Waste Management Brief



517 Plains Road East
City of Burlington

February 2026
File 8782-1

Background

Weston Consulting is the authorized Planning Consultant for the legally registered owner of the property located at 517 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 11-storey mixed-use building. The proposed development contemplates 179 total residential units including one bedroom, one bedroom + den, two bedroom, two bedroom + den, and three bedroom + den, with 8 commercial units at-grade.

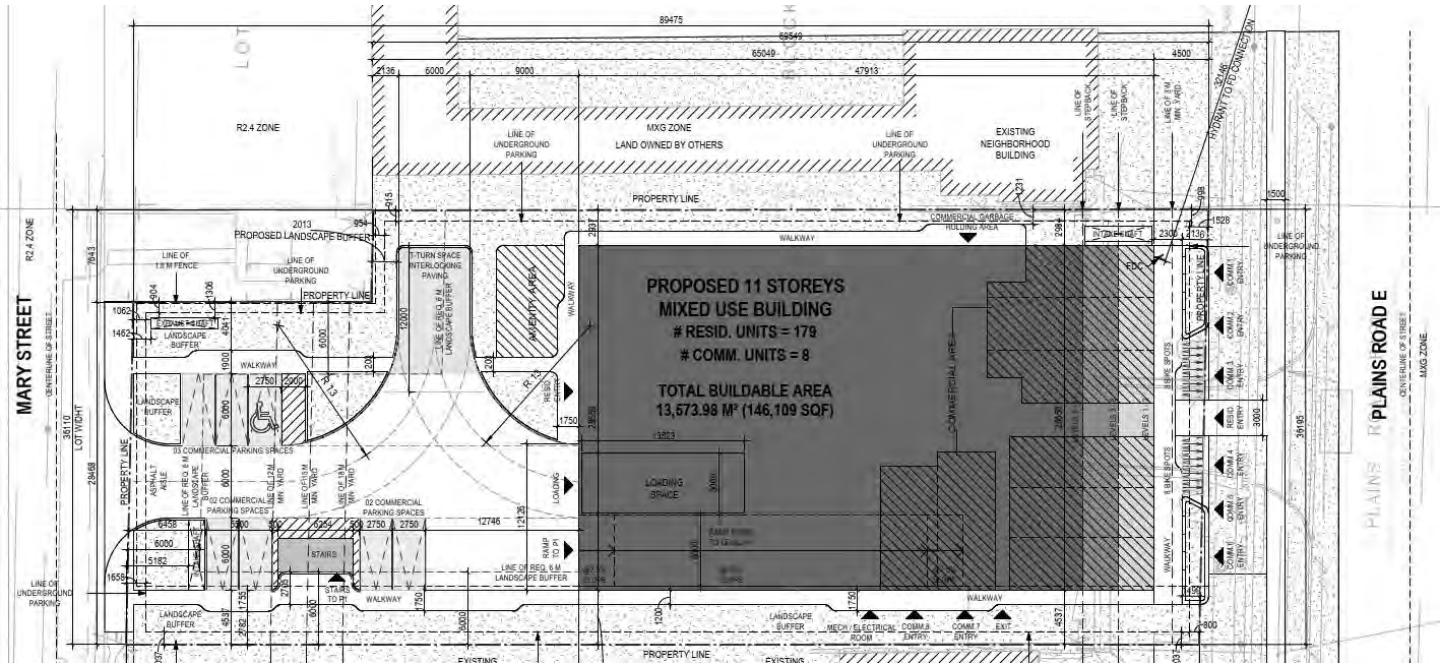


Figure 1 – Site Plan

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

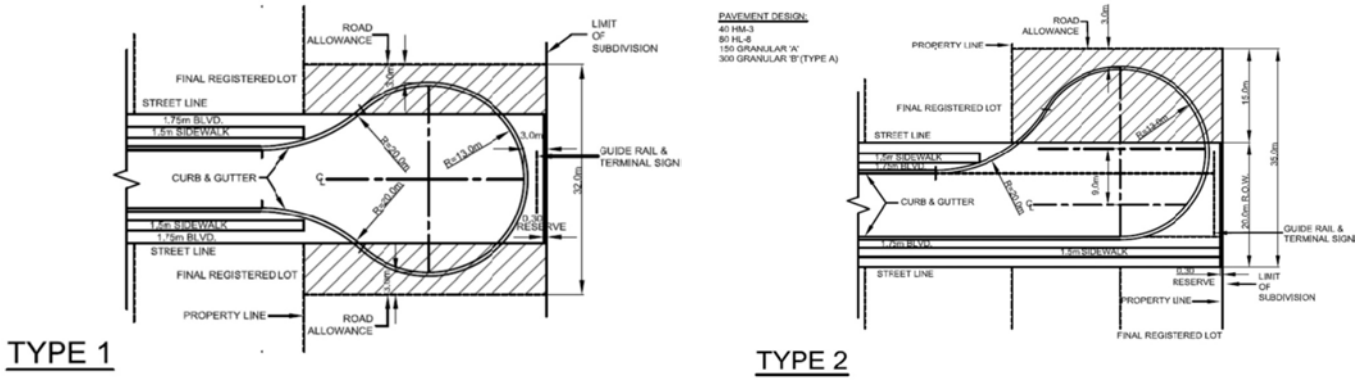


Figure 2: Halton Region Development Design Guidelines Appendix 5 Excerpt

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 Plains Road would not be supported with access needing to be provided from Mary Street at the rear. The width of the property widens from approximate 28m to 36m. While a width of 36m could accommodate Regional turnaround requirements (Figure 2), it would consume the