

Coquitlam Transfer Station Replacement Project

Open House Feedback – February 15, 2018

Metro Vancouver hosted an open house on February 15th from 3-6pm for neighbouring businesses, interested residents, transfer station users and municipalities to learn more about the project, facility design and construction timeline. A presentation followed by questions and answers took place from 4-5pm. Welcoming remarks were provided by Metro Vancouver Board Director and City of Coquitlam Councillor Craig Hodge. Fifteen participants attended, including recycling and waste businesses and local businesses.

This meeting summary will be provided to the City of Coquitlam as part of the development permit approval process. Additional information on the project, including meeting presentations and designs, is available at www.metrovancouver.org by searching “Coquitlam Transfer Station Replacement”.

Summary of Questions, Comments and Metro Vancouver Responses

Question/Comment	Metro Vancouver Response
Design, Construction and Timeline	
1. What is the storage capacity of the new transfer station?	The new transfer station building will be about 60,000 square feet – approximately double the current building size – to allow for improved services and flexibility. The facility is designed as a transfer point (not a storage facility) and waste will be removed daily.
2. What is the life span of the facility?	The existing Coquitlam Transfer Station operated for 30 years and a new facility would be expected to have a similar life span.
3. Will there be a gap in service between the current facility closing and the new facility opening?	Metro Vancouver plans to open the new facility before the lease on the current facility ends and the facility closes. There is no extension provision in the lease agreement.
4. Concern that there is no canopy over the scales and some customers and staff may get wet when it rains.	The current design does not include a canopy at the scales. Metro Vancouver is reviewing whether to add a scales canopy to the design.
5. The service vehicle automated scales are located far away from the attended scales. Will this make it difficult to support haulers using these scales?	Metro Vancouver is reviewing the position of this scale.

Question/Comment	Metro Vancouver Response
Odour/Birds	
6. What odour reduction measures are being taken?	<p>All waste handling will be done inside the building. Odour will also be minimized by mechanical ventilation using roof-mounted fans, regular cleaning and daily removal of waste.</p> <p>The use of roof-mounted vertical extraction fans is typical for transfer stations throughout North America. The fans will provide 11 air exchanges per hour. This is more than triple the air exchange rate recommended for auto repair rooms and chemical storage rooms. The fans will discharge vertically to ensure that any odours from the facility do not impact surrounding properties.</p>
7. Will birds be a concern at the new facility?	The facility will be designed to minimize the presence of birds by limiting perch areas in and around the building, as well as by day-to-day operational practices such as regular cleaning and daily removal of waste.
8. How will waste be loaded into transfer trucks after it is dropped off by customers?	Customers drop off waste directly on the transfer station floor and front-end wheel loaders push waste into a chute in the transfer building floor that connects to a compactor underground. The compacted waste is then loaded into a transfer truck and removed from the facility. An additional top load chute is provided for redundancy.
Traffic	
9. What route will the loaded departing transfer trucks take leaving the site?	<p>On average approximately 25 tractor trailer loads of waste are expected to leave the new facility each day. In addition, various recyclable materials including yard trimmings, gypsum, metal, etc. will be transported off-site in trucks. Translink/City of Coquitlam truck route maps are available at http://www.coquitlam.ca/docs/default-source/city-services-documents/truck_route_20120206.pdf?sfvrsn=0</p> <p>United Boulevard west of King Edward Street is not a truck route. Trucks are able to operate on non-truck-routes but only to move from a truck route to a site, and from a site to the nearest truck route. Based on the truck-route map, trucks are able to leave the new transfer station site either onto King Edward Street (overpass) or carrying on to United Boulevard east of King Edward Street. Under normal operating conditions, waste transfer trucks would exit the area via the King Edward Street overpass, but there may occasionally be circumstances whereby trucks continue along United Boulevard east of King Edward Street.</p>

