Waste Management Brief



1022 Gallagher Road and 235 Plains Road East
City of Burlington

March 2026
File: 10386-1

Background

Weston Consulting is the authorized Planning Consultant for the legally registered owner of the properties located at 1022 Gallagher Road and 235 Plains Road East in the City of Burlington (herein referred to as the "subject property"). In response to the Pre-Consultation comments provided by the City of Burlington, we are pleased to submit this Waste Management Brief to facilitate the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) application in support the development of an 8-storey seniors apartment building. The proposed development contemplates 134 total seniors residential units with shared amenity and community rooms at-grade.

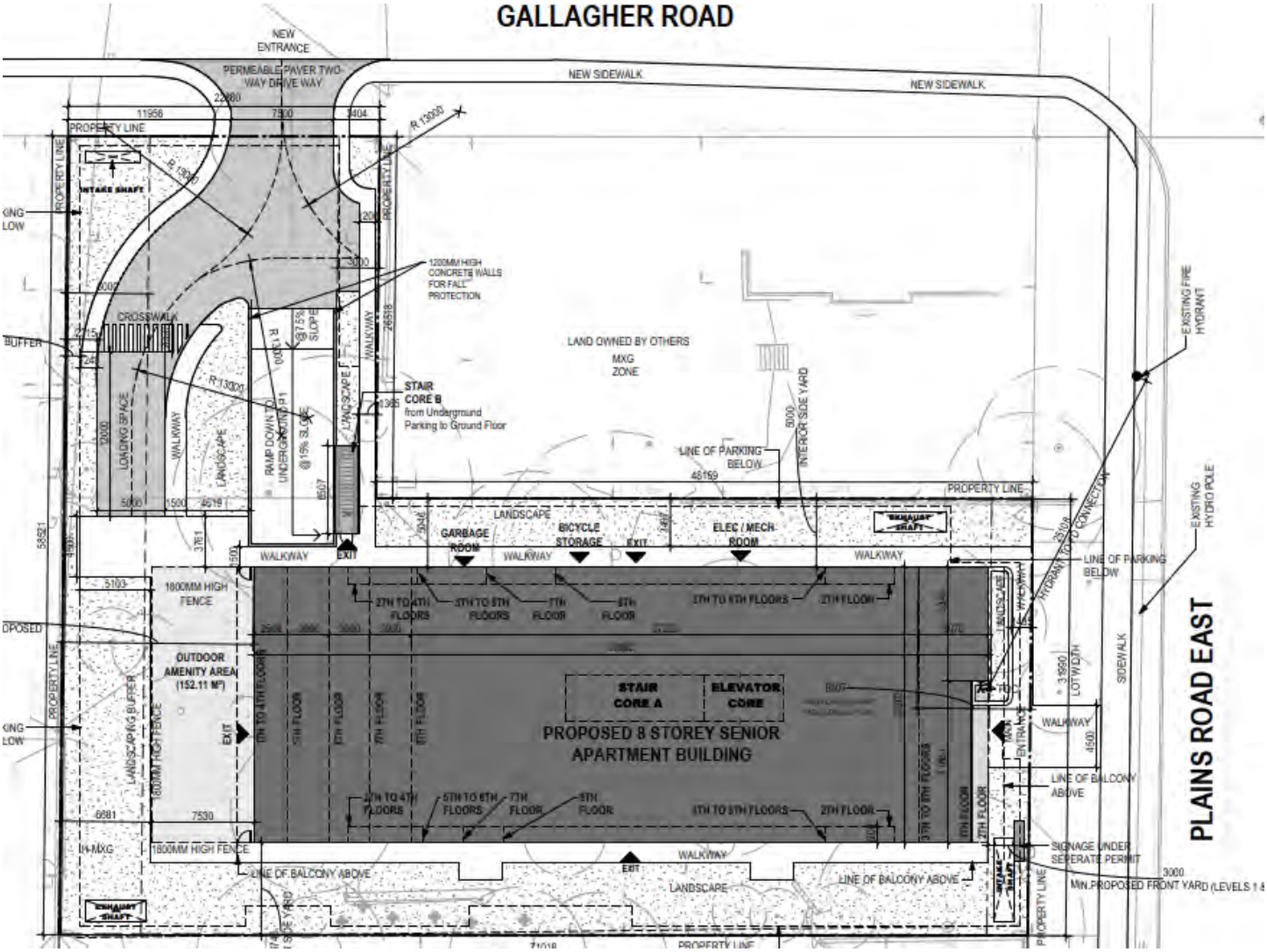


Figure 1: Site Plan

Collection Plan

The proposed development will be serviced through a private waste collection service. While the Region's Development Design Guidelines were assessed, the required Halton Region Waste Collection standards could not be accommodated. Section 2.3 of the Guidelines provides the standards for multi-residential buildings with 7 units or more. Specifically, the proposed development could not achieve the following requirements:

2.3.1.1 – Private Road Requirements;
2.3.1.2 – Vehicle turnaround requirements
2.3.1.4 – 18m vehicle head-on approach; and
2.3.1.5 – 18m vehicle back-up.

