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2012

# Calgary and Rocky View Communication Initiatives

BURNCO

Lafarge

Lehigh Hanson

Volker Stevin

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# Initiatives

## Rocky View County Gravel Strategy

Ongoing

- Presentation to County Council Committee in September 2011
- Council Committee will hear presentations from other interest groups
- All input will feed into Aggregate Policy section of new Municipal Development Plan
- Aggregate industry group considering a public “Discussion Paper” and community open house

## City of Calgary Truck Routes

Ongoing

- Residents do not want to share roadways with trucks (safety and nuisance issues)
- Ward 2 Alderman proposes to remove key haul route from the truck route system
- Ongoing work with City administration, Ward 2 Alderman, Traffic Study, Council Lobby

## Input to Regional Land Use Plans

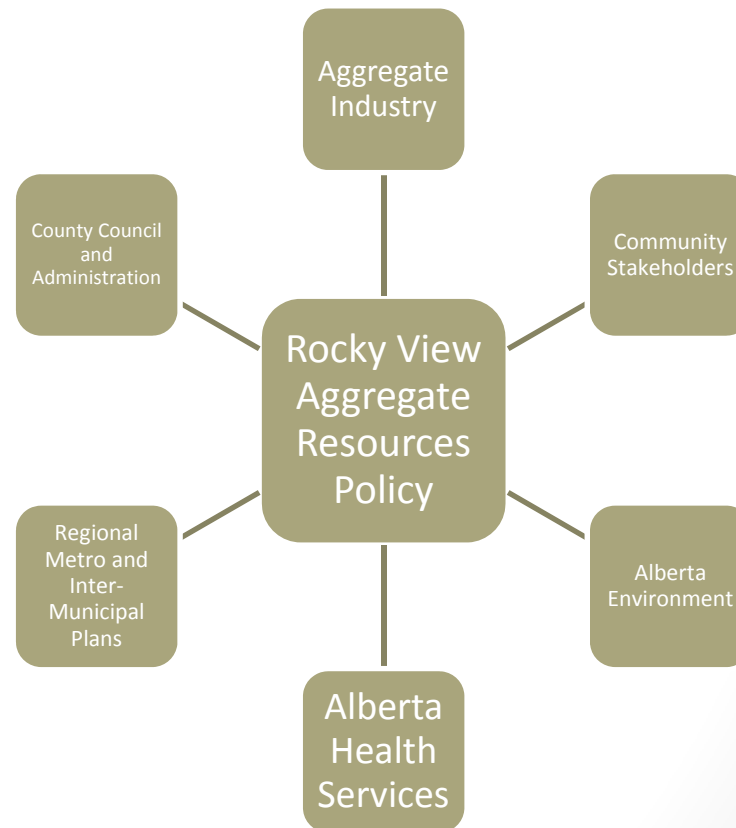
Ongoing

- Input to County of Rocky View Reeve’s Task Force on Growth Planning
- Input to County of Rocky View / City of Calgary Intermunicipal Development Plan
- Input to Draft South Saskatchewan Regional Plan

# Rocky View County Aggregate Strategy

*...the County should develop a comprehensive plan and policy on how to deal with gravel resources in the County, the siting and approval of gravel operations, and the mitigation of impacts on surrounding land uses, groundwater resources, and residents*

*The Reeve's Task Force Report*



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# Issues

high regional demand and restricted economic supply

the future “close-to-market” supply for regional growth is located in Rocky View County

history of controversial applications - uncertainty for communities, the aggregate industry, and the County

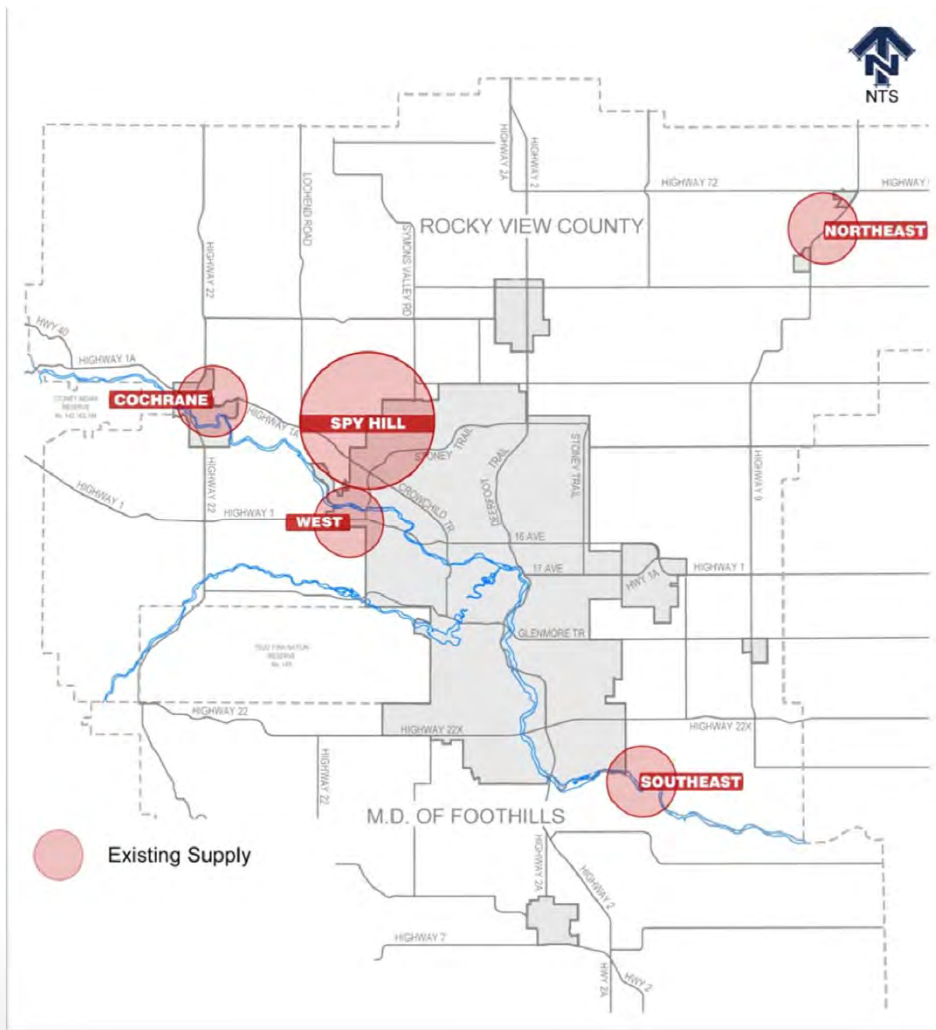
loss of non-renewable aggregate resources  
due to surface development over or near the resources