Question/Comment	Metro Vancouver Response
10. Concern about existing traffic congestion west of the site near Braid Street and Brunette Avenue, and inquiry about the plans for the new Brunette Interchange.	Metro Vancouver understands that a review of the Brunette Interchange is being conducted by the Province of British Columbia. Various stakeholders including New Westminster, Coquitlam and Metro Vancouver have been consulted on the review.
11. Will a traffic light be installed on United Boulevard at the main entrance of the new transfer station?	A traffic light is not planned. A left turn lane into the facility is planned. Details on traffic management are still under discussion with the City of Coquitlam. Sufficient on-site queuing will be provided to prevent line-ups backing onto United Boulevard.
Recycling	
12. What is the plan for the recycling depot?	A full-service recycling depot, three times larger than the current depot, is included in the new facility design and discussions are underway with surrounding municipalities on funding. The Tri-Cities municipalities fund the existing Coquitlam Transfer Station recycling depot.
13. Will recycling be accepted in the paid area after the scale?	Yes, mattresses, green waste and gypsum (with restrictions) will be accepted for a fee. There will also be additional ‘last chance to recycle’ options in the building and an area to place reusable items for donation.
14. Will the facility accept organics?	Currently, there is no plan for the new facility to accept organics, aside from green waste and small volumes (up to 100L) of food waste delivered by residential and small business customers. However, the facility is designed for flexibility so it could accept new materials if desired in the future.
15. Will the facility accept clean wood? What load sizes are accepted?	Yes, the new facility will accept clean wood at the Green Waste Tipping Fee (currently \$95/tonne). Currently, small loads of green waste and clean wood are dropped off at the existing facility.
Community	
16. Will the foot-path along United Boulevard near the entrance of the new site be maintained?	Yes, the footpath and bike route along United Boulevard will be enhanced as part of the facility development.
17. Concern about existing and future illegal dumping along United Boulevard in front of and west of the proposed new transfer station site.	Illegal dumping is a concern that is being addressing throughout the region. As part of the operations contract of the current facility, staff are required to ensure adjacent streets are cleaned of litter on a regular basis. Similar requirements will be put in place for the new facility.

Question/Comment	Metro Vancouver Response
Competition	
<p>18. Why is Metro Vancouver proceeding with this facility when there is a private facility across the street that is undergoing a licensing process with Metro Vancouver?</p>	<p>The GVS&DD Board approved building this facility as it provides a core service for the region and replaces an existing, well-used facility with comprehensive recycling and waste drop-off services for residential, small business and large municipal and commercial customers.</p>
<p>19. Concern that if a hauler delivers waste to a private facility and the Generator Levy applies, this may make it difficult for the private facility to compete with the Metro Vancouver facility.</p>	<p>This question references a recent regulatory initiative at Metro Vancouver. The Generator Levy ensures all waste generators in the region contribute to the fixed costs of the region’s transfer station network and solid waste planning, services that are available to and benefit all waste generators. If waste is delivered to the Coquitlam Transfer Station, the Generator Levy is included in the tipping fee and does not affect the cost of disposal. Haulers would be required to collect the Generator Levy and remit it to Metro Vancouver if delivering municipal solid waste from residential or commercial/institutional sources to a private facility. Concerns expressed by some stakeholders related to the Generator Levy were communicated to the GVS&DD Board at the time the Board considered the Bylaw implementing the Generator Levy.</p>
Budget/Contracts	
<p>20. Are the replacement Coquitlam Transfer Station and the Generator Levy incorporated in Metro Vancouver’s 5-year Financial Plan?</p>	<p>Yes. The most recent Metro Vancouver Solid Waste Services 5-year budget, approved by the GVS&DD Board in November 2017, includes allocations for the replacement Coquitlam Transfer Station and includes the Generator Levy.</p>
<p>21. Will the operations contract at the existing Coquitlam Transfer Station be transferred to the new Coquitlam Transfer Station when it opens?</p>	<p>There is no contract at this time for operation of the new Coquitlam Transfer Station.</p>