

Waste Management Plan



Figure 1 – Architectural Concept Plan

159 Confederation Street
Town of Halton Hills

November 2024
File 11378

Weston Consulting is the authorized Planning Consultant for legally registered owner of the property located at 159 Confederation Street, Halton Hills and legally described as LT 26, RCP 1555, EXCEPT PT 2 & 3, 20R8779; S/T 242783, 701169; HALTON HILLS (herein referred to as the “Subject Lands” or “Development”). We are pleased to submit this Waste Plan to facilitate the Official Plan Amendment (‘OPA’), Zoning By-law Amendment (‘ZBA’), and Draft Plan of Subdivision (‘DPS’) applications in support of a proposed development that is comprised of 81 townhouse units and 1 single detached dwelling.

Collection Plan and AutoTURN Analysis

The proposed development is intended be serviced by Halton Region’s Waste Management services, in line with the Region’s guidelines for source separation and solid waste management. The proposed development has been designed to accommodate the Region’s Source Separation of Solid Waste Guidelines. Each townhouse is designed to meet the storage requirements outlined in Section 1.9.1.1, providing space in the garages for garbage, recycling, and organic waste, and ensures that there is proper ventilation to minimize and control odours. Since the Development is situated on a private road, it adheres to all the specific private road criteria set out in Section 2.2 and ensures safe and unobstructed access for waste collection vehicles. The road will have a width of 7.5 metres and a design that accommodates the necessary turning radius to allow for safe navigation of the site and compliance with the directives established in Halton Region’s Waste Collection By-law No. 123-12.



Figure 2 - AutoTURN analysis from NextTrans Consulting’s Transportation Impact Study (2024)

The AutoTURN analysis in Figure 2 illustrates how collection vehicles will enter the proposed development via a 20m divided two-way driveway from Confederation Street. This entry is divided by a 1.2m wide rumble strip in the middle to allow for control of traffic while maintaining the maneuverability of emergency vehicles and waste management vehicles as required. The driveway will taper down to a 7.5m private laneway internally to the development which provides access to the proposed units, parking areas and park block. Further details are provided in the enclosed Transportation Impact Study.

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of required waste collection vehicles. This analysis demonstrates that various vehicle types can safely navigate the proposed development without conflict, including Halton Region recycling collection vehicles, Halton Region white goods collection vehicles, a passenger vehicle (P TAC-2017), a heavy single-unit truck (HSU TAC-2017), and a Fire Truck. The AutoTURN diagrams are provided in more detail in the attached TIS.

The proposed waste management system is intended to allow regional waste collection on designated collection days. Residents will deposit their recyclable, organic, garbage, yard, bulk waste, metal and other waste at collection point area which shall be in front of their unit and no further than 2 metres from the private road. After collection, residents are responsible for returning their waste receptacles to their designated storage areas in their garage.

1.10 - Private Road Requirements

Section 1.10 of the Regional Development Design Guidelines for Source Separation of Solid Waste provides policy for the way private road layouts shall be designed and constructed. Specifically, 1.10.1.1 and 1.10.1.2 requires that Private Road layouts shall allow for direct, consistent and safe access to and from Municipal Roads without the need for vehicles to reverse. Policy 1.10.1.3 to 1.10.1.5 provide requirements for minimum turning radius, minimum width, surface pavement material requirements and overhead clearances. All of these policies in Section 1.10.1 for private roads are met and the site plan has been designed accordingly.

Conclusion

Based on the design of the proposed development, it is the applicant's intent to meet all the requirements of the Development Design Guidelines for Source Separation of Solid Waste and ultimately achieve public waste collection. Should further details or requirements be indicated by staff to achieve public waste collection, these alterations or details can be provided at detailed design stages of the development process to ensure that the development meets all criteria as set out by the Region of Halton and Town of Halton Hills.