

Comment Letters Received by the County



February 24, 2017

Parkland County
Attn: Karen Oxley, Planner
53109A Hwy 779
Parkland County, AB
T7Z 1R1

E-mail: koxley@parklandcounty.com

Dear Ms. Oxley:

**RE: Proposed New Land Use District AGI – Agricultural Industrial Development District (File# PD-2017-003), Entwistle Area Structure Plan Amendment (File# PD-2017-004), Redistricting from AGR – Agriculture Restricted District to AGI – Agricultural Industrial Development District (File# PD-2017-005)
NW 21-53-07-W5M**

This application proposes the following for NW 21-53-07-W5M:

- creating a new land use district AGI – Agricultural Industrial Development, which through permitted and discretionary uses allows for alternative energy production and value added agricultural development.
- amending the Entwistle Area Structure Plan to encourage and provide ways of more land use diversity
- redistricting the AGR to AGI for general industrial land use on the site for developing a wood pellet processing facility.

The Phase I Environmental Site Assessment Report for the N ½ 21-53-07-W5M identified several areas of potential contamination on the subject lands. Further investigation, possible soil samples and remediation may be required prior to any development on the lands.

Discretionary uses under the proposed AGI include existing single detached dwellings. There may be health and safety concerns with the proposed pellet plant as well as proposed energy mills where setback distances should be established between industrial and residential land use. Dust, noise, and odours may negatively impact nearby residents and fires and explosions can occur in pellet plants thereby making residential and industrial development non-compatible when in close proximity. Alberta Health Services (AHS) cautions against the land use designation that would allow for adjacent residences and proposed industry.

As the land use process continues and additional applications and reports become available AHS will comment further. Please continue to include AHS on referrals for subsequent land use applications for the site including any subdivision or development permit applications.

Sincerely,

A handwritten signature in blue ink that reads "Koreen Anderson". The signature is fluid and cursive, with the first name "Koreen" and last name "Anderson" clearly distinguishable.

Koreen Anderson, B.Sc., CPHI(C)
Environmental Health Officer / Executive Officer

Karen Oxley

From: Robert Lindsay <Robert.Lindsay@gov.ab.ca>
Sent: Monday, February 06, 2017 2:04 PM
To: Karen Oxley
Subject: RE: Amendment Referral New LUB District, Redistricting, Entwistle ASP Amendments and Public Hearing - Comments due February 24, 2017

Good afternoon Karen,

Thank you for sending a copy of this proposal to Alberta Transportation (AT) for our input. AT recently met with Jody H., Keith B. and Malcolm K. with Parkland County regarding the proposed development on this property. The property in question is outside of the area for which a roadside development permit from Alberta Transportation is required and we have advised the developer that we will work with Parkland County to ensure that the department's concerns with the safe and efficient operation of the highway are addressed if the development is approved by Parkland County.

Alberta Transportation does not object to this proposed change in land use.

Alberta Transportation

Robert Lindsay

Development and Planning Technologist
Operations - Stony Plain
North Central Region

Room 223, Provincial Building
4709 - 44th Ave
Stony Plain, Alberta T7Z 1N6

✉ Email : Robert.Lindsay@gov.ab.ca
☎ Phone : (780) 968-4228
☎ Fax : (780) 963-7420
<http://www.transportation.alberta.ca>

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From: Karen Oxley [mailto:koxley@parklandcounty.com]
Sent: Thursday, January 26, 2017 9:32 AM
To: SetbackReferrals; Robert Lindsay; Murray Armitage; 'Amanda.Sieben@albertahealthservices.ca'; 'ahs.ez.subdivisionrequests@ahs.ca'; 'bshepherd@yellowheadcounty.ab.ca'; 'evergreen@ecsr.ca'; 'divisionoffice@psd70.ab.ca'; 'const@steannegas.com'; 'evgrcoop@telus.net'; 'Jason.mykiwka@atcogas.com'; 'jeffrey.way@canadapost.ca'; 'Kelly.Worobetz@telus.com'; 'geoadmin@telus.com'; 'subdivisions@contractlandstaff.com'; AEP NSR Water Act; 'info@acrcw.ab.ca'; 'Raymond.Beshro@cn.ca'
Subject: Amendment Referral New LUB District, Redistricting, Entwistle ASP Amendments and Public Hearing - Comments due February 24, 2017