need for better information and communication between all stakeholders

an intermunicipal and regional issue – linked supplies, markets and delivery routes

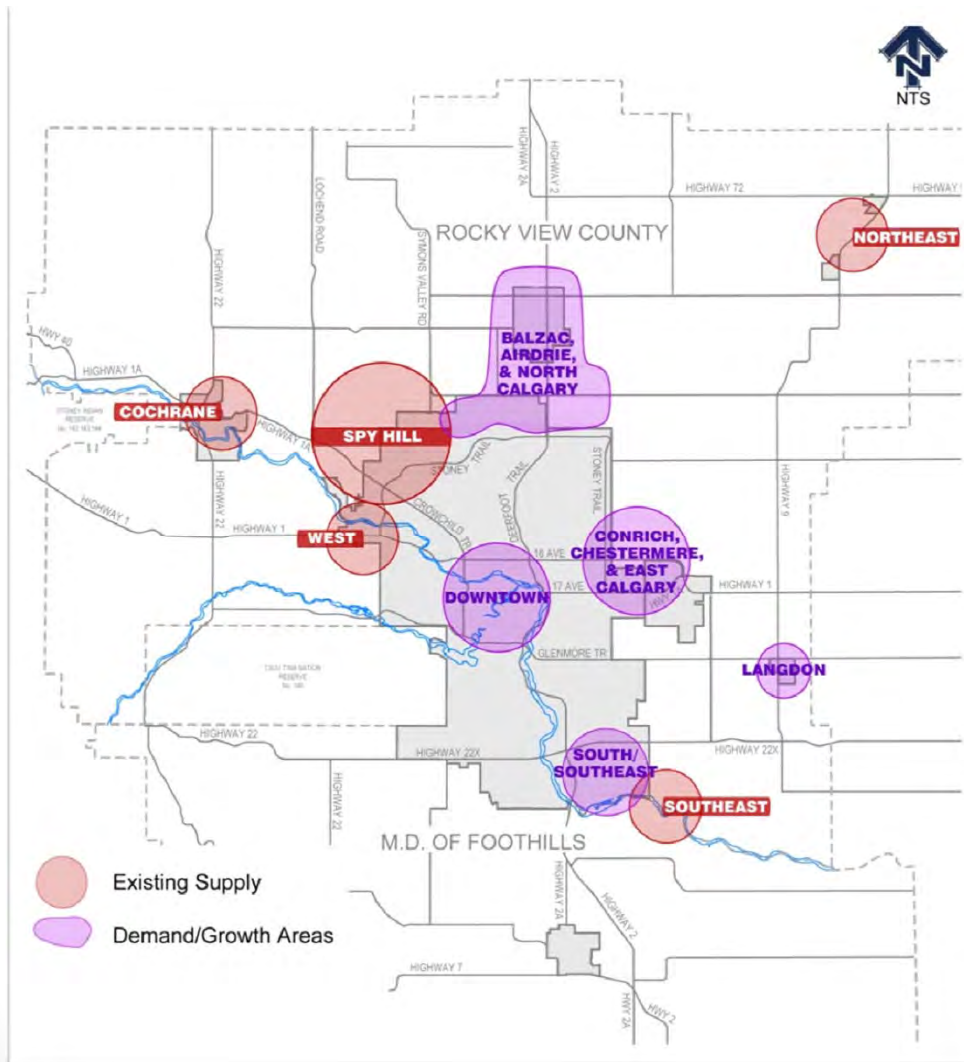
the alternatives to using “close-to-market” aggregates involve more trucking impact, higher environmental costs, and higher infrastructure costs

