



Hartland Landfill: Commercial Vehicle Road Access Change

Engagement Summary with Community Associations

Prepared for the Capital Regional District

Kirk & Co. Consulting Ltd.
301 - 3450 Uptown Boulevard
Victoria, B.C. V8Z 0B9

September 8, 2022

Background

Hartland Landfill is owned and operated by the Capital Regional District (CRD). This multi-purpose facility is a vital component of the region's waste disposal infrastructure to meet the needs of roughly 425,000 residents and businesses throughout southern Vancouver Island. The CRD is working to ensure that the region's solid waste is managed in a safe, secure, and sustainable way now and in the future.

To support these goals, the CRD led the development of the Solid Waste Management Plan (SWMP) in 2019 and its eventual approval in 2021 to prompt discussion about the future vision for the landfill, avenues to explore operational decisions, and opportunities for community engagement.

The CRD is required to move Hartland Landfill's commercial vehicle access point from Hartland Avenue to Willis Point Road for a number of operational reasons, including safety considerations for landfill staff, commercial vehicles and residents accessing Mount Work Regional Park.

Engagement process

To support operational decisions for the road access change, the CRD undertook engagement with community associations and commissioned two study reports. Below is a summary of the engagement led by the CRD:

1. *Traffic Study, Bunt & Associates, 2020*

As part of SWMP considerations for moving the road access to the north end of the landfill site, the CRD commissioned a traffic study to develop a multi-count evaluation of vehicle access by moving either commercial or all vehicles from existing access.

2. *Joint Community Association Meetings, January 2021*

The CRD hosted joint-community association meetings with the three community associations to discuss the potential access changes and asked for written feedback from Willis Point, Prospect Lake, and Highlands community associations. With the feedback provided, a consultation report was presented to the CRD Board in March 2021, which prompted the Board to solicit further feedback from District of Saanich Staff and community members.

3. *Correspondence from Community Associations, October 2021*

The CRD solicited and received correspondence from the three community associations on ideas they thought would best mitigate the impact of commercial traffic to the landfill being rerouted to a new potential entry point on Willis Point Road.

4. *Road and Recreation Enhancement Options, 2021*

Based on recommendations from the Bunt and ISL traffic reports and community associations, the CRD Board directed staff to prepare a package of eighteen potential Hartland-area road and recreation enhancement options. Some or all of these options would be funded through a CRD Board committed-fund of up to \$4M to help mitigate the impact of the commercial road access change. All 18 options were reviewed and approved by the District of Saanich staff.

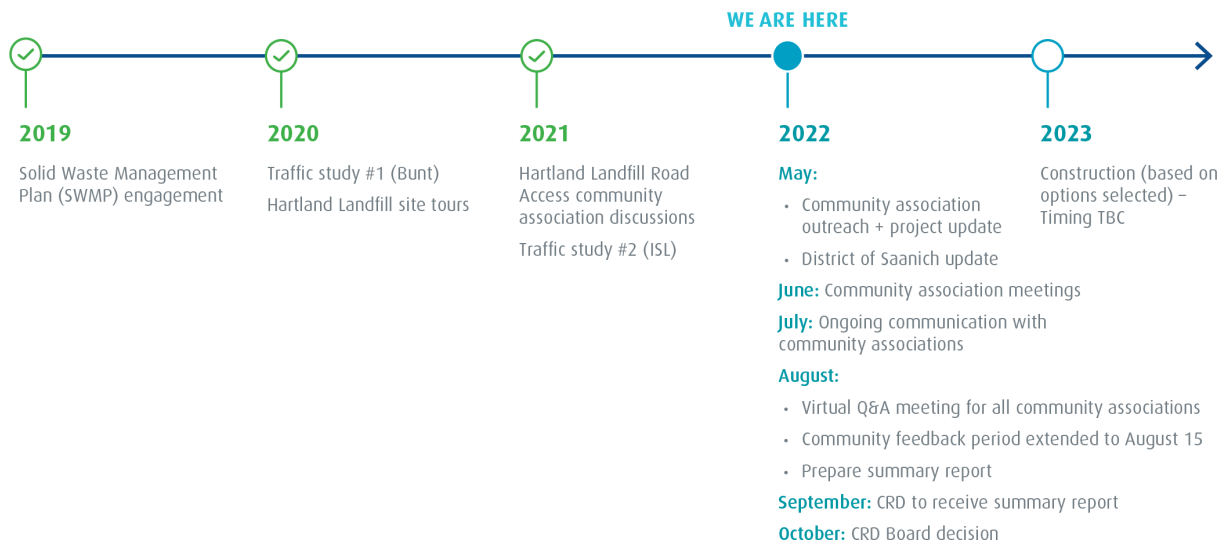
5. *Traffic Study #2, ISL Engineering, 2022*

