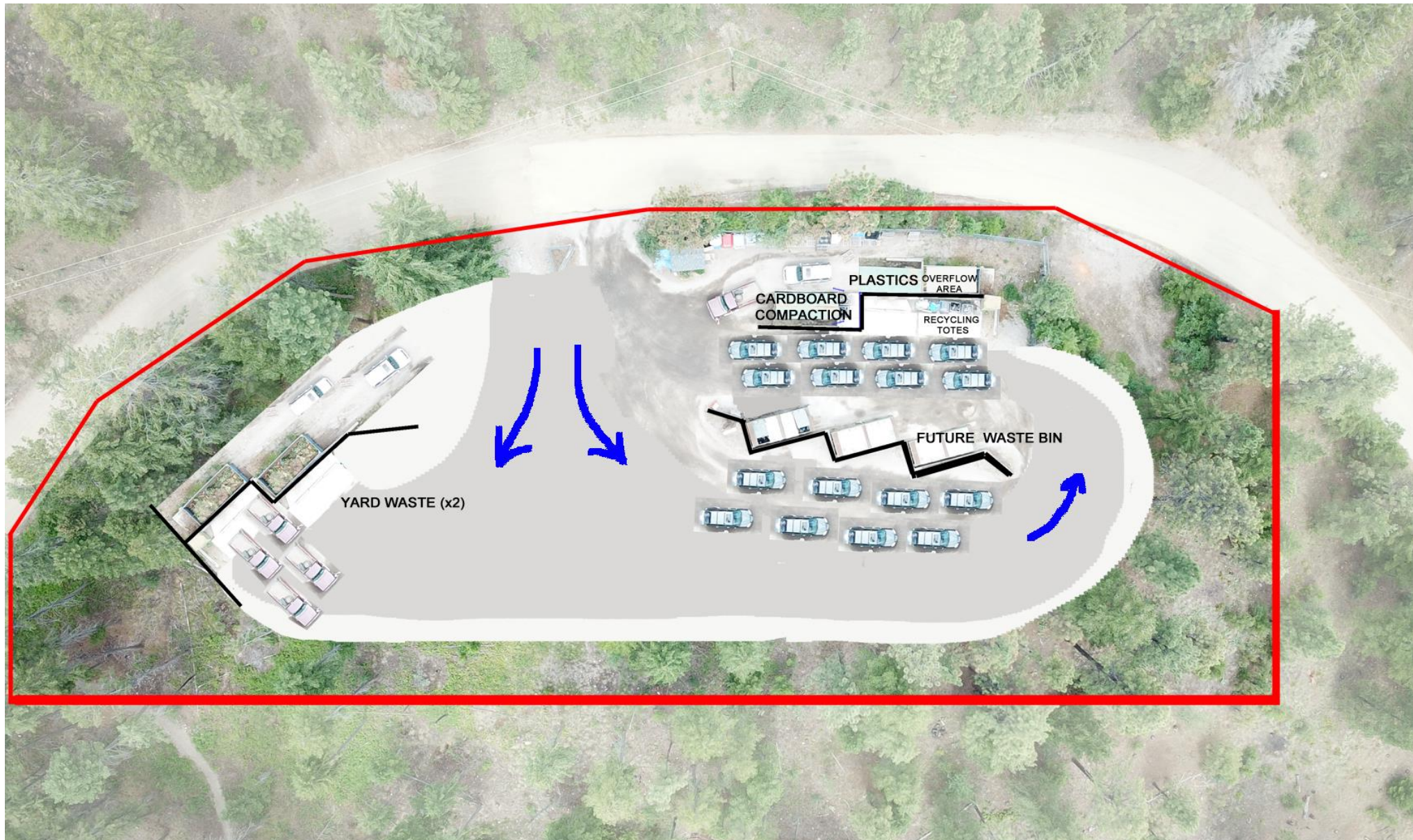
## Enhance Attendant Shelter and Security

- Build a larger, weather-resistant shelter for attendants.
- Include wash facilities, heating, A/C, and WiFi.
- Install site security cameras.

