

## **Public Consultation October 31, 2012 in relation to the Implantation of a composting center in Saint-Laurent**

Questions presented by Marty Peletz

1. At the October 9, 2012 public meeting projections of odour dispersion were presented the city of Montreal (Document 3.13) documented by the tests, analysis and report completed by the company Odotech (Documents 3.3 & 3.3.1).
  - a. From my interpretation of this report it seems that the tests and report were based on a study of odour dispersion tests made over only a one hour period with data collected for a period for only four minutes. If this is the case do you think that this was a sufficient enough test to obtain the year round effect on surrounding areas?
  - b. My interpretation of the test also makes me believe that this was not an actual test but a simulation only. If this is the case do you believe that this was a sufficient enough test to simulate year round results?
  - c. Did the Odotech test take into consideration any odours emanating from trucks travelling to and from the facility? Can they ascertain that they are 100% certain that no odours will escape from these trucks?
  - d. Did the Odotech test take into consideration wind flow which normally travels from north-west towards the south-east which is where the residential area of at least 300 homes between Henri-Bourassa and Bois-Franc Road and Guenette and Felix-Leclerc is located?
  - e. Did the Odotech test take into consideration ambient temperature and humidity levels for different times of the year into its test? The summer months when most residents are outdoors are when heat and humidity levels are the highest. These are also the prime conditions for stimulation and activation of odour molecules.
  - f. In the Odotech test results Scenarios 1 and 2 at 99.5% percentile (Document 3.3 Figures 1 & 3) the dark blue area denotes that the residential area that I live in (first circle off Henri-Bourassa just east of Guenette) will be affected by some odours emanating from the compost facility. Are the City of Montreal and borough of Saint-Laurent willing to financially guarantee that our properties will not lose resale value as a result of odour emanating from the proposed compost plant and increased truck traffic?
  - g. Are there provisions in place to shut down the facility if the U.O. level gets too high according to the standards set in place?
  
2. a. Are there any chemicals used in the composting process?
  
- b. Do any of these chemicals represent a danger to the public?

- c. Are any of these chemicals considered “controlled substances”?
  - d. Could the public be provided with the WHMIS (SIMDUT) material safety data sheets (MSDS) for these products?
3. a. If any chemicals are used in the composting process are any of them flammable? (N.B. Disregard 3. b. through 3. d. if no chemicals are flammable)
- b. Please describe the risk of fire if any in the composting process.
  - c. If a fire does break out please outline the potential risk to the surrounding business and residential community.
  - d. What would be the evacuation perimeter in the case of a major fire?
4. The documentation provided to the public does not make it clear whether the treated compost is stored inside or outside the facility. Can you please clarify this?
5. It is stated in Document 3.13 that most truck traffic would take place between Monday through Friday and most trips would be between 10 am to 3 pm.
- a. It was stated in Document 3.8 that in October and November there would be 70 truck trips per day. It was later clarified that this figure represented only a one way trip and there would in fact be 140 trips per day. Therefore would you agree that during a 5 hour work day (10 am-3 pm) there would be a truck entering or exiting the facility every 2 minutes 8 seconds (300 min./140 trips) during October/November and every 4 minutes 32 seconds based on the yearly average of 66 trips/day (300 min./66 trips)?
  - b. No information has been provided on what happens to the organic material once it has been treated and can be used as compost. Would you project that the equivalent amount of vehicles would be required to remove the compost from the facility as it takes to deliver to the facility?
  - c. The truck traffic projections presented in Document 3.8 were misleading as they included only one way trips going to the facility. They are additionally misleading as they do not include vehicles picking up the treated compost. Why have they not been included and can a new traffic study be made?  
If including vehicles picking up the compost is the approximately the same quantity as the vehicles that will be delivering the organic material to the facility then my time projections in Item 5.a above would be halved. Would you agree with my revised traffic projection of a truck entering and exiting the facility every 1 minutes 4 seconds in October and November and every 2 minutes 16 seconds based on the yearly average?
  - d. Regardless if the projected compost facility is to be a closed facility, based on the volume of trucks entering and exiting the facility every several minutes it seems to me that one or more of the many garage doors alternately be open nearly all the time. This

will negate any effect of the negative air pressure inside the unloading area of the facility and the surrounding community will be subjected to constant odour pollution. What measures will be taken for odours from the receiving area to not permeate the surrounding area?

6. The projected compost facility in Saint-Laurent to handle organic waste for Secteur Ouest area is not central to the entire sector but on the eastern side. There is an abundance of vacant land in the Secteur Ouest West Island area that is much farther away from residential areas than the proposed facility and also more central to the entire Secteur Ouest. Why hasn't more research been done to find a less intrusive area and more central location?

7. Many compost treatment centers have encountered major problems with odour control because of:

- waste being sent in plastic bags,
- diapers being sent with organic waste
- pet litter box waste being sent with organic waste
- humidity control within the facility

What plans if any have been taken to deal with these issues?

#### Opinion:

I live in the area of the proposed compost treatment facility and have to deal with traffic congestion on a daily basis. As a result I do not agree with the Genivar study (Document 3.2) concluding that increased traffic will be negligible once the compost facility is operational. I believe that the huge quantity of trucks entering and exiting will cause huge traffic congestion:

-on Henri-Bourassa for vehicles coming from Highway #40 travelling east and turning left onto Valiquette

-on Valiquette for vehicles coming from Highway #13 which would possibly cause traffic to back up all the way back onto the Highway #13 service road (Pitfield)

-on Henri-Bourassa for vehicles travelling west turning right either into the facility or onto Valiquette

Furthermore I believe that when the trucks pass nearby or through residential neighbourhoods on and near Henri-Bourassa on their way to and from the proposed compost center that they will disperse foul odours into the surrounding areas.