Based on community feedback and requests for road and recreation enhancements in the consultation report, the CRD commissioned a second traffic study by ISL Engineering (ISL) that investigated intersection improvements with more detail and costed each option. The ISL report also reviewed traffic conditions, evaluated historic collisions, and identified potential safety and operations issues and countermeasures for the study intersections.

Hartland Landfill: Commercial Vehicle Road Access Change – Engagement Summary with Community Associations

To support a decision on road and recreation enhancement options that the CRD Board will fund and implement, the CRD hired Kirk & Co. as an experienced facilitator to lead the three community associations through a collaborative engagement process. This report summarizes the feedback Kirk & Co. received from community associations on where the funds could be allocated.

Hartland Landfill Access Engagement Timeline



From May 25, 2022, to August 15, 2022, Kirk & Co. held a series of meetings with Willis Point Community Association, Prospect Lake District Community Association, and the Highlands District Community Association. The timeline above highlights the engagement with each association. The engagement process included the following:

- May 2022: Kirk & Co. met briefly with the Chairs of each community association to introduce themselves and the scope of engagement.
- June-July 2022: Kirk & Co., alongside representatives from the CRD and ISL, met with each community association. The ISL report and supporting materials were provided to community associations in advance, and meetings were structured to answer questions and provide additional information and context about the upcoming operational landfill access change.

Feedback forms were provided, including a digital feedback form to gather comments from individuals (Appendix 4).

- August 3, 2022: To support additional questions residents had about the intersection improvements, a separate virtual meeting was set up with ISL and the CRD.
- August 15, 2022: The feedback period was open until August 15, 2022, and input was received through the online feedback form and emails sent to rethinkwaste@crd.ca. Kirk & Co. encouraged associations to engage with community members and provided materials and answers to questions where possible to support their independent engagement efforts.

Throughout the process, community engagement materials were developed and distributed to community associations to inform their decision-making process. Materials included:

- Traffic reports created by Bunt & ISL.
- A detailed community association presentation that provides a background on the CRD's engagement to date, colour and context to the traffic reports, the reasoning behind access relocation, areas of jurisdiction for the proposed enhancements, and an overview of feedback avenues to the CRD.

- A table outlining each proposed option detailing the cost, location, and description. Each option has been appropriately costed, except for a few options that were determined unfeasible by the CRD or the District of Saanich (Appendix 2).
- A map that specifies the location of each option (Appendix 3).

The CRD, through the SWMP liaison committee, engaged with the WSÁNEĆ Leadership Council (WLC), shared information about the process and the \$4M community fund and invited feedback from the WLC. Communication and engagement with the WLC and the CRD on the road access change and funding is ongoing through a separate process.

Key themes from engagement

The following are the key themes from Kirk & Co.'s engagement with each community association.

Funds should be used for road enhancements and safety improvements related to the road access change

- The most common theme was to dedicate the funds to alleviate and minimize the direct impact of increased commercial truck traffic on the segments of the road and on the intersections where the trucks will be travelling.

Intersections where commercial trucks will be used should be enhanced

- Intersection enhancements where Wallace Drive meets West Saanich Road, where Wallace Road meets Willis Point Road, and Hartland Avenue and West Saanich Road meet Interurban Rail Trail/Interurban Road.
- These intersections were popular with two of the three community associations because, in their view, they will help ensure safe and expeditious entry and exit to these roads. The associations want to prioritize minimizing backup and congestion, with sufficient collector room to allow cars to queue in the storage lanes without blocking left or right turns. Roundabouts were noted as a preferred option to slow down traffic.

