

NO: **R222** COUNCIL DATE: **October 22, 2012**

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **October 16, 2012**
FROM: **General Manager, Engineering** FILE: **5360-60**
SUBJECT: **Progress toward the Establishment of a Residential Drop-off/Eco-centre**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report as information; and
2. Authorize staff to work with Metro Vancouver staff toward the establishment of a residential drop-off (RDO) facility with expanded recycling opportunities in the Newton community all as generally described in this report; and
3. In parallel with the actions to be taken under Recommendation #2, authorize staff to develop a plan for the establishment of an Eco-Centre in the South Surrey area as documented in this report.

BACKGROUND

The 1995 Regional Solid Waste Management Plan included the provision by Metro Vancouver of a transfer station in Surrey and stated that “given the large land area of the municipality it may be advisable to locate a smaller satellite transfer station in the Cloverdale/South Surrey area”. This smaller facility was intended to provide the same basic waste disposal and recycling services as all regional transfer stations but was to be designated for residential drop-off (RDO) only.

In 2001, MV committed to work with the City of Surrey to establish the South Surrey RDO facility in parallel with the process of rezoning the site in Port Kells that is now occupied by the Surrey Transfer Station.

During the development of the new Regional Integrated Solid Waste Resource and Management Plan (ISWRMP), MV staff emphasized the need for greater waste diversion within the Region. As a result, the South Surrey RDO facility concept evolved into an Eco-centre with emphasis on waste diversion rather than waste disposal.

In the spring of 2010, MV staff presented a report to the MV Waste Committee that discussed the construction of the Surrey Eco-centre to meet MV’s commitment under the 1995 SWMP. MV staff estimated the capital cost of an Eco-centre to be in the range of \$8 million to \$14 million. In considering the report, the MV Waste Committee raised issues of “equality” across the Region

with respect to regionally-funded facilities. The concern was primarily focused on the enhancements to the RDO that allowed it to be an “Eco-Centre” in comparison to existing regional facilities in other municipalities that do not provide the same level of service. The MV Waste Committee referred the matter back to MV staff for more information to be presented at a future Waste Committee meeting.

The Regional ISWRMP, which was adopted by the Ministry of Environment in July 2011, includes the following text related to the establishment of Eco-Centres within the region:

2.2.4 Establish Eco-Centres

- a) *Establish a stakeholder and municipal workgroup to determine the scope, terms and conditions including the responsibility for funding and operating, and the relationship to existing and planned extended producer responsibility (EPR) programs and municipal recycling depots for participating municipalities and industries.*
- b) *Develop the model of Eco-Centres to include numerous, small scale, one-stop-drop centres for recycling and small quantity drop-off disposal.*
- c) *With municipalities, determine the terms and conditions for participating municipalities and industries and develop appropriate business cases.*
- d) ***After determining terms and conditions, including the responsibility for funding and operating, establish the first Eco-Centre in Surrey to replace the commitment for a residential drop-off facility in the 1995 Plan.***
- e) *Progressively expand the Eco-Centre system across the region as municipal business cases determine.*

DISCUSSION

Following extensive deliberations between Surrey staff and MV staff, including an analysis that clearly demonstrated the need for a secondary RDO facility in Surrey, it was concluded that:

1. The residents of each of the communities of Newton and South Surrey must drive over 30 minutes to reach a regional waste disposal facility. Based on the relative high density of both communities, the need for waste drop-off facilities has been identified in each of these areas (as illustrated on the table attached as Appendix I).
2. The map attached as Appendix II illustrates the location of each occurrence of roadside dumping that has occurred in Surrey during the last year based on Engineering staff records. The occurrences of such illegal dumping would be reduced if RDOs and recycling centres were conveniently sited in Surrey neighbourhoods. The concentration of illegal dumping in the Newton and City Centre areas suggests that the highest priority for a secondary RDO facility in Surrey should be in the Newton community.
3. MV will revert back to its original commitment of providing an RDO facility in Surrey that would provide the same basic waste disposal and recycling services as all existing regional transfer stations but for residential and small-scale commercial (one tonne or less) drop-offs only.

4. To alleviate any MV Waste Committee concerns relating to “equality”, Surrey will pursue at its own expense the development of a recycling centre adjacent to the proposed RDO that will be constructed in parallel with the development of the RDO and that will meet the objective of the ISWRMP (as outlined above); and
5. Start the process of the siting and planning for the development of a full Eco-centre within the South Surrey community and continue negotiations with MV on establishing this additional RDO facility.