# Supply



AREA	MILLION TONNES
Spy Hill	130
West/Northwest	40
Southeast	20
Northeast	10
TOTAL	200
Provincial STAR	100
TOTAL with STAR	300

# Demand



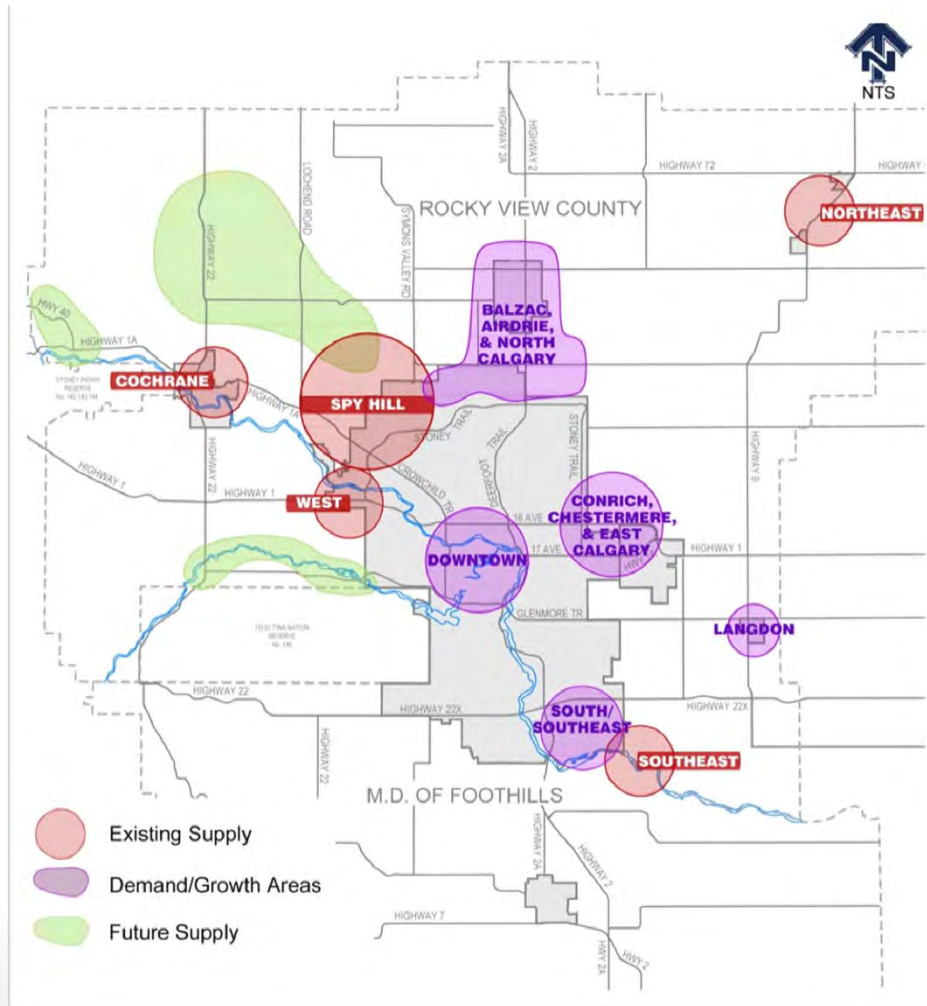
About 10 tonnes per person per year in urban areas and 20 tonnes per person in rural areas

About 11 million tonnes per year for Rocky View and Calgary – includes aggregates, concrete and asphalt

About 760 million tonnes during next 50 years – compared to 200 million in approved pits

Increased recycling of aggregate, concrete, asphalt and other products can't replace most of the demand for raw aggregate

# Potential Supply



Demand will exceed existing supply by 2025- 2030 unless we approve new supply sources

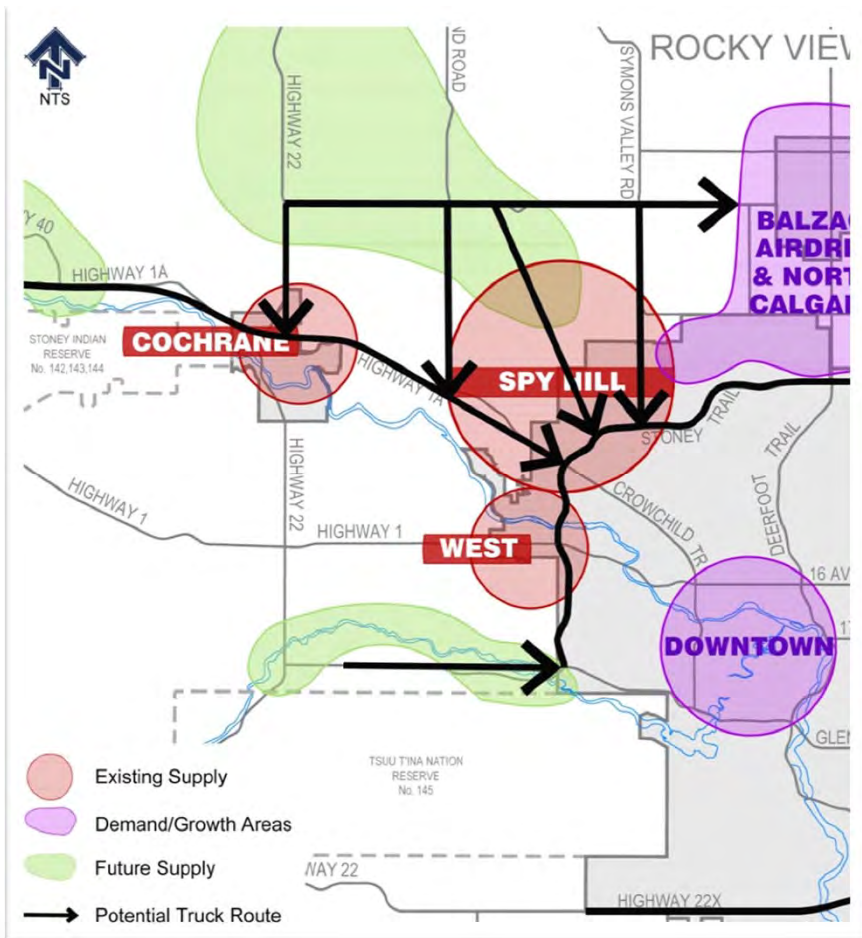
along river valleys and stream channels in west Rocky View