Enhancements along Willis Point Road

- There were several options for improvements or enhancements along Willis Point Road with support from most or all three associations. These include renaming the portion of Willis Point Road (option #4), winter weather condition road maintenance enhancements (option #9) and enhanced illegal dumping education for the region and signage in problem areas near Hartland Landfill (option #18).

Recreational improvements were broadly supported, but disagreement on whether they should be funded through this initiative

- While recreational enhancements (e.g., improved trail signage, expanded parking lots) were supported by all associations, some respondents and one association feel strongly that funding for these improvements should come from a separate budget as those improvements are out of scope for Hartland commercial access relocation.
- Other respondents and one association supported the idea of developing expanded parking facilities at Durrance Lake on Willis Point Road (option #3). Feedback noted that this popular recreation site has limited parking options during the summer months.

General feedback that the funds should not be used to construct bikes lanes due to cost

- The construction of a bike lane as part of the CRD's options package was not generally supported by associations or individual respondents. Community members suggested that a bike lane should be covered by Saanich budgets already planned for improved bicycle access. The CRD enhancements should focus on safety and road enhancements, not recreation.

General feedback on a passing lane on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance

- Option #5 - a passing lane on Willis Point Road received positive support from one community association and a number of individual respondents. This item was included in the options table for completeness; however, it was communicated to the community associations that the CRD is not putting it forward for decision due to safety concerns. Both the CRD Board and the District of Saanich concur with the decision based on safety concerns raised through previous traffic studies.

There was limited to no support received for the following options

Option #2 – Expansion of parking facilities on Ross Durrance Road for Mount Work Regional Park

Option #6 – Construction of pull-outs on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance

Option #8 – Implementation of electronic signaling to control commercial vehicle flow from landfill access point onto Willis Point Road

Option #10 – Installation of sound barriers around Hartland Landfill

Option #13 – Enhancement of parking facilities on Hartland Avenue for Mount Work Regional Park

Option #15 – Signage and infrastructure enhancements near the Mount Work Regional Park trailhead on Meadowbrook Road

Option #16 – Siting and construction of a community transfer station for residents in West Shore communities

Option #17 - Additional police enforcement for speeding, illegal dumping, and unsecured loads

A summary of feedback received from each community association can be found in Appendix 1 of this document.

Recommendations based on feedback received

With feedback received through discussion at meetings, written correspondence from community associations and feedback forms, the following options received the most community support (in order of popularity):

Hartland Landfill: Commercial Vehicle Road Access Change – Engagement Summary with Community Associations

Option #7 – Intersection enhancements where Wallace Road meets Willis Point Road

Option #11 – Intersection enhancements where Wallace Drive meets West Saanich Road

Option #14 – Intersection enhancements where Hartland Avenue and West Saanich Road meet Interurban Rail Trail/Interurban Road

Option #3 – Development of a new parking lot/Mount Work Regional Park access point on Willis Point Road

The following four options also received community support. However, these options will not be considered as part of the \$4M community fund because they have been removed due to safety concerns raised in traffic studies (Option #5), it is outside of CRD jurisdiction (#4), the CRD has agreed to the measure outside of the fund (#9), or it will be considered as part of the Solid Waste Management Plan (#18).

Option #5 - Passing lane on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance

Option #4 – Renaming portion of Willis Point Road between Wallace Drive and Ross Durrance Road

Option #9 – Winter weather condition road maintenance enhancements (de-icing, plowing, etc.) on Willis Point Road

Option #18 – Enhanced illegal dumping education for the region and signage in problem areas near Hartland Landfill

Appendix

Appendix 1 - Community Association Feedback

Below is a summary of additional feedback received through meetings and submissions during the engagement period. Willis Point Community Association is the only association that prepared a letter summarizing their feedback (attached below). Highlands District Community Association confirmed through communication that their feedback was provided to Kirk & Co. during the meeting in early July. Prospect Lake District Community Association confirmed that their feedback was also provided to Kirk & Co. during the meeting in June, in addition to feedback forms that members may have chosen to submit.

