
Appendix G: Community Consultation Results



January 2, 2020

Dear Neighbor,

Re: Natural Resource Extraction Redesignation Application – NE-4-22-25W4M (Taylor Pit)

We are writing this letter to advise you of Lafarge's intent to submit a Natural Resource Extraction Redesignation Application in order to rezone NE-4-22-25-W4M from Agricultural General District (AG) to Natural Resource Extraction / Processing District (NRE) in order to bring the land into compliance with Wheatland County's Land Use Bylaw 2016-01. Upon redesignation of the land, Lafarge will be pursuing a Development Permit. Lafarge plans to commence work on the site once all required approvals are obtained and the estimated life of the pit is 25 years.

Wheatland County previously issued a Development Permit to Bill Taylor in 1979 for a sand and gravel operation on the N½-4-22-25-W4M. Lehigh Hanson Materials Ltd. holds a Code of Practice Registration and operates a sand and gravel operation on NW-4-22-25-W4M. The land is in an area that is predominantly zoned AG District, however; there is a significant amount of land located in the area that hold Code of Practice Registrations. These lands are not zoned NRE and it is assumed that they were grandfathered in prior to the implementation of Wheatland County's Land Use Bylaw 2016-01.

Operations at the Lafarge Taylor Pit will include soil salvage, excavation, hauling of sand and gravel and reclamation activities. This will be an excavation only operation and there will be no processing on site. The sand and gravel will be excavated and then hauled to the Lafarge Carseland wash plant for processing. The Carseland Pit is located approximately 5 km to the south in the N½-29-21-25-W4M and is nearing depletion. Material from the Taylor Pit will serve as a replacement in order to continue supplying material to the local market. Once the pit has been depleted, the land will be reclaimed back to agricultural use.

Attached are four Figures showing the Existing Conditions, Extraction Phasing, Rehabilitation Plan, and the Haul Route. Below are some of the main highlights taken from the Natural Resource Extraction Redesignation Application that will be submitted to Wheatland County.

Operations Planning

- Hours of operation will 6:00 am to 6:00 pm, Monday through Friday, 7:00 am to 5:00 pm on Saturdays and no pit activity on Sundays or statutory holidays.
- Appropriate setback distances have been developed and will be maintained to ensure extraction activities do not adversely affect the surrounding neighbors.
- Topsoil, subsoil, and overburden from mining Block A will be temporarily stockpiled.
- Upon opening mining Block B, all topsoil, subsoil, and overburden will be direct placed into Block A.
- Given this progressive mining technique, the maximum disturbance on the site at any time will be limited to approximately 5.0 ha.

Haul Route

- Typical hours for hauling will be from 7:00 am to 5:00 pm, Monday through Friday and occasionally on Saturdays. There will be no hauling on Sundays or statutory holidays.
- Hauling will occur on a seasonal basis, typically spring through fall with an average of 40 truckloads / day.
- Trucks will exit the land; turn west on Township Road 221; then south on Highway 817 and then south again on Highway 24. Trucks will enter/exit the Carseland Pit via the existing entrance on Highway 24.

- All loads will be properly tarped and loose gravel removed from hitches, bumpers, sideboards, and tailgates prior to leaving the pit.

Reclamation

- Topsoil and subsoil will be salvaged from all areas disturbed by mining activities and direct place whenever possible to minimize soil loss due to unnecessary handling.
- The pit will reclaimed and be seeded for the use as agriculture pasture/hay lands
- Slopes around the periphery of the pit will be 3:1 (horizontal to vertical) and 10:1 or gentler within the pit to ensure the land can continue to be farmed effectively.

Mitigation Measures

- Activities will be conducted in accordance with Municipal & Provincial Regulations governing noise levels.
- Equipment will be properly maintained and strobe lights will be used during hours of darkness instead of back up beeper alarm systems.
- All trucks hauling from the site will be in good working order and the use of engine retarder brakes will be prohibited within the pit and along the haul route.
- Dust will be controlled through watering and/or the application of dust control agents and operations will be temporarily suspended if dust cannot be controlled during windy conditions.
- Reclaimed areas and stockpiles will be vegetated to prevent erosion the emergence of weeds.