Next Steps

The following is a summary of the steps that will be taken toward the planning and development of the Newton RDO and recycling centre as referenced above:

1. The City will assist MV in identifying an appropriate site in Newton with a view to identifying the site by late 2012 or early 2013;
2. In a parallel process, staff will proceed with identifying an appropriate site in the South Surrey area for a recycling centre;
3. Staff will forward a Corporate report to Council recommending approval of the identified site(s) by early 2013;
4. MV will complete a preliminary design and cost estimate for the Newton site for each of a conventional RDO and an enhanced RDO (i.e., that provides for an enhanced level of recycling and incorporates a flexible design for diminishing waste streams that will be the likely result of various Extended Producer Responsibility programs). This work will be completed by early 2013. City staff will follow a parallel procedure for the proposed South Surrey facility.
5. City staff will negotiate an agreement with MV on a land ownership option for the Newton facility. The two options that will be considered in this regard are:

Option A: MV will purchase from the City approximately 2 hectares of land through a Purchase Agreement with Surrey, which will include as subject conditions the completion of public consultation in relation to the use of the site as an RDO facility, the site being rezoned and a development permit being issued for the site. The City of Surrey may lease a portion of the site from MV for expanded recycling activities that would be provided at the City’s expense.

Option B: Surrey will retain ownership of the site and MV will lease a portion of the site for the development of a conventional RDO and will work with Surrey in completing a public consultation process in relation to the site, in completing any necessary rezoning of the site and in obtaining a development permit for development of the site. MV will develop on the leased portion of the site a conventional RDO and the City will develop at its own cost concurrently with the development of an RDO an expanded recycling centre adjacent to the RDO.

Under either of the above options, the ownership and operation of the expanded recycling centre may be revisited once a regional eco-centre strategy has been ratified by member municipalities and approved by the MV Board. In this regard and in accordance with the ISWRMP, MV staff has recently assembled a working group to establish the scope, terms and conditions including the responsibility for funding and operating each eco-centre, and the relationship to existing and planned EPR programs and municipal recycling depots. Surrey Engineering staff is participating in this working group.

Regardless of the recommendations that emanate from the MV Eco-centre working group, MV has committed to moving forward with the establishment of a Surrey RDO at this time. Accordingly, Surrey Engineering staff and MV staff will continue with actions documented in the "Next Steps" Section of this report. Subject to Council approval of the recommendations of this report, further reports will be forwarded to Council in due course as the work on the Surrey RDO and recycling centre proceeds.

CONCLUSION

Based on the above discussion it is recommended that Council:

- Authorize staff to work with Metro Vancouver staff toward the establishment of a residential drop-off (RDO) facility with expanded recycling opportunities in the Newton community all as generally described in this report; and
- In parallel with the actions to be taken under Recommendation #2, authorize staff to develop a plan for the establishment of an Eco-Centre in the South Surrey area as documented in this report.

Vincent Lalonde, P.Eng.
General Manager, Engineering

VL/RAC/brb

- Appendix I - Proximity Comparison of Metro Vancouver Waste Disposal Facilities to Various Member Municipalities with over 10,000 Population
- Appendix II - Map Illustrating the Location of Occurrences of Roadside Dumping (May 31, 2011 to June 1, 2012)