Good Day,

Please find attached a referral regarding three (3) Amendments consisting of the following:

- Bylaw No. 2017- 05: New Land Use District: AGI-Agricultural Development District (File: PD-2017-003).
- Bylaw No. 2017-03: Amendments the Entwistle Area Structure Plan (File: PD-2017-004).
- Bylaw No. 2017-04: Redistricting of Pt: NW-21-7-5-W5M from AGR-Agriculture Restricted District to AGI-Agricultural Industrial Development District (File: PD-2017-005).

Please provide any comments before **February 24, 2017**

Regards,

Karen Oxley RPP, MCIP | Planner – Planning and Development Services| Parkland County
53109A HWY 779 | Parkland County | AB | Canada | T7Z 1R1
Office: 780 968 8443 (ext 8551) | Fax: 780 968 8444 |
koxley@parklandcounty.com | www.parklandcounty.com



Up-to-date road information, including traffic delays, is a click or a call away. Call 5-1-1 toll-free, visit 511.alberta.ca or follow us on Twitter [@511Alberta](https://twitter.com/511Alberta) to get on the road to safer travel.

<http://511.alberta.ca/ab/en.html>
<https://twitter.com/511Alberta>

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Box 474
Evansburg AB T0E 0T0
February 3, 2017

Parkland County
Planning & Development Services
53409A Hwy 779
Parkland County, AB T7Z 1R1

Dear Karen Oxley:

Though not residents of Parkland County (we live in Evansburg), my husband and I wish to convey our support for the three proposed amendments to the Entwistle Area Structure Plan and Land Use bylaw.

We attended the January 12th public open house in Entwistle, and were most impressed with the development proposal put forth by Pinnacle Renewable Energy Inc. and Select Engineering Consultants, and the information shared by Mark Edwards of Parkland County. We understand that the Entwistle Area Structure Plan will require amending in order to accommodate this project. After doing our own background research, and speaking with the representatives present at the meeting we believe the addition of Pinnacle's wood pellet plant to our community would be of immense benefit to the area and its residents. Concerns and questions we raised about noise, dust, traffic and land use were answered to our satisfaction. Jumping a bit ahead – if the project were to receive final approval, we understand that the route to be used by truck traffic had not yet been finalized. We spend a significant amount of time in Entwistle doing volunteer work and visiting friends, and we believe that a truck route curving south away from residences would be the most beneficial for all.

Please consider this letter as a voice strongly in favor of the proposed amendments and supportive of bringing this new industry to west end Parkland County.

Sincerely



Karen Oxley, RPP, MCIP
Planner
53109A Hwy 779
Parkland County AB
T7Z 1R1

March 01, 2017

Karen,

My objections to the proposed Pinnacle Renewable Energy wood pellet manufacturing plant, and as such, any proposed bylaw amendments to facilitate the construction and operation of the plant, are as follows:

1) The diesel fumes from the increased traffic

Modelling of the anticipated particulate pollution (Particulates <2.5 microns (PM2.5) and Total Suspended Particulates (TSP)) from the plant was done, according to the documentation available at the public meetings, but no modelling was done to estimate the amount of pollution that would adversely affect the residents of Entwistle from an increase in traffic of up to 90 large diesel engine trucks a day, every day.

Diesel exhaust contains minute particulates that are both carcinogenic, and, due to their size, capable of being taken deep into the lungs by normal respiration.

References:

Kagawa, J. 2002. *Health effects of diesel exhaust emissions - a mixture of air pollutants of worldwide concern*. Toxicology 181-182: 349-353.

Swanton, C., P. Boffetta, R. Peston and J.C. Soria 2016. *Environmental emissions, public health and lung cancer risk*. Annals of Oncology 27(2): 211-212.