If you are receiving this letter, it means that your property is located within 1.6km (1.0 miles) from the property boundaries and / or 1.6km (1.0 miles) from the proposed haul route. This package is being sent in order to facilitate input from the neighbors, which will allow for the incorporation of concerns into the development plans for the pit. If you have any questions or feedback with respect to this application, please do not hesitate to contact Travis Biswanger or myself and we will do our best to answer any questions and address any concerns that you may have.

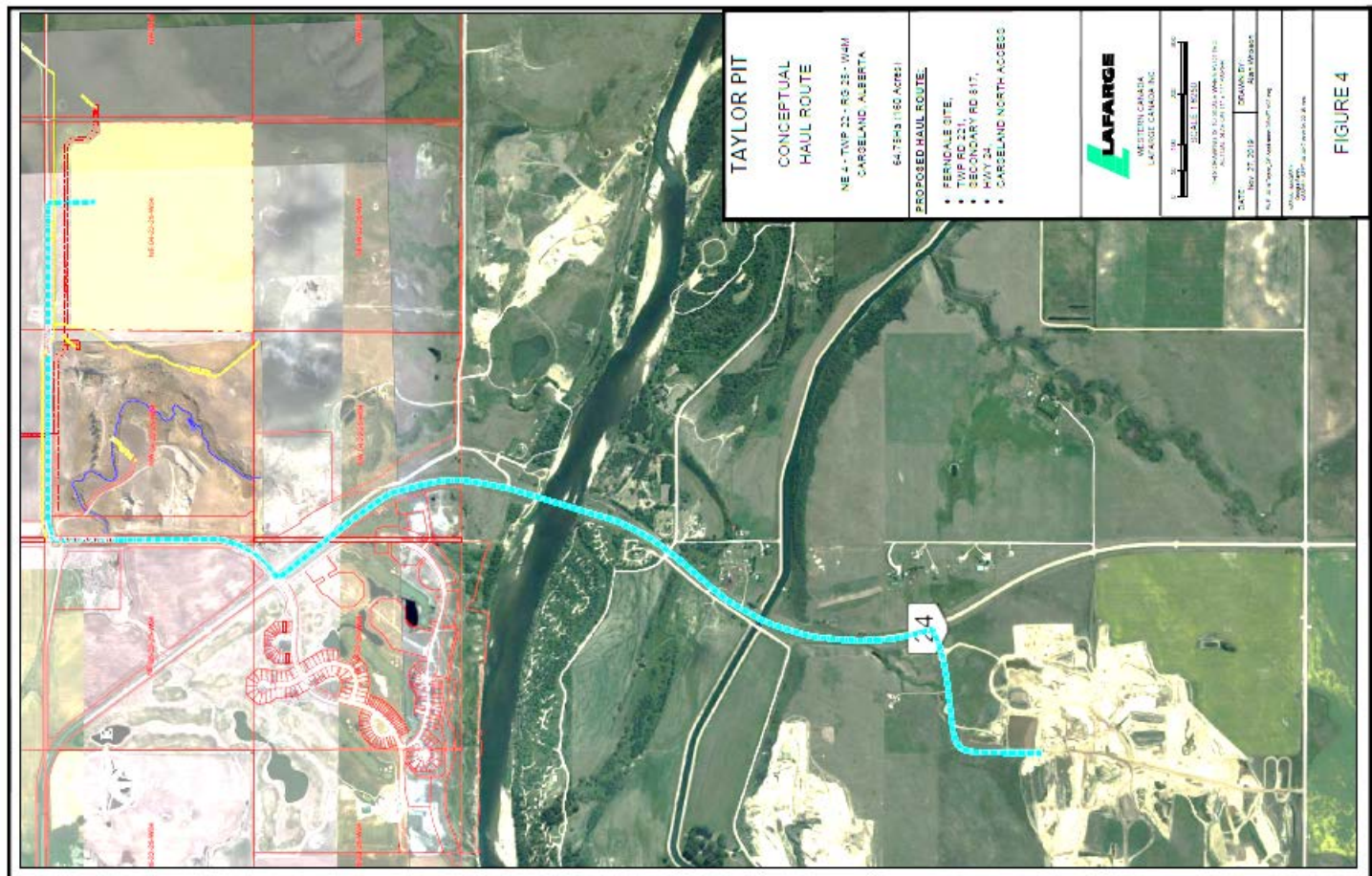
Jennifer Weslowski
Land Manager, GCA & WCAN Cement
Cell: (403) 312-0480
2213 - 50th Avenue SE Calgary, AB T2B 0R5
jennifer.weslowski@lafargeholcim.com