APPENDIX I

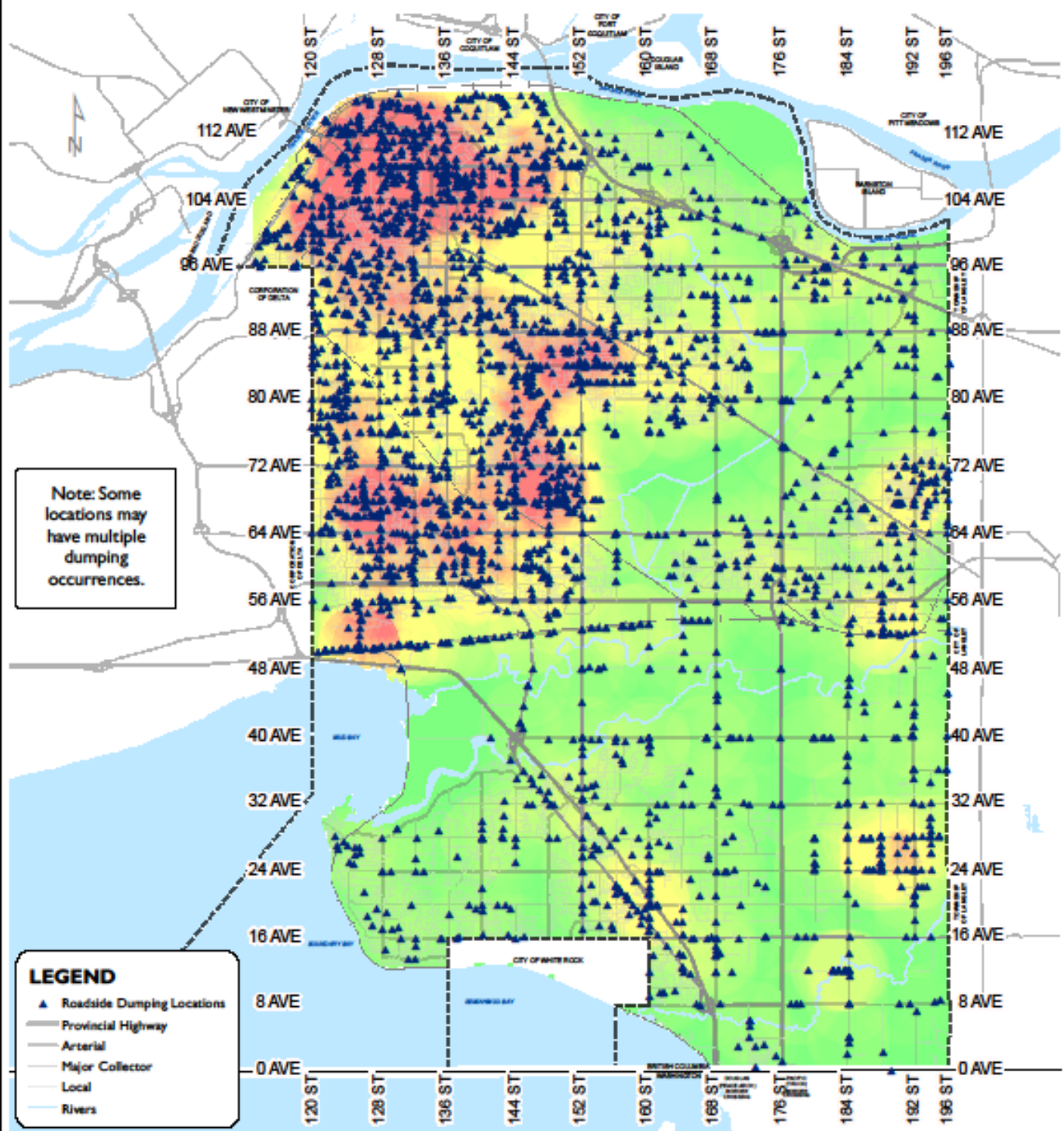
Proximately Comparison of Metro Vancouver Waste Disposal Facilities to Various Member Municipalities with over 10,000 Population

Population Rank	Municipality	Population	Area (Sq km)	Nearest MV Waste Facilities	average driving distance to nearest TS facility (kms)	rank by travel distance
6	Coquitlam	121,452	152	Coquitlam	6.0	1
11	New Westminster	58,549	15	Coquitlam	6.0	1
14	North Vancouver City	45,165	12	North Shore	6.0	1
1	Vancouver	578,401	114	Vancouver/North Shore	6.6	2
12	North Vancouver District	82,562	160	North Shore	8.0	3
19	Pitt Meadows	17,410	85	Surrey Port Kells	8.0	4
3	Burnaby	216,336	99	Coquitlam/N. Shore/Vancouver	8.4	5
10	Maple Ridge	68,949	265	Maple Ridge TS	9.0	6
13	Port Coquitlam	55,375	29	Coquitlam TS	9.5	7
4	Richmond	174,461	130	Vancouver TS	10.0	8
16	Port Moody	27,512	26	Coquitlam TS	10.0	9
7	Delta	101,668	183	Vancouver Landfill	10.5	10
17	Langley City	23,606	10	Surrey Port Kells	11.0	11
8	Langley Township	93,726	307	Surrey Port Kells/Langley RDO	11.5	12
2	Surrey (entire City)	480,000	318	Surrey Port Kells	12.6	13
15	West Vancouver	42,131	87	North Shore TS	13.5	14
5	* Surrey (Newton Area)	121,559	41	Surrey Port Kells	17.0	15
9	** South Surrey Area	74,336	51	Surrey Port Kells	19.1	16
18	*** White Rock	18,755	5	Surrey Port Kells	21.0	17

Notes:

- * Average distance from the Newton Area to Vancouver Landfill is 16 km
- ** Average distance from South Surrey to Vancouver Landfill is also 19 km
- *** Average distance from White Rock to Vancouver Landfill is also 21 km

APPENDIX II




Note: Some locations may have multiple dumping occurrences.

LEGEND

- ▲ Roadside Dumping Locations
- Provincial Highway
- Arterial
- Major Collector
- Local
- Rivers

Produced by GIS Section: September 25, 2012, CS

 <p>CITY OF SURREY the future lives here.</p>	<h2>ROADSIDE DUMPING LOCATIONS</h2> <p>(MAY 31, 2011 - JUNE 1, 2012)</p>	<h2>ENGINEERING DEPARTMENT</h2>
---	--	---------------------------------

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.

G:\MAPPING\GIS\MAPS\ CORPORATE REPORTS\Eng-Utilities\ CS-RoadsideDumping-R1.Crx