World Health Organisation Press Release No. 213: June 12 2002

"Dr Christopher Portier, Chairman of the IARC working Group, stated that "The scientific evidence was compelling and the Working Group's conclusion was unanimous: diesel engine exhaust causes lung cancer in humans."

<https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf>

The current effects from diesel traffic to which the residents of Entwistle are subjected, that of trucks on the nearby highway, is mitigated by the fact that the trucks are travelling at speeds which lessen the particulate volume of the exhaust, and also create a draft that will carry and dissipate the emission along the highway.

Trucks arriving in Entwistle from the south on Hwy 22 are going to brake, turn east towards the plant, and then accelerate. As such there will be a constant source of carcinogenic particulates being emitted in the hamlet. Under normal meteorological conditions this will result in an unacceptable level of pollution. Under such conditions as a temperature inversion, the pollution levels will be much worse. Summer days could be intolerable.

The carcinogenic effects of diesel pollution are generally well known and accepted, and referenced above, but recent studies have revealed other disturbing effects of breathing diesel exhaust fumes, including those at the level of human DNA:

<https://www.sciencedaily.com/releases/2015/01/150108100702.htm>

Carero, A., P.H.M. Hoet, L. Verschaeve, G. Schoeters and B. Nemery 2001. *Genotoxic effects of carbon black particles, diesel exhaust particles, and urban air particulates and their extracts on a human alveolar epithelial cell line (A549) and a human monocytic cell line (THP-1).*

Environmental and Molecular Mutagenesis: 37(2): 155-163.

As far as I know, no effort has been made by Pinnacle to address this concern, although it was outlined in both of my written responses at the public meetings.

2) The access road issue

There is an intention to create an off ramp from Hwy 22 (16A) to 50th Avenue in order to mitigate the effects of the traffic required to sustain the operations at the plant. This would not remove the requirement for the trucks to brake, turn east towards the plant, and then accelerate, but presumably, as the operations would require the trucks to reduce their speed less than they would for a 90 degree corner, it would lessen the pollution emissions from the trucks.

From local knowledge it appears the road will be built on peat, which already affects the ground on which the houses along 50th Avenue have been built. Modifications to driveways have been seen to fail and sink. How will the vibrations in the peat substructure from 90 heavy trucks a day affect the foundations on which those houses are built?

Aside from this specific issue, the general disruption to the lives of those residents living on the north side of 50th Avenue should this plant be constructed is also of great concern. Not only will their lives be severely affected, but their property value will be significantly reduced.

3) The noise from the 24 hr/day operation of the plant

The noise from the plant is a main concern. Noise is always a possibility in Entwistle, with both the highway and the train being sources. The issue is the constancy of the noise. When those noises are not apparent, the hamlet is very quiet. It is easy to tolerate even a loud noise, such as a train whistle or a train passing on a cold night, when one knows it will stop after a few minutes. That is not the case when the noise is constant, 24 hours a day.

The noise limits that Parkland County has in the bylaw mentioned in the letter, Community Standards Bylaw 03-2012, informing residents about the proposed plant do not protect residents from excessive noise. The decibel limits in the bylaws are inadequate, and seem to have been put in place without any consideration for locals, as, if they were applied as written, the noise levels available to industry would be ludicrous, and intolerable. The bylaw I read indicated that Fifty Five (55) decibels (dBA) Leq measured over a one (1) hour period during the night-time, at any point of reception within a residential district, was permitted.

There are two points I would like to bring up with regard to this.

- a) The Alberta Energy Regulator (AER) Directive 38, concerning noise control for the oil and gas industry in Alberta, identifies Forty (40) decibels (dBA) Leq as a general night time limit for industrial operations, with regard to the nearest resident. Provision is made for proximity to transportation noise and population density, but even given that, the maximum allowable night-time noise at my residence would be Forty Six (46) decibels (dBA) Leq. No provision is made for allowing a louder noise over a shorter period of time. (Complaints are still made by the public as 40 decibels is quite loud in a previously quiet area when one is trying to sleep)
- b) The second point is more specific to the one hour period mentioned in the bylaw. What provision is made for a noise louder than the limit given if period of time is less than the hour quoted in the bylaw? Is there no limit to the noise level available for industry so long as they curtail it to 55 decibels at least once an hour?

