



**DILLON**  
CONSULTING

WASTE CONNECTIONS OF CANADA

# July 2018 Final Workshop Report

Ridge Landfill Expansion Environmental Assessment



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## 1.0 Workshop Overview

This summary report documents the discussion that took place at the Ridge Landfill EA Criteria Workshop that was held on July 11, 2018. Invitations were sent to neighbours of the landfill within 1 km and along the designated haul route during the week of June 18. A total of 19 people attended the presentation, with 16 staying for the activities.

The workshop began with a presentation given by Waste Connections of Canada (Waste Connections) that provided an update on the project and an overview of the evening. Attendees were then split into three tables, with a facilitator at each table, and were asked to participate in three interactive activities. A number of additional comments were also raised during the workshop that did not relate directly to the workshop activities. The following sections document the discussions held.

## 2.0 Activity 1: Evaluation Criteria

The purpose of this activity was to get feedback on the proposed evaluation criteria for Alternative Methods. It was noted that some of the criteria would also be used to support the impact assessment once the preferred site development alternative is determined. The criteria were split into four criteria groups (natural environment, socio-economic, transportation, and design and operations), and attendees were asked to discuss them and identify if anything should be changed or added.

**Natural Environment** – this criteria group included the following:

- Biology: potential for loss/disruption to terrestrial and aquatic systems (i.e., woodlots, drains); habitat for endangered/threatened species; culturally important species.
- Groundwater: potential impacts to groundwater quality; leachate contaminating lifespan.
- Surface water: potential impacts to surface water quantity and quality.
- Air quality: potential impacts to air quality; landfill gas contaminating lifespan.
- Climate change: potential to reduce greenhouse gas emissions.

Feedback from site neighbours generally indicated that all criteria in this category had been covered. There was a focused discussion on odour, blowing litter impacts, and groundwater with participants expressing that these need to be considered in the EA. Mitigation for removed trees (i.e., site development alternatives could require removal of one or two on-site woodlots) was also raised as an important element to consider. One participant noted that the woodlots house deer who impact the local farm operations. The potential to vegetate existing berms was discussed, as well as bird management at the site.

**Socio-economic** – this criteria group included the following:

- Socio-economic: potential for displacement and disruption (e.g., dust, noise) to residents and businesses near the site and along the haul route.
- Socio-economic: potential for odour disruption as a result of landfill mining.
- Agriculture: potential for loss/disruption to agriculture on-site.
- Land use: intensity of waste management use (i.e., footprint size).
- Archaeology and cultural heritage: potential to impact resources on-site.

Feedback from neighbours indicated that odour management, blowing litter, and overall site maintenance should be considerations when considering socio-economic impacts. It was also noted that site development alternatives that have potential to result in increased odour (landfill mining) were not supported. Odour management was discussed at length, including a request to Waste Connections to get feedback from the community on the kinds of scents used in the existing mist machine. Some participants noted that beeping sounds from reversing equipment should be considered a nuisance effect.

**Transportation** – this criteria group included the following:

- Traffic: potential for traffic safety and operations impacts on the haul route related to soil import/export.

Feedback from neighbours identified that traffic safety and road conditions along the haul route are things they would like to see addressed. Some participants noted that some portions of Drury Line are in poor condition. Others indicated they would like to see the speed limit on Drury Line increased to 80 km/h instead of the posted 60 km/h. It was also noted that the intersection of Drury Line and Middle Line poses a potential safety concern and that Waste Connections of Canada should consider working with the Municipality of Chatham-Kent to install traffic lights instead of the current stop sign. Lastly, transportation concerns were noted along Allison Line. It was commented that some haul trucks are using Allison Line and creating dust while travelling at speed. Waste Connections met with Chatham-Kent who are now undertaking a geotechnical study in hope of repairing Drury Line 2019. The turn taper off Communications Road to Drury Line will also be investigated for more robust roadworks but with interim repair until further assessment. The traffic speed and traffic light matters are being investigated by Chatham-Kent.

**Design and Operations** – this criteria group included the following:

- Design and operation: potential for providing service.
- Design and operation: potential for on-site safety concerns.
- Design and operation: approximate cost of facility.

Neighbours had a number of questions and comments about current site maintenance, including cleaning of litter from private properties and ditches, emergency management procedures, and bird

management. Participants also indicated support for landfill gas utilization and exploring opportunities for leachate treatment on-site.

**Summary:**

When asked to note which criteria were most important overall, participating neighbours indicated that air quality (odour in particular), socio-economic considerations, groundwater and traffic were of greatest importance.

## 3.0 Activity 2: Environmental Assessment Study Areas for Technical Disciplines

The purpose of this activity was to obtain feedback from neighbours on the proposed study areas the various technical disciplines would consider during the EA. These were provided on a map and table facilitators provided rationale for each of the study areas. Participants were asked if they felt that study areas should be adjusted.

Generally, participants felt that the technical discipline study areas were reasonable. It was noted that the landfill could be seen from a distance greater than 3 km (the Visual study area), however it was acknowledged that this distance was beyond the standard practice of considering visual effects within 1 km of a site.

