

Comment Summary

Date: August 25, 2020

Application: LU2020-03 Direct Control Redesignation, Class II Landfill

Staff received the following comments from internal departments and external agencies. At the time of writing this report, staff had not received comments from landowners. The Village of Hussar discussed the landfill at their July 9th Council meeting, this resulted in Village staff circulating a survey to Hussar residents and requesting feedback. This may become available to the County. Staff has attached CIMA+'s review of the technical reports to this comment summary.

| EXTERNAL AGENCIES | COMMENTS |
|--------------------------|--|
| AB Community Development | No concerns |
| AB Culture and Tourism | No concerns |
| AB Environment and Parks | No concerns |
| AB Health Services | No concerns |
| AB Transportation | <p>The applicant has already submitted a highway roadside development application for the proposed development. However, the department has the following comment on the referral:</p> <ul style="list-style-type: none">• Please submit the Traffic Impact Assessment for review and comment, prior to the department issuing a highway roadside development permit <p>Staff provided the TIA to AT</p> |
| Alta Link | No concerns |
| Husky | <p>Inquired into whether there would be any digging near their pipeline in the north east.</p> <p>The applicant responded that construction would occur near their pipeline in the second phase, and that they would be willing to have discussions with them once they had their approvals and all construction plans could be confirmed.</p> |
| Pioneer Gas Co-Op | No concerns |
| Telus | No objections |
| TC Energy | <p>TC has expressed no concerns with this project. However, for your reference, all future development within proximity of the pipeline should adhere to the following recommendations:</p> <p>[These recommendations were forwarded to the applicant, and will be made available to the development officer]</p> |
| Village of Hussar | No comments at this time |
| INTERNAL DEPARTMENTS | |

| | |
|-----------------------------|---|
| Agriculture and Environment | <p>Had questions regarding noxious weeds, soil, and erosion; staff provided the relevant excerpts from the application regarding soil save, vegetation and noxious weeds, erosion control, and surface water management.</p> <p>Ag and Env were satisfied.</p> |
| Public Works | <p>Had inquiries regarding the use of Township Road 242 rather than constructing a new road on the north side of the property. The applicants response:</p> <p>We decided to use the existing road access for a number of reasons. From a safety perspective, the sight lines at that intersection are much better (per the traffic study) and it also eliminates having slow moving trucks on the highway i.e. if a truck turns left off of Highway 561 and heads north to turn right into the site, it could create a dangerous situation of slow traffic on Highway 56. In addition using the existing access allows us to use the existing roads in the site and upgrade those rather than constructing additional roads in the site. The existing road on the south edge of the quarter is on higher elevations than to the north, and upgrading this instead will help prevent any unnecessary disturbance.</p> |
| Protective Services | No concerns |
| Planning & Development | No concerns or comments |



February 13, 2020

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**Subject: LU2020 - 030 Hussar RemedX Landfill
Engineering Review
W351 | C04-00315**

As requested by Wheatland County, CIMA+ provides the following engineering comments relative to our review of the supporting technical documents submitted by RemedX Remediation Services Inc. (RemedX) to the County and received at CIMA+ on January 27, 2020.

1. *Phase 1 Environmental Site Assessment at SE¼ 18-24-19 W4M (RemedX, Oct. 15, 2019)*
 - a. No concerns identified. However, considering the proximity of the proposed site to the Village of Hussar, the County may require an environmental impact assessment to be undertaken in conjunction with other provincial and/or federal regulatory requirements.
2. *Hydrogeological Investigation for the Proposed Hussar Class II Landfill Site (RemedX, Oct. 2019)*
 - a. The information provided in the hydrogeological investigation is sufficient for the purpose of the Land Use re-designation. However, the County reserves the right to request for additional information as it deems necessary at Development Permit stage.
3. *TIA Report for Oilfield Landfill development (ADDOZ Engineering Inc., Oct.9, 2019)*
 - a. A geometric analysis of the intersection of Highway 561/Township Road 242 & Highway 56 must be conducted to determine whether any geometric improvements are required to prepare this intersection to accommodate additional heavy truck traffic, including:
 - o Determining required sight distances for the existing stop control considering the 100 km/h speed limits on Highway 56 and Highway 561 and measuring whether required sight distance is available
 - o Checking turning templates for the design vehicle for this facility, and determining whether turning movements can be accommodated without encroaching on conflicting lanes/shoulders; if conflicts are found, determine what intersection improvements are required to mitigate this safety concern



- b. The concept for site layout, particularly the location of the gatehouse and related queueing area for inspection of incoming loads should be reviewed as the site layout allow for queueing of inspected vehicles that could extend to or past the access intersection and potentially blocking the sight lines. This item can be addressed during the subsequent Development Permit approval process.
- c. Advisory Comments:
 - 1. The trip generation approach is based on the developer's estimate of average daily truck to/from the site (34 total in and out per day), adds trips for on-site employees (8) and assigns a proportion of those trips in the AM & PM peak hours
 - o It is conceivable that peak hour volumes could be higher than these values as there are not specific limits on concentration of trips on certain days (in fact the TIA indicates that some days will have twice this level);
 - o However, since actual existing, future background, and forecast volumes are relatively low, even if this assumed trip generation rate were doubled, it is not expected that numerical warrants for traffic signals, illumination or all-way stop control would be met on a volume basis
 - 2. There are some risk factors for future collisions in this area, including the introduction of long combination vehicles, which have different operating characteristics to more typical vehicles, and the existing lack of streetlighting in the area; despite traffic volume forecasts not indicating warrants for traffic control upgrades or illumination, monitoring of performance of the approach roads (including the intersections of Highway 561 with Township Road 242A, 1 Ave E and 2 Ave E in the Village of Hussar) and at the access intersection would be prudent. It is suggested that a transportation monitoring program would include:
 - o Regularly reviewing times, dates and volumes for trucks to/from site to flag any time that the truck volume is exceeding the 34 trucks/day level estimated in the TIA
 - o Reviews of collision occurrence at and approaching the access intersection to determine whether collisions are occurring
 - o Annual counts of access intersection to determine whether background traffic volumes are approaching the level of meeting warrants for all-way stop control, illumination or traffic signals

CIMA+ is available to discuss the above with the County if requested. If you have any further questions, please do not hesitate to contact the undersigned.



Yours truly,

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Project Engineer, Infrastructure

dp/
cc Mike Ziehr
 Arlen Babcock
 Kari Fellows

encl.