entire rear portion of the lands and not allow for landscape buffers, commercial parking or amenity space. Providing for private collection would be a more efficient use of the land as it would all for better site functionality.

To service this development, private collection vehicles will enter the site from Mary Street to access the loading area at the rear of the building. The waste vehicle can enter the building on collection days and park adjacent to the bin storage are (Figure 3). The outside storage of bins is not proposed. All waste will be kept and collected indoors until the day of collection.

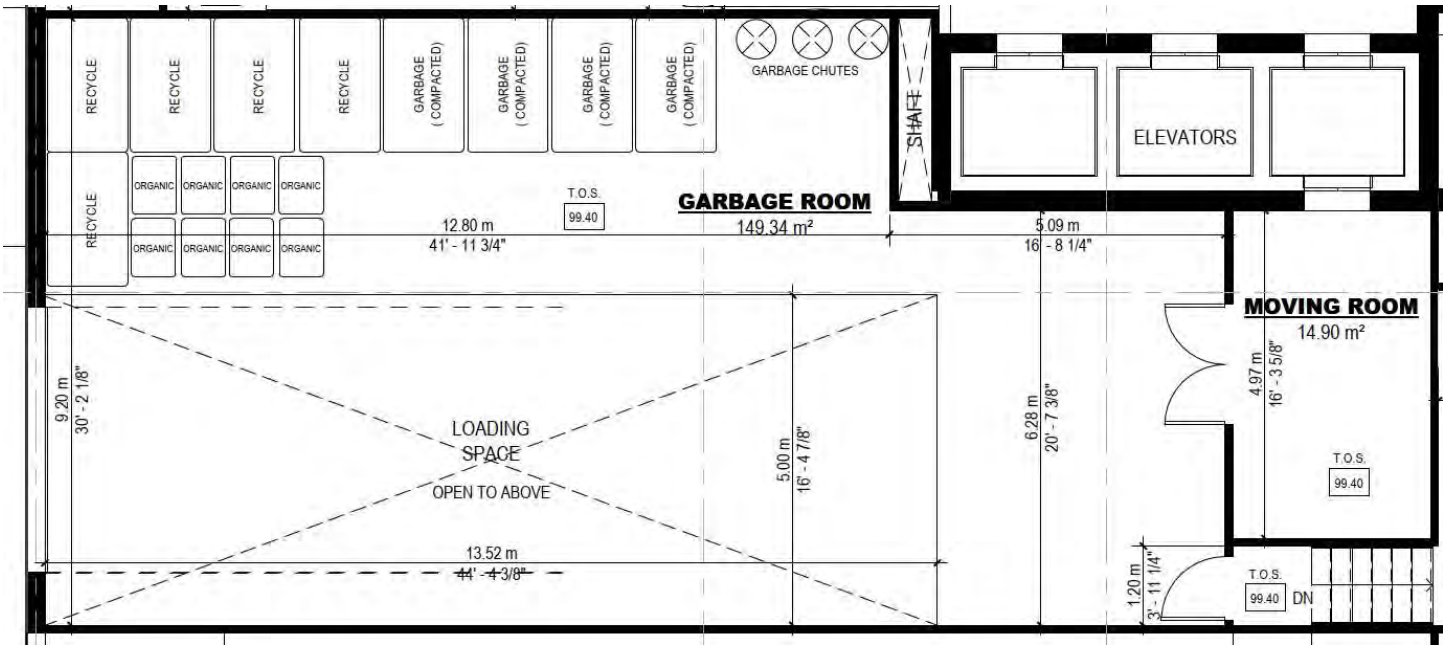


Figure 3: Ground Floor Garbage Room and Loading Space

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	Four – 3 yard containers (compacted)
Recycling	Five – 4 yard containers
Organics	Eight 95 gallon (360L) totes on wheels

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 4). 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 Mary Street. 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.