Glendale, Big Hill Springs and Weedon Trail areas in northwest Rocky View

Sundre and Canmore deposits are still too far away to be economical for local markets

use of “close-to-market” aggregates will benefit the regional population, environment and economy

# Trucking



Designate routes in advance of development

Protect adjacent land uses

Encourage newer, quieter trucks

Driver training and enforcement (e.g. ASGA Truck Registry System)

Targeted use of Community Aggregate Payment (CAP) levy funds

Explore alternatives to trucking

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Longer trucking times and distances means:

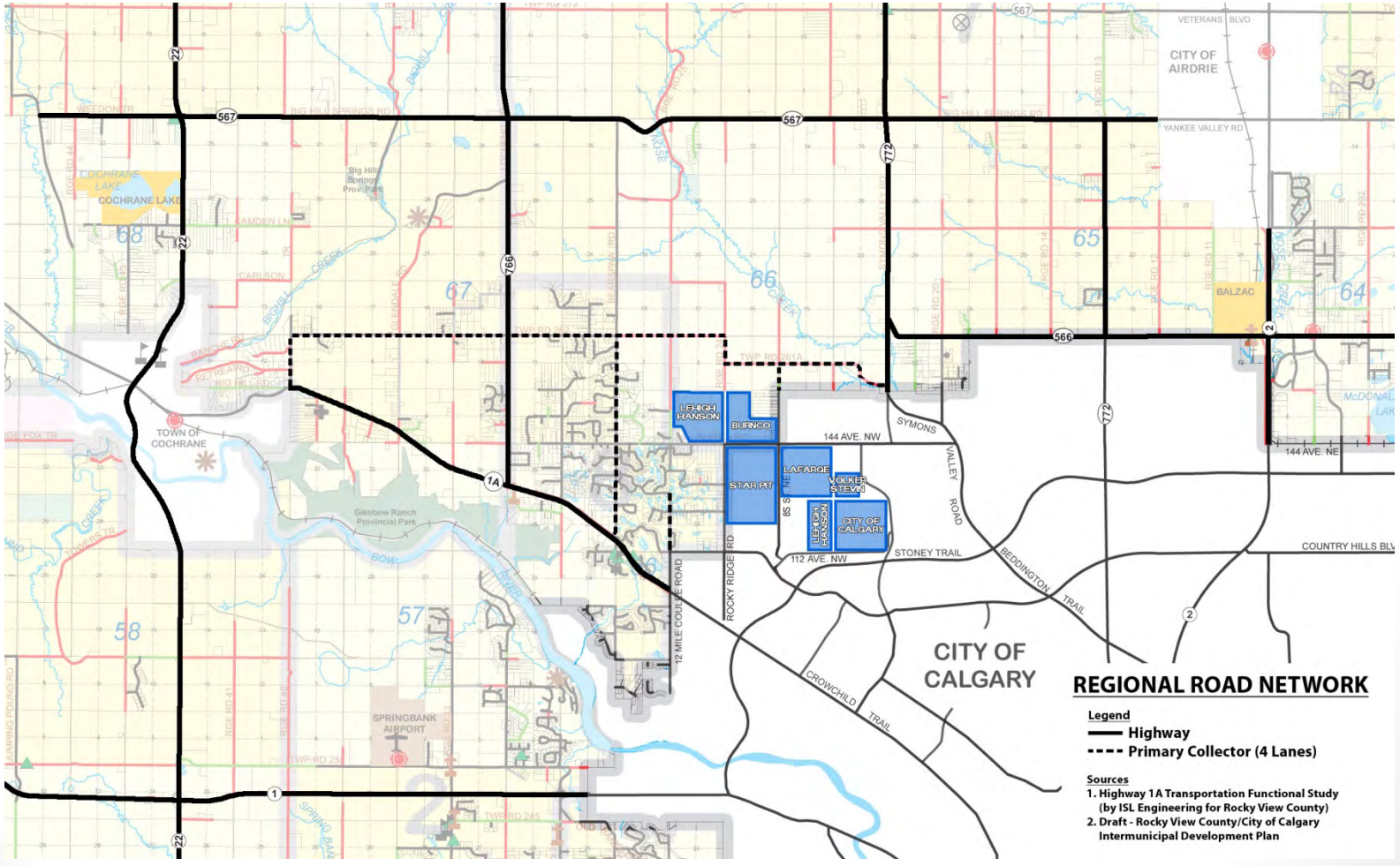
- Higher \$\$ cost for construction and public infrastructure projects
- Greater air pollution and carbon loading
- Greater impact on local roads and communities adjacent to longer truck routes