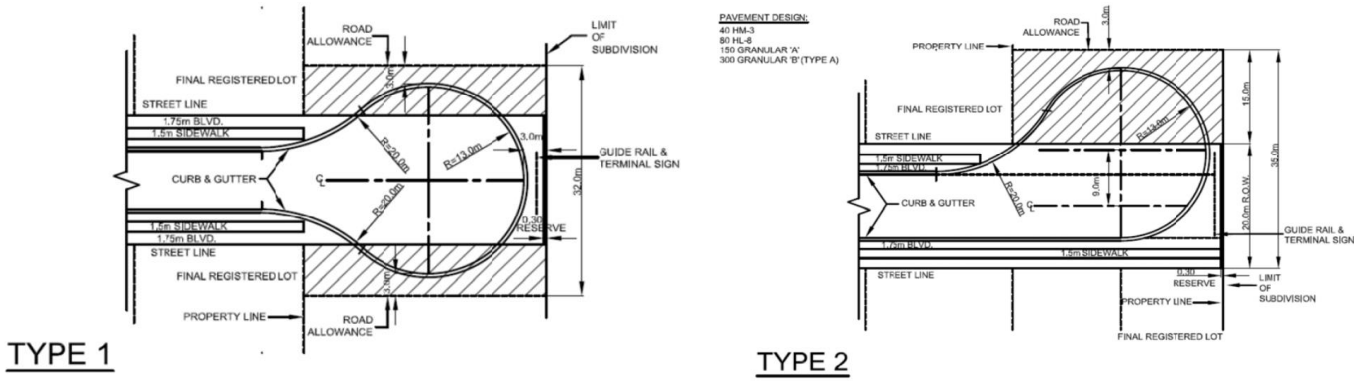


Figure 2: Halton Region Development Design Guidelines Appendix 5 Excerpt

The Regional waste vehicle turning movements were of particular concern given the irregular configuration of the site. Regional requirements are land consuming and would not fit within the proposed development. In discussions with the City transportation staff, access from Gallagher Road would only be permitted. The width of the Gallagher Rd. portion of the lands is 22.8m while the design standards (Figure 2) require widths of 32m to 35m.

To service this development, private collection vehicles will enter the site from Gallagher Road to access the loading area at the rear of the development and is identified with pavement markings. The collection vehicle will enter the dedicated loading space where collections bins from the internal waste room will be wheeled out on collection days (Figure 3). The outside storage of bins is not proposed. All waste will be kept indoors until the day of collection.