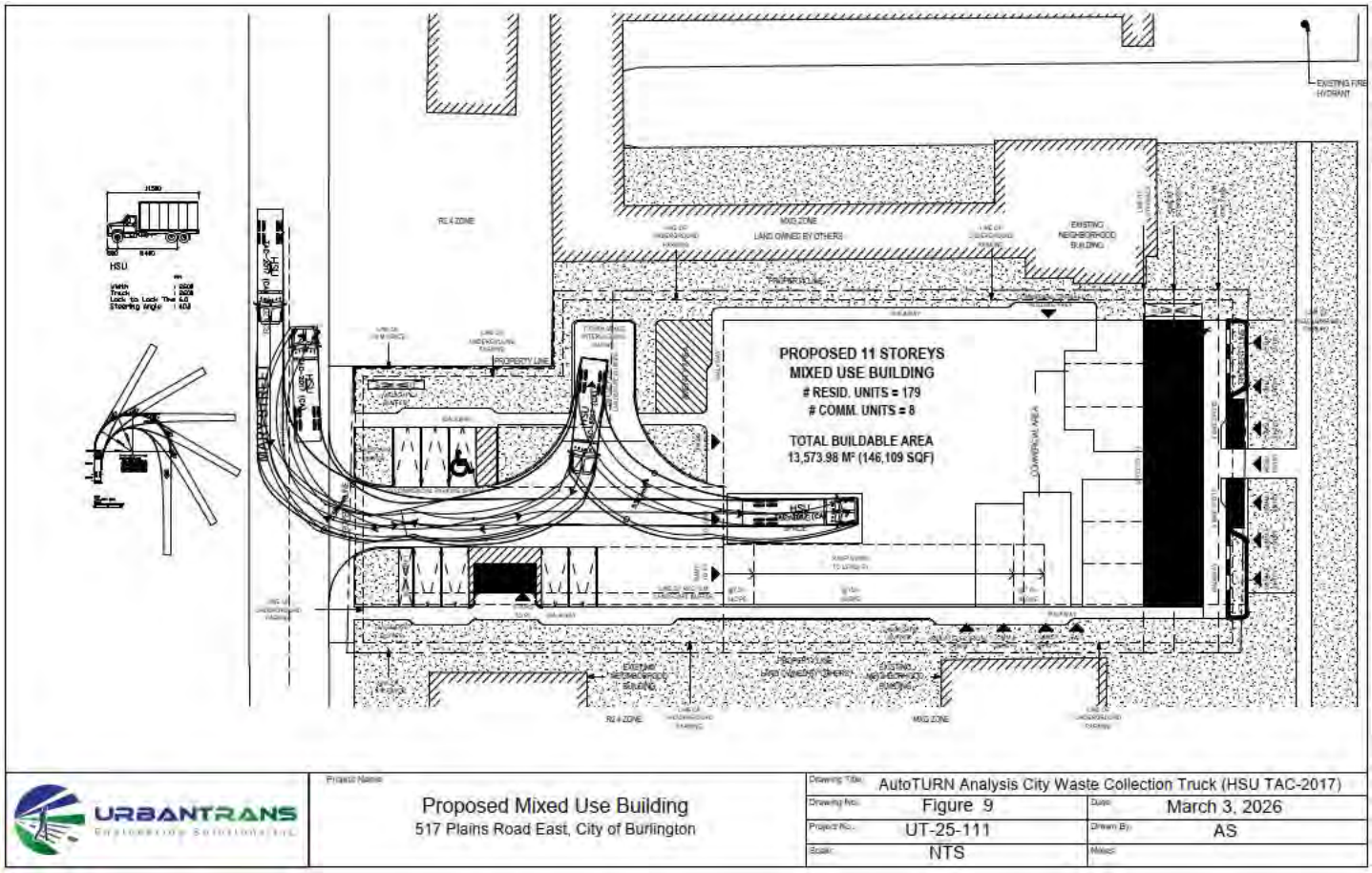


Figure 4: AutoTURN Analysis