Willis Point Community Association

- Electronic signalling at the landfill entrance to Willis Point Road should not go ahead due to the prioritization of trucks over residents who need to use the road for work, school, etc.
- The bike lane should not extend to Ross Durrance Road (removes parking from the lake)
- Roundabout on West Saanich Road to move along, turning truck traffic
- A crosswalk is not necessary on West Saanich Road due to the lack of pedestrians
- Six weeks was not enough time to educate the public and gather feedback from community members on the enhancement options
- ISL traffic report was well done within parameters, but hard to understand technical information
- Trail management and sound barrier should be under Saanich's jurisdiction
- Fire hydrant requested at 280 Willis Point Road
- Bus stops along Willis Point Road should have shelters
- A wide trail should go up the hill on the south side of Willis Point Road to Ross Durrance Lake
- The left storage lane (and the lanes from Wallace Point Road to West Saanich) need to be made longer, given the transfer of truck traffic

Highlands District Community Association

- Frustration that the CRD expected the community associations to communicate the Hartland road access change to their members, and there could be backlash from their members to the association if things don't go well
- Safety concerns if the new entrance were to be eventually used for all residential/commercial traffic
- The potential increased use of Ross Durrance/Millstream Lake Road as a short-cut route is a concern to the community
- If there is to be a new bike lane, what deterrents will be in place to address illegal parking
- Roads through the Highlands are being used as cut-throughs to Saanich and incentivize additional West Shore traffic. A percentage of those people will dump on the way. A north Langford/south Highlands border transfer station where people could drop off garbage and be transferred via highway would be welcomed
- RCMP should be engaged in addressing illegal dumping

Hartland Landfill: Commercial Vehicle Road Access Change – Engagement Summary with Community Associations

- The speed limit on West Saanich should be reduced from Prospect Lake to Wallace Drive due to pedestrian, commercial, and cross traffic to reduce the risk of accidents

Prospect Lake Community Association

- Prospect Lake residents suggested the installation of speed bumps and signage to be installed on Hartland Avenue to improve road safety
- Sidewalk installation on the whole length of Hartland Avenue
- Continued plowing and sanding of Hartland Avenue in the winter
- A left-hand turning lane on West Saanich Road into Red Barn Market
- Regular cleanup of garbage and broken tree branches alongside Hartland Avenue
- Additional police enforcement or speed signs on Hartland Avenue to address speeding
- Repair the existing walkway on Hartland from West Saanich to Mount Work Park, as it is unusable in some places
- An expectation to improve the salting, maintaining, and sanding during winter conditions
- The trail alongside Hartland Avenue hasn't been maintained. The path has been washed out, and kids are forced to bike near the road
- Parking lots at Hartland are overflowing, and expansion is encouraged
- Mitigation efforts should be in place to prevent contamination from heavy vehicles and stormwater runoff from impacting Tod Creek and the wetlands
- Collision data for the Matterhorn Drive intersection should be assessed as well



The Willis Point Community Association, 6933 Willis Point Road, Victoria BC, V9E 2A1

August 9, 2022

Evan Southern
Vice President, Client Services
Kirk & Co. Consulting Ltd.
301 – 3450 Uptown Boulevard,
Victoria B.C. V8Z 0B9

Subject: Hartland Landfill Commercial Access: Community Options Consultations

Dear Mr. Southern,

On behalf of the Willis Point Community Association, I would like to provide you with a summary of feedback that we have received from Willis Point residents with respect to the 18 point “Community Options” paper that was provided to us, along with more detailed traffic mitigation options presented by ISL Engineering. This feedback is based on an Open House community meeting held on July 12 as well as an online discussion with ISL staff on August 3.