# NW Calgary Truck Routes



# Intermunicipal Connections

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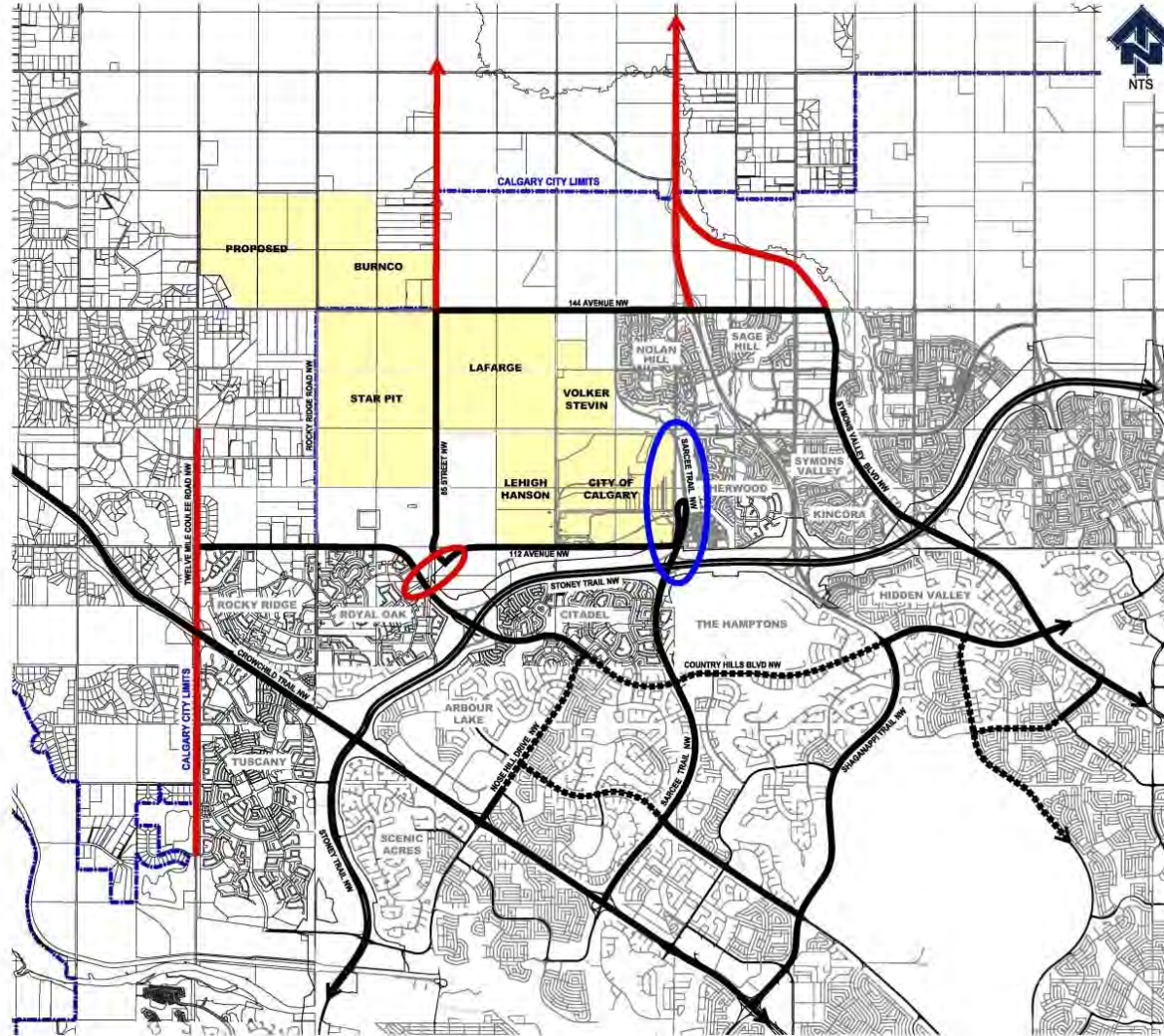
# Removal of Truck Routes

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## NORTHWEST CALGARY TRUCK ROUTES

Legend

-  LPT2011-42 PROPOSED REMOVAL OF PORTION OF 112 AVENUE FROM TRUCK ROUTE SYSTEM
-  FUTURE CONCENTRATION OF ALL TRUCKS IF 112 AVENUE/COUNTRY HILLS BOULEVARD CONNECTION TO STONEY TRAIL IS REMOVED FROM THE TRUCK ROUTE SYSTEM