Travis Biswanger
Rural Area Manager
Cell: (403) 369-9171
2213 - 50th Avenue SE Calgary, AB T2B 0R5
travis.biswanger@lafargeholcim.com

Sincerely



Jennifer Weslowski
Land Manager, GCA & WCAN Cement



Natural Resource Extraction Redesignation Application - NE-4-22-25W4M (Taylor Pit)

3 messages

Wed, Jan 29, 2020 at 7:42 PM

To: jennifer.weslowski@lafargeholcim.com, travis.biswanger@lafargeholcim.com, [REDACTED]
[REDACTED]

Carseland , January 29, 2020

Dear Ladies and Gentleman,

My Landlord made me aware of a notification she received from Lafarge advising of the intent to submit an application for rezoning for a piece of land adjacent to the Byma property. Lafarge is pursuing the re-designation for the expressed purpose of developing a gravel pit at the above listed location.

The intended hours of operation alone speak very clearly that no consideration is given to the effect this operation will have not only to the adjacent properties , but on the whole community.

I have lived in this location for 10 years and have witnessed the adverse impact the already increased heavy truck traffic has made. Add to the present traffic flow your operation during all hours of the day as you intend to not even pause on Saturday.

With the traffic volume increasing there will also be the noise level increase as trucks have to come to a full stop at the stop signs and then rev up to make the right angle turn.

Already there are times when 3 trucks are lined up and totally block the view for the cars trying to exit Range Rd 254.

The idea that Golfers come here to enjoy a quiet game of golf in a country setting .. seems all but forgotten.

The intersection 817 (TWP Rd 221) and HWY 24 is already an extremely dangerous and busy intersection , especially as there are no turning lanes into the main entrance of the Speargrass Golf Course and Community. , and leaving the golf course at exactly that intersection already causes substantial wait times.

Also noticeable is the deterioration of the pavement on both Highways..

On rainy days the ruts created fill with water which easily leads to hydroplaning, and on frosty days ice build up.

Another grave concern is the incredible damaging effect the changes in the topography of the land has on the natural drainage.

If you want to see the incredible damage this kind of activity causes, just drive 1 mile south and look at the gravel pit created on TWP Rd 220/Range Rd 254.

It is the same operational process you describe for the proposed Taylor Pit.

The piles of topsoil and subsoil salvaged from all areas disturbed by the mining activities have created barriers to the natural drainage , the deep excavation retains water, changing the water table.

This causes back up into the ravine ., and during the winter season ice build up in the culvert and on the low lying property creating a thick build up of ice preventing any drainage when a sudden thaw happens., which is not unheard of or unusual for this region.

We have experienced flooding that has never been seen before. (and I am not referring to the extreme flood of 2013)

There are natural ponds on the Byma property and I cannot help but wonder if any consideration has been given to the possible adverse effect an excavation of the size you propose could have on the water table in those ponds.

The beautiful wild life corridor along the embankment of the Bow River has already all but been destroyed.

With this email I want to make my objection to the rezoning known , as I feel the negative impact on the community should not be underestimated or ignored.

Sincerely

[REDACTED]

Jennifer WESLOWSKI <jennifer.weslowski@lafargeholcim.com>

Thu, Feb 13, 2020 at 3:54 PM

To: [REDACTED]

Good Afternoon [REDACTED]

My apologies for the delayed response, for some reason your email landed in my spam folder. Thank you for expressing your concerns related to our proposed Natural Resource Extraction Redesignation application for the NE-4-22-25-W4M. We are committed to addressing and mitigating any concerns you have related to the proposed development and if my responses below are not satisfactory, we would be more than willing to meet with you personally to discuss further.