## 4.0 Activity 3: Diversion of Waste

The purpose of this activity was to solicit feedback from participating neighbours about potential diversion opportunities that Waste Connections could consider at the Ridge.

Participants noted that reuse/recycling opportunities exist for many items (e.g., charity donations of used clothing, electronic waste drop off at the depot, agricultural wastes to Thompson Seed etc.). Other items participants noted that they generate and wish they could reuse or recycle included:

- Paint cans
- Mattresses
- Shingles
- Furniture (it was noted this could also be integrated into a partnership with a charitable organization, such as Habitat for Humanity)
- Batteries
- Agricultural waste (e.g., string, plastic wrap)
- Wood

- Used pesticide containers
- Organic waste from households

Most participants indicated noted that the existing depots in Chatham-Kent should be considered as a location for additional materials rather than the Ridge as that is where people are used to going to drop off materials and are generally closer to where most potential users live.

As part of consideration of opportunities to enhance waste diversion, Waste Connections will be looking at ways to partner with the Municipality of Chatham-Kent. To this end, participants were asked what they like or dislike about the current diversion programs in Chatham-Kent.

In response to this, one participant posed a question about the effectiveness of the current recycling programs and indicated that they liked the current curbside pick-up of their waste. Two participants also noted that it would be welcomed if Chatham-Kent would implement an organic waste collection program.

As part of this activity, participants were also asked to discuss and consider potential on-site diversion options as noted below.

**Processing facility** – such as a mixed waste processing facility, source separated organics processing facility, leaf and yard waste composting, or construction and demolition waste processing.

**Drop-off depot** – this could include items such as electronics, tires, bulky items, and recyclable materials not included as part of Chatham-Kent’s current Blue Box program.

**Swap facility or beneficial use program** – this could include construction and renovation materials, housewares, furniture or paint.

**Collection of specific non-recyclable material or agricultural waste** - this could benefit a specific business or community group.

Attendees were generally not supportive of an on-site processing facility as it had potential to bring more traffic to the site, and cause additional odour and/or noise. There was support for a drop-off depot, swap facility and the collection of materials for specific groups. It was also noted that an educational component (ideally in conjunction with Chatham-Kent and not necessarily located at Ridge) would be useful to help people understand what can go in their recycling bins, and what is not part of the current program.

## 5.0 Other Comments and Questions

Throughout the workshop the project team heard a number of questions and comments about the activities and project in general. These included both verbal discussions, and submitted comment forms. A summary of comments and questions is presented in the table below:

Comment	Response
Comments and questions were received about property value protection and compensation.	It was note that consideration of compensation and property value protection will occur when the preferred site development alternative is chosen and the impact assessment has been completed. This will be a separate process to the EA and Waste Connections will discuss this with landowners on a case-by-case basis.
We would like to be assured that no hazardous waste will ever enter the landfill.	The site is not permitted to receive hazardous waste and the EA will not change this.
When you replace the woodlot why can't it be replaced on the berms and not on property currently being farmed?	Waste Connections is in the process of setting up a meeting with the Municipality of Chatham-Kent to discuss zoning amendments and woodlot replacement and will discuss the ability to establish woodlot corridors on the berms as part of compensation for woodlot removal.
Concern that the amount of time that crops receive sunlight will be reduced as the landfill is made higher.	The height of the landfill is capped at 45 m above the Chatham-Kent airport reference elevation. No waste cells at the landfill will be higher than that maximum which is the current height of the west mound. This height restriction will also be in place for any new waste cells at the landfill.
Will Waste Connections consider paving the section of Allison Line between Erieau Road and Lagoon Road to address the dust generated by haul trucks?	Waste Connections has met with the Municipality of Chatham-Kent to discuss road safety and maintenance related to waste truck traffic coming to and going from the site from the Blenheim area and along the haul route. It was determined that to pave that portion of Allison Line it would roughly cost \$1.2 million for surface treatment and \$1.8 million for asphalt. To go ahead with the project, buy-in is needed from 2/3 of the owners. If 2/3 buy-in is achieved, all property owners would need to pay per metre of frontage for the work.
Some participants indicated they would like to be included in the annual residential well monitoring program, and that they would like to receive results of the sampling at their properties.	The names of those who would like to participate in the monitoring program/receive results of sampling have been passed on the Waste Connections of Canada.
Is there an option to use deceased birds as a deterrent for crows and gulls that are attracted to the site?	The current bird management program at the Ridge Landfill utilizes predatory birds and pyrotechnics to control bird populations at the landfill. This is done in communication with the Chatham-Kent Municipal Airport, as bird populations have potential to present a hazard to aircraft. The bird management program will be revisited as part of the EA, and alternative methods of deterring birds will be



<p>Would Waste Connections consider providing roll off disposal bins at households and picking them up?</p>	<p>considered. Waste Connections does provide roll-off bins for one-off residential projects such as construction as long as the waste is solid and non-hazardous.</p>
<p>Maintenance of the site is very important. I've noticed litter in ditches nearby, un-mowed berms on-site, etc.</p>	<p>Waste Connections has taken this feedback to their operations staff to ensure that site maintenance is being completed appropriately. Anyone who identifies areas of improvement is encouraged to contact the landfill site management</p>