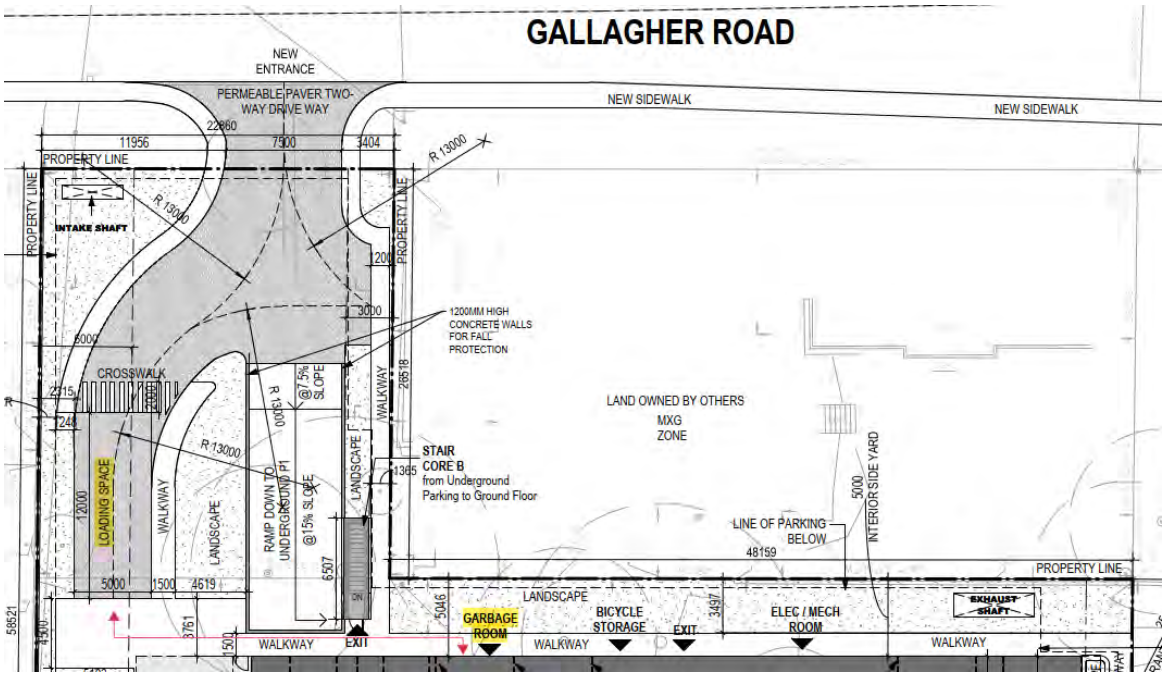


Figure 3: Site Plan Excerpt

The garbage and recycling room will provide for the sorting and collection of refuse from the residential units through the provision of waste collection bins. A three-shoot system is proposed where each floor will have a dedicated garbage room where waste will be dropped to the central collection room and sorted. The waste collection room has been designed is in accordance with Section 1.9.3 of the ROP Guidelines. It shall include a sufficient and well-maintained mechanical ventilation system, a cooling system, sprinkler and fire prevention systems, and double doors to the outdoor collection point that satisfy the minimum requirement of 2.2m. Waste compactors are also included in the Garbage room.

Waste Storage Type	Proposed
Garbage	Three – 3 yard containers (compacted)
Recycling	Four – 4 yard containers
Organics	Six 95 gallon (360L) totes on wheels

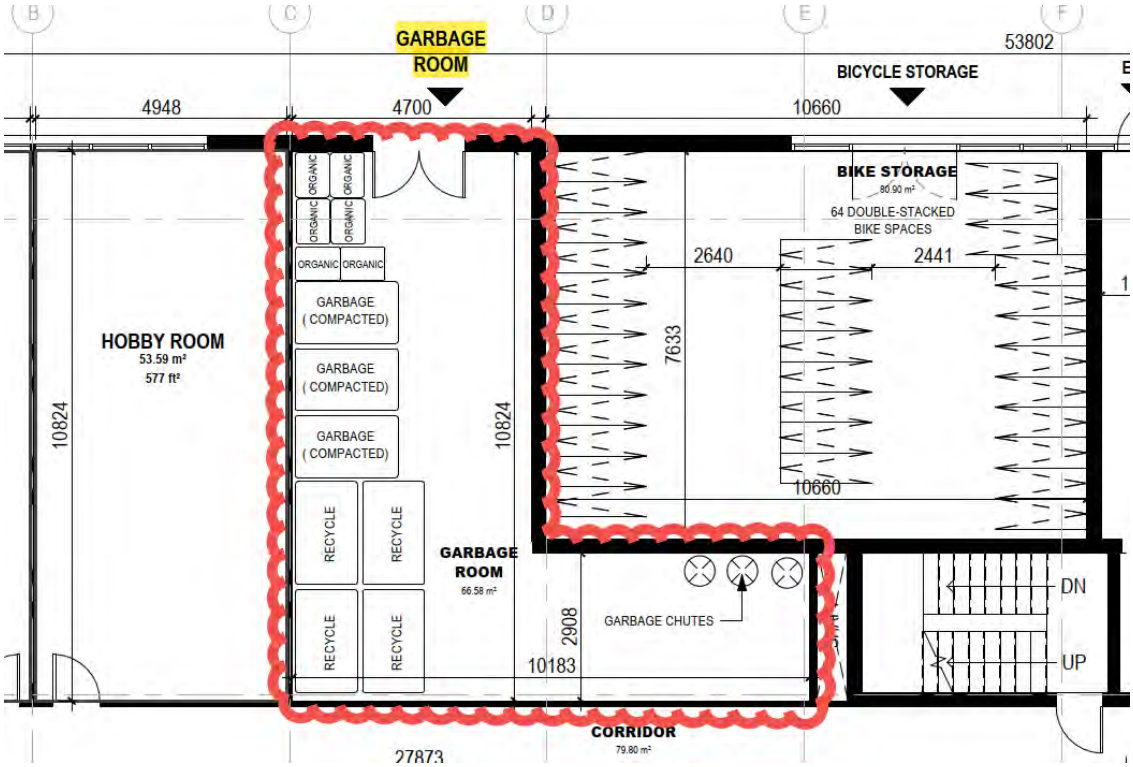


Figure 4: Location of Collection and Garbage Areas

To ensure that private waste collection vehicles can maneuver through the site, an AutoTURN analysis has been prepared to illustrate how vehicles will enter the site (Figure 5). Following the completion of pickup, the waste collection vehicle will reverse from the collection /loading space. Vehicles with then drive forwards into the driveway and exit back to Gallagher Road. It is important to note that this movement will not conflict with the residential parking ramp adjacent to the loading area. Note, for further commentary on vehicle movements and an enlarged illustration of AutoTURN drawings, please see the provided Traffic Impact Study.