We have considered the effects this operation may have on the local community, hence our decision to make this is an extraction only operation and have no processing of material on the site. The hours we have proposed are a "worst case scenario" and will be based on supply requirements as dictated by market demands. We are asking for operating hours of Monday through Saturday but that does not always mean that we will be operating 6 days a week from spring through fall.

We anticipated that traffic would be a concern to the local residents so we hired Stantec Consulting Ltd. to complete a Traffic Impact Assessment (TIA) to assess the impacts the proposed pit may have to the existing road network and to determine if the existing intersection types are appropriate or if upgrades would be required. All three of the impacted intersections were analyzed and took into account the existing traffic conditions (2019), peak construction traffic (2020), pit opening day – full operations (2020), and a 20-year horizon (2040), both with and without a roundabout at Hwy 24 & Hwy 817. Based on the analysis, all 3 intersections are expected to operate adequately at all study horizons and the traffic generated by the proposed pit is minimal and should only have minor impacts to the operations of adjacent roadways and intersections.

With that being said, I understand that the results of this study may not provide the comfort level you are looking for. Do to the location of our trucks entering and exiting onto Hwy 24, it is likely that they will help to lower the speed of vehicles coming through that section of the Highway. It is a relatively short distance (~2.8 km) and the trucks also have a significant hill to deal with when crossing the Bow River. We have very strict policies and rules for our truck drivers and anyone caught not abiding by the rules are no longer allowed to haul for us. All trucks hauling for Lafarge are required to be registered with the Alberta Sand & Gravel Associations (ASGA) Truck Registry. Trucks must display a Registry decal, which identifies the truck with its own, unique 4-digit ASGA number. This number belongs to the truck for its lifetime on the road, and is the identifier the public can use to lodge complaints with the toll free ASGA telephone line (1-866-901-ASGA).

Lafarge holds itself to an incredibly high standard when it comes to the mining and reclamation of our gravel pits and our mining plan has been designed to promote progressive reclamation. The maximum disturbance any time will be 5.0 ha and as a new mining area is opened, the topsoil and overburden will be direct placed into the previously mined area. The topography and drainage in the area has been taken into account in the design of the final reclamation of the property and there will be no mining in the water table.

Unfortunately, many of the gravel pits that were opened in the past have tarnished the reputation of the aggregate industry. The aggregate industry is now more tightly regulated and any gravel pits located on private land that are larger than 5.0 ha (12.5 acres) are required to obtain a Code of Practice for Pits for Alberta Environment and Parks and a security posted to ensure proper reclamation of the lands.

I hope this helps to address your concerns and if you have any other questions feel free to reach out to me either by email or by calling me on my cell at any time.

Thanks,

Jennifer Weslowski

Land Manager, GCA & WCAN Cement
Lafarge Canada Inc.

2213 - 50th Avenue SE Calgary, AB T2B 0R5

Phone (403) 225-5406 Mobile (403) 312-0480
Email jennifer.weslowski@lafargeholcim.com



A Member of LafargeHolcim

This e-mail is confidential and intended only for the use of the above named addressee. If you have received this e-mail in error, please delete it immediately and notify us by e-mail or telephone.

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Sat, Feb 15, 2020 at 2:29 PM

To: Jennifer WESLOWSKI <jennifer.weslowski@lafargeholcim.com>

Hallo Jennifer,
and thank you so much for taking the time to reply.
Electronics, who will understand it all.. I have learned to check my Spam and Trash regularly for emails that somehow are redirected into that file.

As I read and re-read your reply I am aware that it would be very challenging for us to find common ground. I believe the difference of viewpoint will always be, that I live here , you do not.
In Germany we have a saying " Paper is patient" basically using that expression to describe a presentation made, that seems perfectly satisfactory in theory , until you actually put feet on the ground.
I appreciate that Lafarge does everything in their power to assure that the trucks and their drivers are abiding by the rules. And I do appreciate that commitment.
Reality is, that I would venture to say, there is not one person that lives in the Speargrass Community and surrounding areas , that has not experienced a moment ,when they became keenly aware that seconds determined the difference between a dangerous situation and a fatal accident.
Sometimes I wonder how many people are killed at dangerous intersections because no one listened to the concerns of the locals.
An example where we all became aware of this truth was when we heard about the horrific accident that happened in Humboldt .
The route you suggest for your trucks is a route also taken by the school bus .
In your response you refer to what you call a significant hill that your trucks have to deal with before and after crossing the Bow on Hwy 24. Are you aware that the bus is taking the same route, and will have to enter and exit the subdivision at Speargrass and have children to pick up south of the Bow Bridge as well.
Adding to this is the fact that the area too is a wildlife corridor , collisions not being uncommon .