Based on discussion and responses at the July 12 meeting, there was a strong consensus that the \$4 million in mitigating measures approved by the CRD Board should be focussed *solely* on alleviating and minimizing the *direct impact* of increased commercial truck traffic on the segments of the road, and on the intersections, where the trucks will be travelling as of 2023. There was also a unanimous view that the first consideration should be safety. Mitigation funds should not be spent on unrelated “nice to have” recreational options that have nothing to do with the transfer of the trucks from Hartland Ave to Willis Point Road. The grab bag of signage, parking lots, bike lanes and other measures that some have proposed but which are outside of the area directly impacted by increased truck traffic should not be funded *from this budget*. While additional parking lots, improved signage and other amenities in nearby parks are important and need to be carefully planned, they are not directly affected by the transfer of commercial traffic and should be instead be funded from the parks budget, if they are considered necessary. It was clear from the comments received that the Willis Point community generally feels that while recreational needs are valid and are important, including improved bike safety, the priority for the funding must go to ensure road safety, alleviation of traffic congestion and choke points, and mitigation of slow and obstructive traffic—all of which will in turn promote road safety.

There was particular concern over the price tag of \$3.1 million for proposed bike lanes, a project that would use over 75% of the allocated \$4 million. Two additional concerns were expressed about the proposal to build bike lanes (a) they would only be widened by 0.6 of a metre (less than 24”), a very high cost for a minimal improvement and (b) they would be extended well beyond the commercial truck turnoff to the Landfill, (apparently as far as Ross Durrance Road), thus directing funding to a portion of the road on which commercial trucks going to the Landfill will not be operating. Given the principle that road mitigation measures should be focussed on the parts of the road *directly affected* by the transfer of commercial truck traffic to the north entrance, we do not support any extension of bike lane widening beyond the Landfill entrance. That said, the community is not opposed to the widening of the existing bike lane from Wallace Drive to the Hartland Landfill north entrance, as long as it does not deny funding to higher-priority actions needed to improve vehicle, cyclist and pedestrian safety at the key



The Willis Point Community Association, 6933 Willis Point Road, Victoria BC, V9E 2A1

intersections of Wallace Drive and West Saanich Road and Wallace Drive and Willis Point Road. It is worth noting that according to ICBC accident statistics supplied by ISL with regard to the three intersections where mitigation measures are being considered, the proposed rerouting of commercial truck traffic will result in commercial trucks being redirected *from the intersection with the fewest accidents* (Hartland and West Saanich) *to the intersection with the highest accident rate* (Wallace and West Saanich). It should be clear, therefore, where the spending priorities must lie.

Feedback from the community also confirms that a “slow truck lane” referenced in the options but dismissed for “safety reasons”, needs to be carefully reconsidered. We believe that a slow vehicle lane on the steeper segments of Willis Point Road will enhance rather than detract from road safety. It is not clear to us why a passing lane would make the road less safe. Heavily loaded, slow-moving trucks going uphill will accumulate traffic, resulting in motorists accessing recreational areas, commuting to the West Shore or accessing Willis Point, attempting to pass on the uphill, a potentially risky situation. It was reported that Saanich was concerned about potential speeding on the road, but what residents are asking is that vehicles be able *to maintain the posted speed limit* of 60 kmh, rather than 40 kmh, which is the posted limit for Hartland Avenue and the speed at which many fully loaded trucks ascend this 9% hill.

While no costing was attached to the options paper for a slow truck lane, we understand from CRD Director Hicks, that the work could be done for about \$800,000, which should be manageable within the \$4 million envelope.

In addition to road improvements funded from the capital budget, there is a need for enhanced maintenance to address the impact of increased commercial truck traffic. This includes snow and ice clearing and control, enforcement of regulations against illegal dumping and regular road clean-up. The Willis Point community undertakes an annual roadside cleanup the length of Willis Point Road right to the intersection with Wallace Drive, but with hundreds of garbage trucks using lower Willis Point Road daily, an annual community cleanup of rubbish will be inadequate given normal spillage. We strongly believe that Hartland Landfill needs to undertake regular cleanups to ensure that litter does not accumulate adjacent to the roadway.