4) The atmospheric pollution from the plant

The plant has modelling that indicates that its particulate emissions will meet the Alberta Ambient Air Quality Objectives (AAAQO).

Given that, a couple of questions remain:

- a) What steps does the plant intend to take to ensure that it continues to meet the AAAQO requirements with regard to Fine Particulates (PM_{2.5}) and Total Suspended Particulates (TSP)? Will some form of regular monitoring be in place? How will those monitors be maintained, calibrated, and read?
- b) What modelling has been done with regard to other AAAQO pollutants that are commonly associated with the processing and drying of wood? These include methanol, formaldehyde, acetaldehyde, acrolein, benzene, phenol, toluene, and others. All of the pollutants mentioned are controlled by the AAAQO, and the document states that:

"All industrial facilities must be designed and operated such that the ambient air quality remains below Ambient Air Quality Objectives"

References:

<http://aep.alberta.ca/air/legislation/ambient-air-quality-objectives/documents/AAQO-Summary-Jun2016.pdf>

Svedberg, U.R.A., H. Högberg, J. Högberg and B. Galle 2004. *Emission of hexanal and carbon monoxide from storage of wood pellets, a potential occupational and domestic health hazard.* Annals of Occupational Hygiene 48(4): 339-349.

Hagström, K., S. Axelsson , H. Arvidsson , I. Bryngelsson , C. Lundholm and K. Eriksson 2008. *Exposure to wood dust, resin acids, and volatile organic compounds during production of wood pellets.* Journal of Occupational and Environmental Hygiene Volume 5-issue 5.

<https://www.pellet.org/images/8%20%20Olga%20Petrov.pdf>

5) Other general concerns

During the public meetings we were assured that all concerns would be addressed and so far none of the concerns we made in our written submissions at those meetings have been addressed. The following quotes from the Vernon Morning Star (link below) shows that we would not be the first community to express concerns and have them ignored.

"Their fears of noise, traffic, light pollution and particulate matter are now a daily concern."

"There is a clear misrepresentation happening from what was proposed to what we have been given,"

"Council agreed to make their own demands on Pinnacle and the Ministry of Environment to help its residents quite literally sleep at night."

<http://www.vernonmorningstar.com/news/337681161.html>

A further point with regard to one of the reasons the plant proponents are giving as a positive for its location in the area:

The notion that alternative fuels are helpful in the fight against Climate Change.

A recent study reported on by the BBC questions that notion, and indicates that biomass fuel pellets are speeding up rather than slowing down global warming.

<http://www.bbc.com/news/science-environment-39053678>

I am not suggesting this as a reason for opposing the plant. Rather, I am saying the original notion that it is beneficial to the fight against Climate Change should not be used as a reason to promote it.

I thank you for your consideration of these objections.

Entwistle, AB

TOE OSO

Also resident at the above address and agreeing with the concerns stated

Parkland County rezoning

Sent: Tuesday, February 28, 2017 9:37 PM
To: Karen Oxley
Subject: Parkland County rezoning