All this to emphasize again, that at the present time I see no viable option to accommodate the mining and transport of gravel from the location you have in mind.

Sincerely

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Re: Natural Resource Extraction Redesignation Application NE-4-22-25W4M

2 messages

Wed, Feb 5, 2020 at 11:43 AM

To: [REDACTED]
jennifer.weslowski@lafargeholcim.com

Dear Jennifer;

We are residents at Speargrass Golf Course and have some concerns with the increased truck traffic in an area that already experiences a high volume.

Our main concern is with the intersection of hwy 24 and the 817. That intersection poses a safety threat in that it is actually a 5 way intersection with the side road that comes in. Also there are no turning lanes into Speargrass. We have been involved with a couple of dangerous situations when there have been vehicles in the 817 turning lanes while we were making a turn into Speargrass which blocks the through traffic. Unfortunately we have had semis bearing down on us with seemingly little patience. But, we understand that this must be very frustrating for the truck drivers as well. We have been in contact with Alberta Transport. They acknowledge the problem but said they will not address it in light of the future hwy 24 realignment that is still a capital unfunded project.

So that is our concern and wonder if LaFarge will be able to address it.

Respectfully,

Jennifer WESLOWSKI <jennifer.weslowski@lafargeholcim.com>

Thu, Feb 13, 2020 at 2:53 PM

To: [REDACTED]

Good Afternoon [REDACTED]

My apologies for the delayed response, for some reason your email landed in my spam folder. We anticipated that traffic would be a concern to the local residents so we hired Stantec Consulting Ltd. to complete a Traffic Impact Assessment (TIA) to assess the impacts the proposed pit may have to the existing road network and to determine if the existing intersection types are appropriate or if upgrades would be required. All 3 of the intersections we will be using were analyzed: Hwy 817 & TWP Road 221, Hwy 24 & Hwy 817, and Hwy 24 & the north access to the existing Carseland Pit. The study took into account the existing traffic conditions (2019), peak construction traffic (2020), pit opening day – full operations (2020), and a 20-year horizon (2040), both with and without a roundabout at Hwy 24 & Hwy 817. Below is a summary of the results:

- The Hwy 24 & Hwy 817 intersection does not require further improvements as a result of this development.
- The Hwy 817 & TWP 221 intersection is currently constructed as a Type I intersection and the analysis indicates that a Type I intersection is the appropriate configuration for this intersection through the 2040 horizon.
- The Hwy 24 & north access to the Carseland Pit is currently constructed as a Type I(a) intersection. The analysis of this intersection indicates that a Type I(a) intersection is the appropriate configuration for this intersection through the 2040 horizon.

Based on the analysis, all 3 intersections are expected to operate adequately at all study horizons and the traffic generated by the proposed pit is minimal and should only have minor impacts to the operations of adjacent roadways and intersections.

With that being said, I understand that the results of this study may not provide the comfort level you are looking for. Do to the location of our trucks entering and exiting Hwy 24, it is likely that they will help to lower the speed of vehicles coming through that section of the Highway. It is a relatively short distance (~2.8 km) and the trucks also have a significant hill to deal with when crossing the Bow River. We have very strict policies and rules for our truck drivers and anyone caught not abiding by the rules are no longer allowed to haul for us. All trucks hauling for Lafarge are required to be registered with the Alberta Sand & Gravel Associations (ASGA) Truck Registry. Trucks must display a Registry decal, which identifies the truck with its own, unique 4-digit ASGA number. This number belongs to the truck for its lifetime on the road, and is the identifier the public can use to lodge complaints with the toll free ASGA telephone line (1-866-901-ASGA).

I hope this helps to address your concerns and if you have any other questions feel free to reach out to me either by email or calling me on my cell.

Thanks,

Jennifer Weslowski

Land Manager, GCA & WCAN Cement

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