With regard to the timing and cost of construction of a slow truck lane, members of the community have suggested that these should be looked at in the larger context of all work needed on the road. We know that in the next year or so Fortis will be building a RNG pipeline down Willis Point Road (which has already been dug up once to install the sewage line to the Residual Treatment Facility). Given the need to widen the road for a truck lane, plus possible widening of the existing bike lanes, plus the need to build the Fortis pipeline alongside the road, the construction of a slow truck lane could be considered in the broader plans for the road, taking into account all the needs for construction and widening, making most efficient use of budgets. It is important to note that the construction of a slow truck lane would not alter the speed limit on Willis Point Road, which would continue to be enforced on an as-needed basis. Traffic studies and the need for an additional lane on the steepest uphill segments should take into account the large number of Greater Victoria residents accessing Durrance Lake in summer at a time when trucks will be on the Willis Point hill travelling to the north Landfill entrance.

While we were presented with various options for the intersections at the junctions of Willis Point and Wallace, and Wallace and West Saanich, it is impossible for laypeople to recommend which option (stop signs, roundabout or traffic lights) is the safest, since the traffic consultants themselves declined to do



The Willis Point Community Association, 6933 Willis Point Road, Victoria BC, V9E 2A1

so. However, the bottom line is that we want to ensure safe and expeditious entry and exit to those roads, while minimizing back up and congestion given the already-high accident rate. If stop signs are to be installed it is vital that there be sufficient collector room to allow cars to queue in the storage lanes without blocking left or right turns. This applies to all right and left turns at both intersections, in all directions on Willis Point Road, Wallace Drive and West Saanich Road. Roundabouts have the advantage of slowing traffic (particularly southbound traffic on West Saanich Road, where vehicles pick up speed when going downhill toward the intersection with Wallace), although we recognize they are more expensive. We note that traffic lights are likely not needed at this intersection until at least 2030.

Finally, there is wide community support to change the name of the lower section of Willis Point Road to something that more suitably reflects the use of the road (Mount Work Parkway has been suggested). This change would also remove the name "Willis Point" from the section of the road that accesses the Landfill, thus eliminating any potential stigma of association between the Willis Point community and Hartland Landfill, a stigma that could potentially affect property values. We recognize this is a decision for Saanich but would ask for CRD support in raising and supporting the issue with Saanich. This change can be done at minimal costs since there are no residences on this section of the road. The only property that would need to be redesignated is the Residual Treatment Facility for sewage that has recently be given the address of 280 Willis Point Road.

In summary, the Willis Point community believes that priority for allocation of funding must go to safety and traffic alleviation measures in areas directly impacted by the transfer of truck traffic, rather than to unrelated recreational concerns. A slow truck lane needs to be reconsidered as an essential safety feature to allow cars to maintain the posted speed limit. It could be considered as part of any reconstruction of the road for a gas pipeline and/or widening the existing bike lanes as far as the north entrance to the Landfill, (but no further). Unrelated recreational enhancements are desirable but should be funded from a separate budget. Increased maintenance budgets outside the \$4 million capital budget envelope will also be needed to deal with ice and snow, illegal dumping and litter from trucks. Any redesign of the intersections needs to ensure safety in accessing both Wallace Drive and West Saanich Road with no significant obstruction of traffic. Given that Willis Point Road is the sole means of access to our community, WPCA members have a strong stake in the way in which this road is managed in future, notwithstanding the fact that the affected intersections and truck usage segments are physically located in Saanich. Given that the CRD represents both the wider region as well as the Willis Point component of the Juan de Fuca Electoral District, we hope this community input will be given support and sympathetic consideration by CRD elected officials and staff.

A handwritten signature in blue ink, appearing to read "DK", followed by a long horizontal flourish.