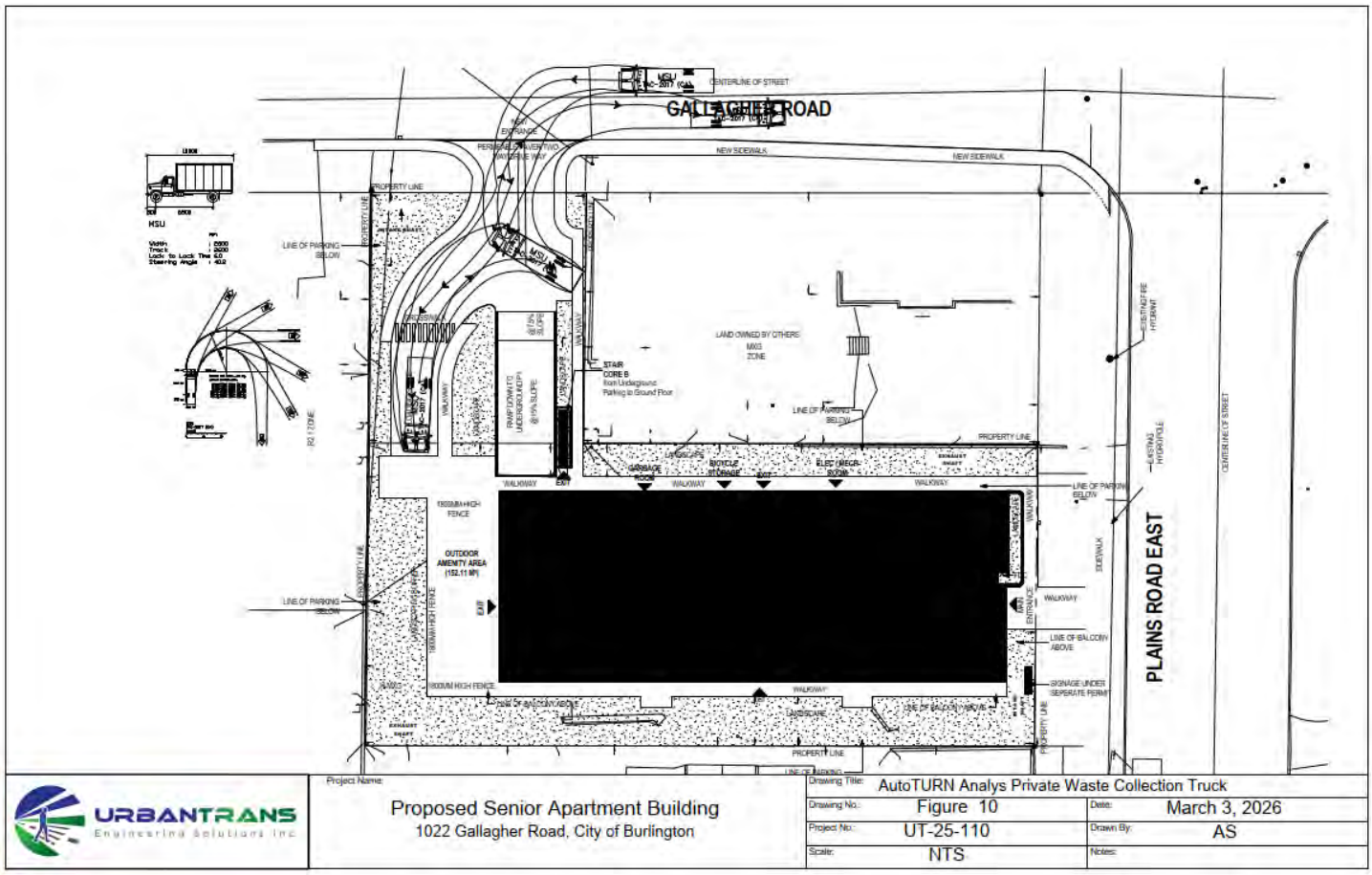


Figure 5: AutoTURN Analysis