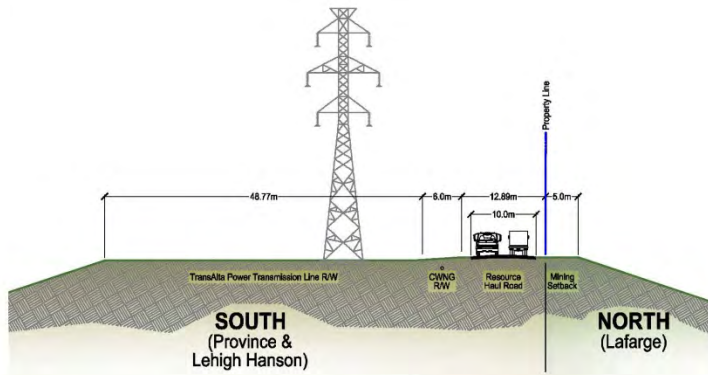


Prepared for  
CALGARY AGGREGATE PRODUCERS GROUP  
(Burnco, Lafarge, Lehigh Hanson, & Volker Stevin)

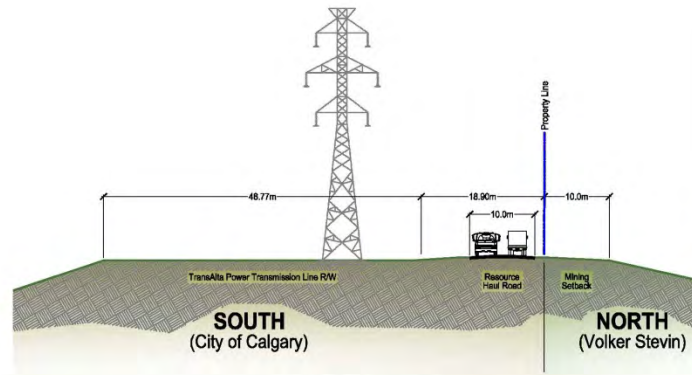
**brown & associates**  
PLANNING GROUP  
May 2011

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**b&a**  
PLANNING GROUP



**SECTION A-A**  
Scale 1:250



**SECTION B-B**  
Scale 1:250



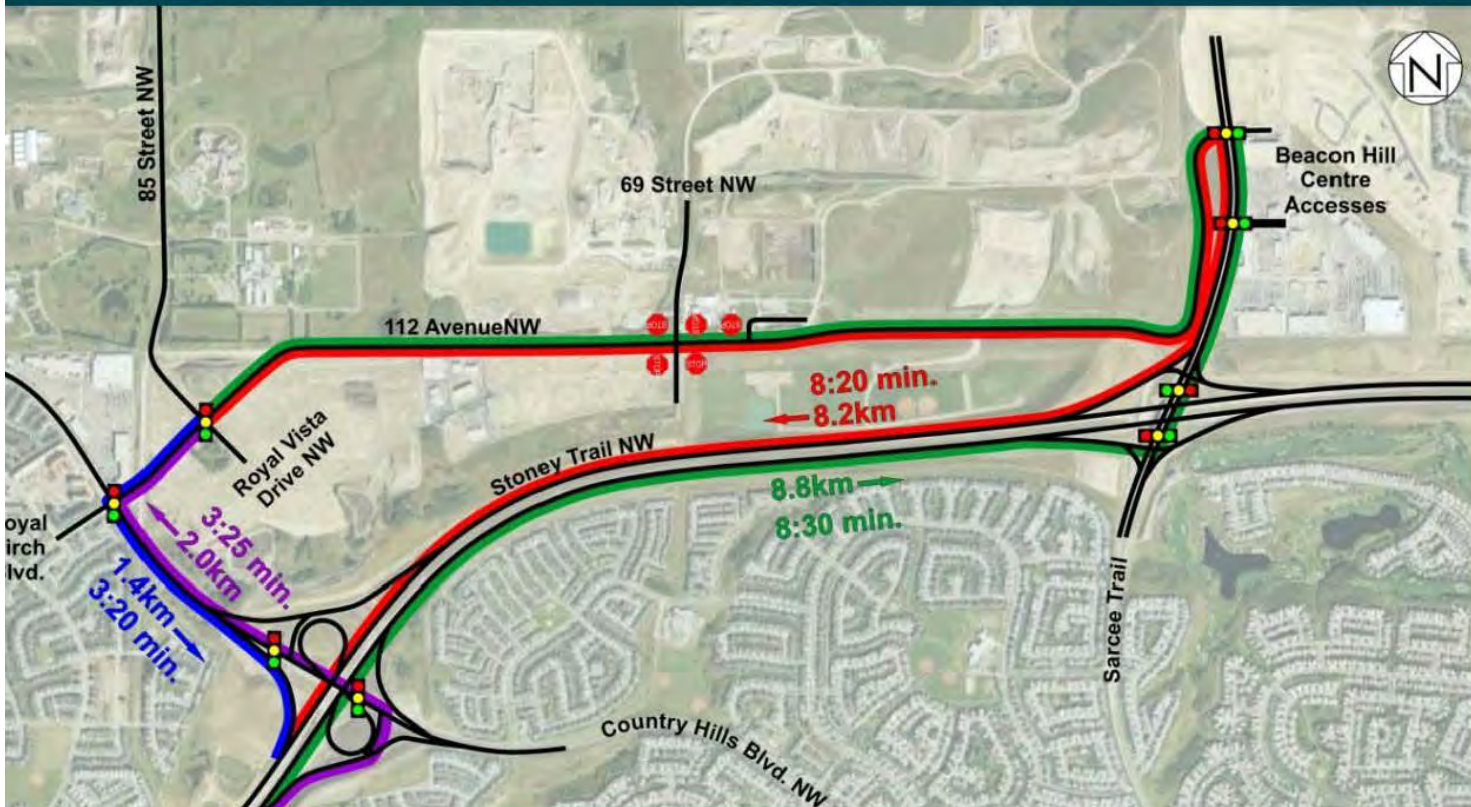
**10m RESOURCE HAUL ROAD CONCEPT**  
Scale 1:5000