Daniel Kenway
Chair Willis Point Community Association
chair@willispoint.ca

Appendix 2 – Community Options Table

HARTLAND LANDFILL COMMERCIAL ACCESS – COMMUNITY OPTIONS

■ – Road infrastructure

▲ – Recreation

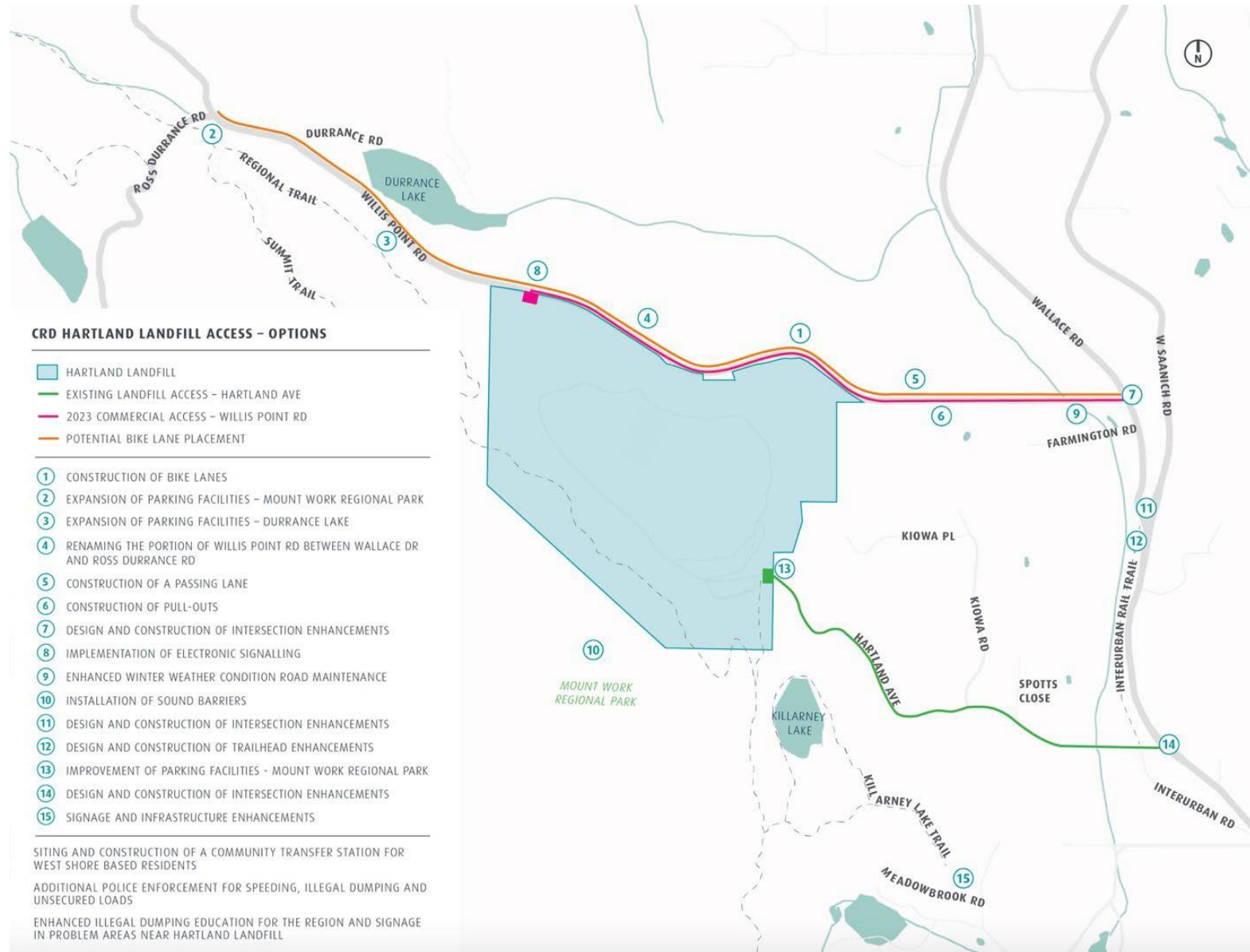
● – Other

PROPOSED OPTIONS	COST	NOTES
 1 Bike lanes – Construction of bikes lanes on Willis Point Road between Wallace Drive and Ross Durrance Road	\$3.1M (\$1.55M per side)	Cost includes widening Willis Point Road and extending the shoulder to accommodate a painted bike lane on either side of the road
 2 Parking facilities – Expansion of parking facilities on Ross Durrance Road for Mount Work Regional Park	\$400,000	Cost includes site clearing and expanding the current gravel parking area
 3 Parking facilities – Development of a new parking lot/Mount Work Regional Park access point on Willis Point Road	\$400,000	Cost includes site clearing and a graded gravel parking area
 4 Renaming road – Renaming portion of Willis Point Road between Wallace Drive and Ross Durrance Road	<i>N/A – this item is not costed</i>	District of Saanich jurisdiction
 5 Passing lane – Construction of a passing lane on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance	<i>N/A – this item is not costed</i>	The CRD Board directed staff not to pursue this option due to safety concerns.
 6 Pull out – Construction of pull-outs on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance	<i>N/A – this item is not costed</i>	This option has not been explored further due to safety concerns (similar to option #5)
 7 Intersection – Intersection enhancements where Wallace Road meets Willis Point Road	Option 1: \$207,000 Option 2: \$1.4M (includes mini roundabout)	Concept details are available in the ISL traffic report (page 44)
 8 Electronic signalling – Implementation of electronic signalling to control commercial vehicle flow from landfill access point onto Willis Point Road	\$250,000	Concept details are available in the ISL traffic report (page 44)
 9 Road maintenance – Winter weather condition road maintenance enhancements (de-icing, plowing, etc.) on Willis Point Road	\$75,000 per year	**CRD will be funding this maintenance for both Hartland Avenue and Willis Point Road on an ongoing basis as part of regular operations, separate from the community options package

Hartland Landfill: Commercial Vehicle Road Access Change – Engagement Summary with Community Associations

PROPOSED OPTIONS	COST	NOTES
 10 Sound barriers – Installation of sound barriers around Hartland Landfill	<i>N/A – this item is not costed</i>	Noise associated with landfill is currently controlled through restricted operating hours