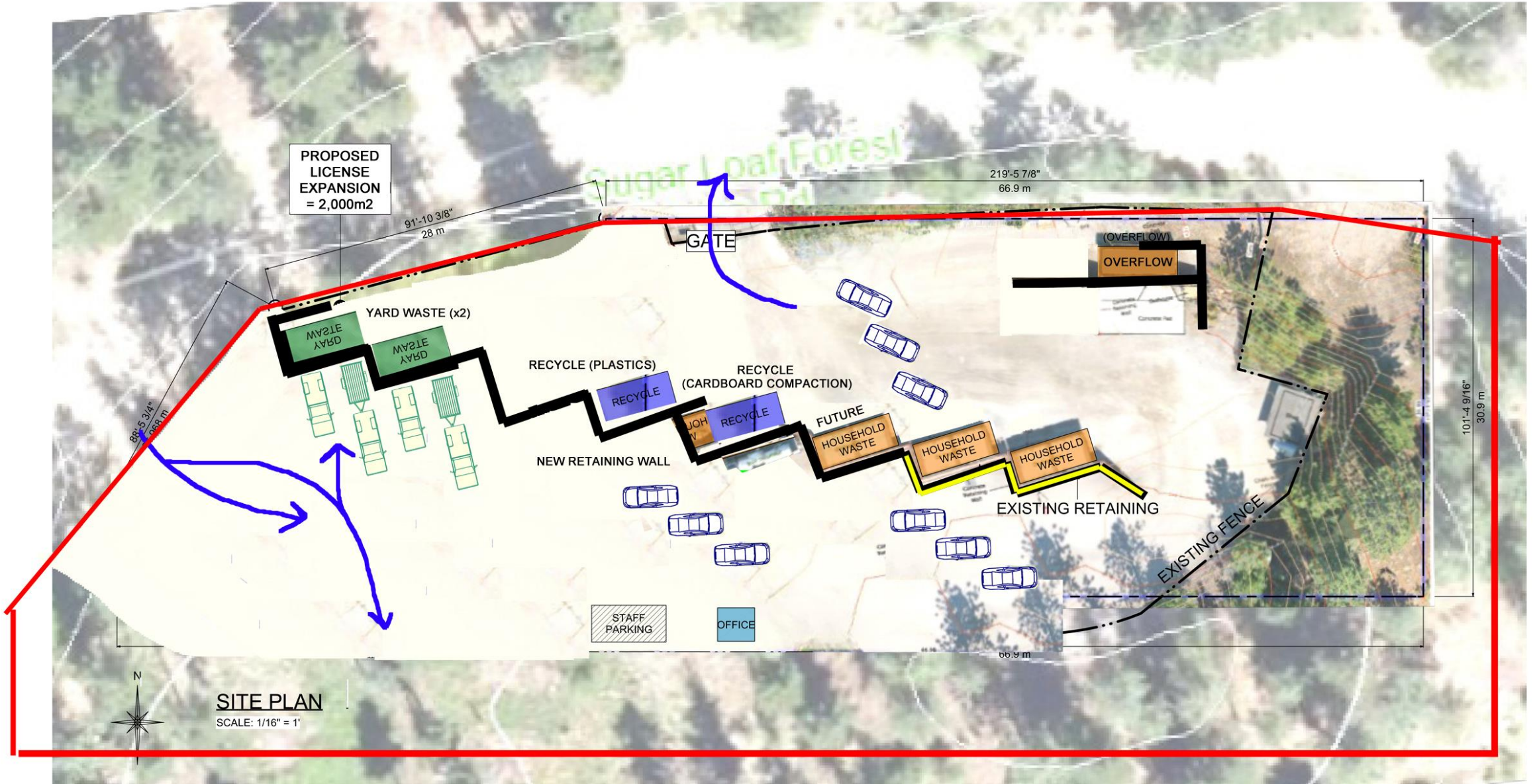
## Other Considerations

- Extend electricity to facilitate security equipment and compaction equipment.
- Assess feasibility of alternate tipping locations such as Armstrong or Vernon to shorten haul routes.
- Consider and plan for the phased installation of improvements, commencing with the acquisition of a larger license area, and progressing with the installation of new yard waste zone, attendant shelter, compaction equipment, additional retaining walls, and future household waste bin.

# EXAMPLE SITE CONFIGURATION #1



# EXAMPLE SITE CONFIGURATION #2



# CONCLUSION

The North Westside Waste Transfer Station is undersized to meet the current and future needs of the community, and improvements to the facility are necessary to address traffic flow, safety, capacity, and infrastructure challenges.

It is requested that the Electoral Area Services Committee consider a resolution to support the following recommendations:

1. That the RDCO Board support, in principal, the implementation of improvements at the North Westside Waste Transfer Station as described;
2. That the RDCO increase current year service funding to hire a second facility attendant for the months of June, July and August; and that the RDCO conduct certain short term facility maintenance;
3. That the RDCO immediately engage with the Province to acquire an expanded license area for the North Westside Waste Transfer Station, increasing the license area from 0.2 hectares to 0.6 hectares;
4. That the RDCO identify and quantify facility usage, including the number of truck hauls per week, tipping weight of each truck, haul distance, haul time, current number of users, and projected future users; and report the findings to the Electoral Area Services Committee at the earliest possible meeting for information;
5. That the RDCO, in consultation with industry professionals, develop a detailed improvements plan, inclusive of compaction, and report back to the Electoral Area Services Committee for consideration.