Prepared for  
CALGARY AGGREGATE PRODUCERS GROUP  
(Burnco, Lafarge, Lehigh Hanson, & Volker Stevin)

brown & associates  
PLANNING GROUP  
March 2011



# Impacts on West-Side Trucks



Increase in travel time: 5 minutes/truck each way  
Increase in travel distance: 7 km each way



## Economic Impact

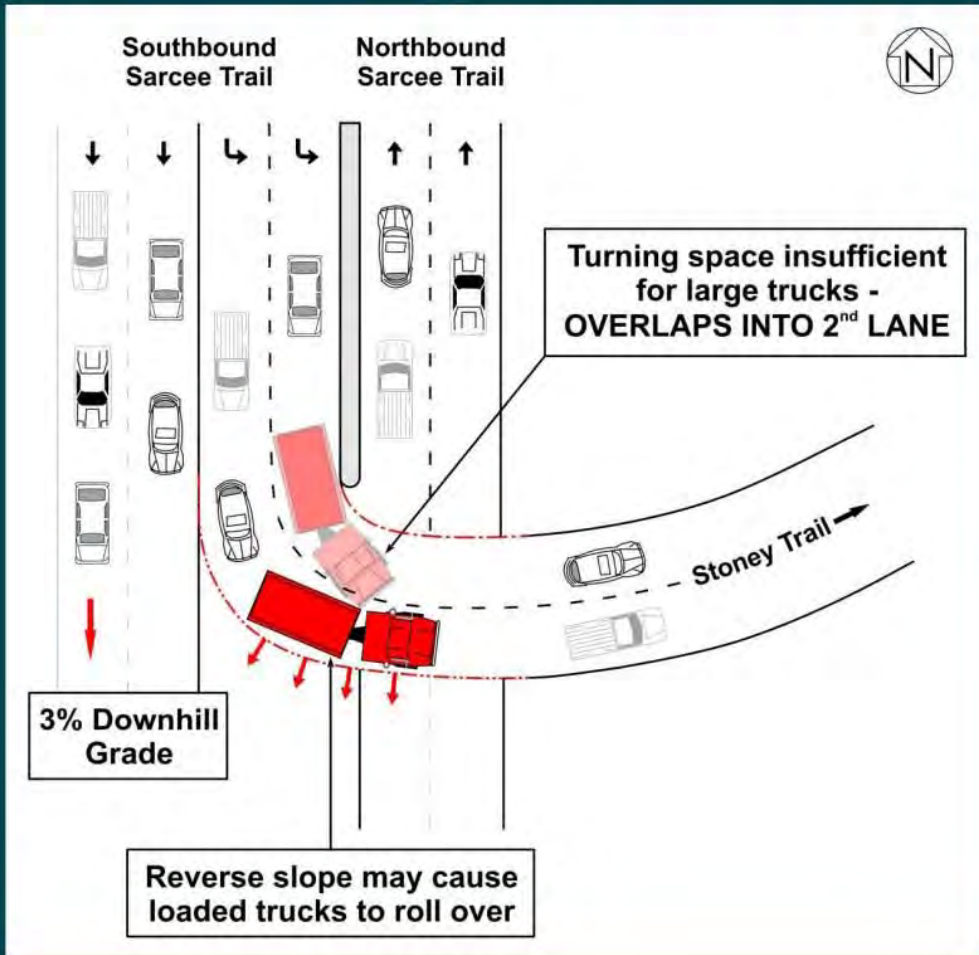
If the trucks are redirected to follow 112<sup>th</sup> Avenue east to Sarcee Trail.

Direction of Truck Travel	% of loads	Number of loads/year	Number of Loads per Day
85 <sup>th</sup> Street/112 Avenue to Stoney Trail	61%	174,000	700
112 <sup>th</sup> Avenue to Sarcee Trail	9%	25,000	100
144 Avenue Eastbound	30%	87,000	350
Total	100%	286,000	1150

- \* volume includes aggregate, asphalt and concrete  
assumed average truck load 28 tons
- \*\* number of loads rounded to nearest 1,000

- **The estimated additional cost: \$2,610,000- per year**  
assuming \$120/hour/truck

# Sarcee Interchange South Ramp Intersection



# Findings & Recommendations

- major drawbacks include operational cost increases, safety impacts, and environmental impacts
- provides minor benefit to other road uses (minor decrease in delays)
- Long term impact on northwest road system
- Disperse trucks to several routes and avoid concentration at one inappropriate location

# Commitments to Council

- adjacent operators will individually seek to provide a second access to Sarcee Trail
- use of CAP funds for local improvements targeted by Alderman and City administration
- use of ASGA Central Truck Registry to reinforce City enforcement programs
- More emphasis on long-term aggregate truck route planning
- more active communication, involvement and support for communities that share access roads with aggregate trucks

LAND AND WATER

AGGREGATE EXTRACTION 12



## 12.0 Aggregate Extraction

### Objective

1. Aggregate resources are important to our municipalities. Both municipalities wish to facilitate intermunicipal communication regarding aggregate extraction operations, and planning and development proposals in the vicinity.