 11 Intersection – Intersection enhancements where Wallace Drive meets West Saanich Road	Option 1: \$560,000 Option 2: \$782,000 (signal) Option 3: \$1.9M (roundabout)	Concept details are available in the ISL traffic report (page 42)
 12 Trailhead – Enhancement of trailhead where the Interurban Rail Trail crosses Wallace Drive	<i>Costed as above in option #11</i>	Concept details are available in the ISL traffic report (page 44)
 13 Parking facilities – Enhancement of parking facilities on Hartland Avenue for Mount Work Regional Park	\$400,000	Cost is approximate. Concept details to be developed with CRD Parks in alignment with Mount Work Regional Park's forthcoming management plan
 14 Intersection – Intersection enhancements where Hartland Avenue and West Saanich Road meet Interurban Rail Trail/Interurban Road	Option 1: \$584,000 Option 2: \$605,000 (equestrian height buttons)	Concept details and drawings are available in the ISL traffic report (page 45)
 15 Signage and infrastructure – Signage and infrastructure enhancements near the Mount Work Regional Park trailhead on Meadowbrook Road	\$25,000	Cost includes trailhead signage, roadside signage and a waste receptacle at the trailhead. Long-term parking options are being considered by CRD Parks as part of Mount Work Regional Park's forthcoming management plan
 16 Community transfer station – Siting and construction of a community transfer station for residents in West Shore communities	<i>N/A – this item is not costed</i>	Siting of transfer stations falls under the work of the broader Solid Waste Management Plan
 17 Police enforcement – Additional police enforcement for speeding, illegal dumping and unsecured loads	<i>N/A – this item is not costed</i>	District of Saanich jurisdiction
 18 Enhanced illegal dumping education and signage – Enhanced illegal dumping education for the region and signage in problem areas near Hartland Landfill	<i>N/A</i>	Illegal dumping education is an ongoing action within the Solid Waste Management Plan

Appendix 3 – Hartland Landfill Map



Appendix 4 – Community Feedback Form



Community Association Feedback Form

The Capital Regional District (CRD) is seeking community feedback on proposed mitigation options as commercial vehicle access to Hartland Landfill relocates in 2023.

Please provide your feedback to the questions below. The feedback we receive will help inform the prioritization of options for the CRD.

1. What is your local community association?

2. What are the top five options from the attached options table ("Hartland Landfill Commercial Access – Community Options") that you would like to see implemented? (Please include the option number)

3. In your view, should the CRD prioritize road improvements or recreational options?

4. Any other questions or input you would like to provide?