### 12.1 Policies

- 12.1.1 In accordance with policy 13.1.1, both municipalities should seek to coordinate the planning of major aggregate haul routes within the Policy Area. In doing this, both the short- and long-term needs of residents and the industry should be taken into consideration.

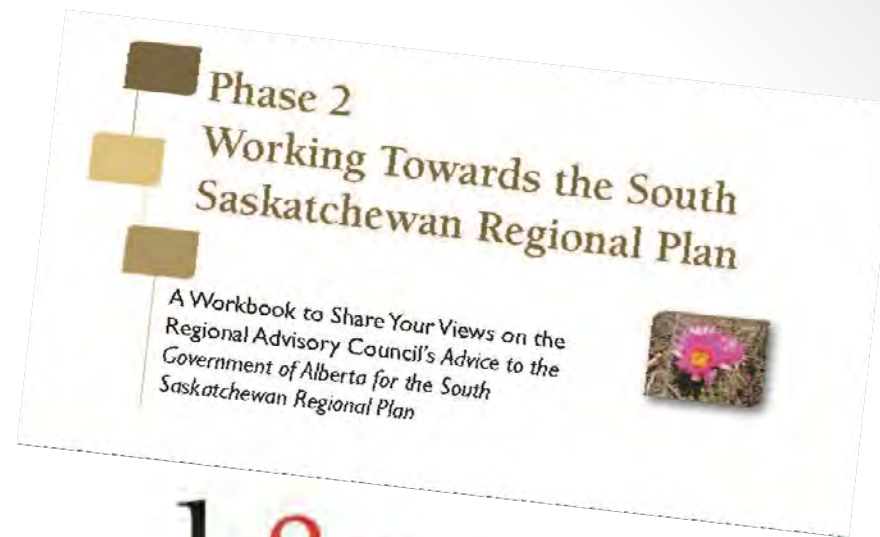
- 12.1.2 When processing applications for new sand and gravel pit operations, each municipality should give consideration to the:
  - (a) possible impacts that approval of such applications may have on existing and planned uses in the adjacent municipality; and
  - (b) comments received from the adjacent municipality.
- 12.1.3 In the event that existing aggregate extraction operations begin to create negative impacts such as noise, dust and truck traffic on the adjacent municipality, both municipalities should discuss impacts. The host municipality may coordinate enforcement of existing approvals and/or discuss standards of abatement with the applicant and adjacent municipality at the time of development permit renewal.

## Goal

To provide for intermunicipal cooperation with respect to aggregate extraction.

# Input to the Draft SSRP

South Saskatchewan Regional Plan



December 16, 2011

SSRP Phase 2 Workbook  
Land Use Secretariat  
9<sup>th</sup> Floor, 10035 - 108 Street  
Edmonton, AB  
T5J 3E2

**Re: South Saskatchewan Regional Plan - Phase 2  
Input from the Calgary Aggregate Resources Industry**

Please accept this letter as a submission for the *Phase 2 - Working Towards the South Saskatchewan Regional Plan* stakeholder consultation program. This letter has been prepared on behalf of the Alberta Sand and Gravel Association and four major aggregate producers operating within the South Saskatchewan region: BURNCO Rock Products, Lafarge Canada, Lehigh Hanson Materials,

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# Input to DSSRP



1. Recognize aggregates as a non-renewable natural resource that should be managed effectively in building a more sustainable South Saskatchewan region.
2. Commitment to identification and mapping of the major high-quality aggregate deposits in the region with particular attention to deposits located near planned regional growth areas and large public infrastructure projects.
3. Encourage municipalities to protect high-quality aggregate deposits that are located close to regional urban growth and infrastructure markets.
4. Plan and protect the regional goods-movement or truck route road network at an early stage to support efficient delivery of aggregate product to end-use markets.
5. The appropriate Government of Alberta departments should work with municipalities, the producers of aggregate resources and other stakeholders to identify significant aggregate resources for the SSRP, and to develop a long-term strategy for ensuring the wise use, conservation, availability and management of aggregate resources in the SSRP as well as identifying opportunities for resource recovery and for coordinated approaches to rehabilitation where feasible. *(modified from policy found in Growth Plan for the Greater Golden Horseshoe, Ontario, 2006).*
6. Recognize that water allocation decisions should consider the important role of water – in the production of processed aggregate materials and for end-use ponds – in supporting an affordable and environmentally sustainable supply of aggregate products for regional growth needs.

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THE END

QUESTIONS OR COMMENTS?