Attention Karen

As per our discussion at the February 16, 2017 meeting held at the Entwistle Hall, I am confirming in writing that I would like to oppose the rezoning of the lands located south of 50 Ave in Entwistle (PT NE 20-53-7-W5) and request to speak before council at the March 28, 2017 public meeting to voice my concerns. The reason for this is based on the fact that I do not want an industrial road that approx 140 trucks (B trains/tractor trailers) will be using 7 days a week between the hours of 6am and 1am located across from my house. I originally purchased my home located at 4924-50 Ave Entwistle because it was located across the street from property that was zoned Urban Reserve. Looking across the street and seeing the birds singing in the trees is a very peaceful and serene environment to raise my family. Being the local realtor in the area for the last 21 years, it is very important that I research the zoning before I sell property to my clients or purchase a property myself. If I would have purchased my home in an area where across the street was zoned commercial or industrial, then I would have to understand that at some point the property would be developed for commercial or industrial purposes. This was not the case, and now I will have to sacrifice my family's well being because there will be a industrial road/highway across from my house. The noise that approx 140 trucks will make going by my house all day and all night will be unbearable, then there is the absolute magnitude of truck pollution that my family will be exposed to 7 days a week that will definitely take a toll on our health and shorten our life expectancy, not to mention the huge loss of value (at least 30%+) to my property that I will have to incur due to an industrial road going by my home. I do think that having an industry move into the area is great for Entwistle and the community as a whole, but the 6 homes on 50th Ave in Entwistle should not have their quality of life ruined because of it. The residents of 50th Ave have worked very hard to be able to afford to live in one of the newest areas in Entwistle and they should not have to lose everything they worked for because an industrial road/highway will be located across the street.

Please confirm that I will be given the opportunity to express my concerns to council at the March 28th meeting.

Thank You.

Karen Oxley

From: Jody Hancock
Sent: Monday, February 27, 2017 4:47 PM
To:
Subject: RE: Pinnacle Wood Pellet Plant --- Access

Thank you for your comments. We will be certain to ensure these are included in the report to Council on March 28.

Hope to see you on March 2, 2017. I trust that you got the message invite. We will be meeting again at Entwistle Hall (same place as last time) at 7:00 PM. We will be bringing revised plans with the updated information as requested.

Jody Hancock, P. Eng. | Director – Engineering Services | Parkland County
53109A HWY 779 | Parkland County | AB | Canada | T7Z 1R1
Office: 780 968 8441 | Cell: 780 499 3706 |



From:
Sent: Monday, February 27, 2017 3:13 PM
To: Jody Hancock
Subject: Pinnacle Wood Pellet Plant --- Access



3:01 PM (5 minutes ago)



to jhandcock



Dear Jody

As discussed at the meeting on Feb 16 2017, we have a few concerns not the least of which is the noise and the exhaust fumes from all the trucks.

The hours of operation for the trucks is far to long,as well we feel that not all the trucks on the road today are in perfect condition.

The roadway will come so close to our property line as to make it virtually impossible to sell our house for the market value as it is today.

This is a concern as the market being what it is, we could not afford to buy a house somewhere else as a result of the depressed value of our home.

The danger of having so many trucks go by so close is a real concern to those having children, as well as the fact that a corner will be close to our property,and this is a worry.

The NOISE, DUST, and LIGHT pollution alone will change our quality of life..

Thank you for the opportunity to voice our concerns.

Sincerely,

Attention: Karen Oxley, RPP, MCIP Planer

First and foremost,
for the March 28th, 2017 Public Hearing.

would like to be added to the agenda

To start things off, I'd like to state that we do not have any complaints with the Pinnacle Pellet Plant building itself. Our complaint is directed towards the proposed truck route. The plant itself should be a great asset for Parkland County, and in-turn the community of Entwistle. From what we understand, some benefits of the plant may include:

Taxes:

Taxes from the plant provide Parkland County with much needed funds to allocate, where they see fit.

The County would also receive taxes from companies that will be employed by the pellet plant. For example, the trucking companies providing the feedstock delivery vehicles. If these companies are based out of Parkland County the increase in their income and possibly increase in employee income that live in Parkland County will in-turn increase Parklands funds.

Entwistle Community businesses will also get a boost in sales/ income. Possibly encouraging more growth in Entwistle.

Employment:

The Trucking company may need to employ more truck drivers, in order to fulfill the amount of feedstock deliveries needed. Hopefully some of these new jobs are filled by Parkland Residents and better yet Entwistle area residents.

A few people from Entwistle may be employed by the actual plant itself. A few is better than none, so therefore considered as a benefit. Where the estimate of only a few, comes from, reading the Pinnacle Renewable Energy Entwistle TIA- Final Draft Report by Bunt & Associates, pages 16 & 17 Section 4.2.2 Operations- Employee Traffic:

"The distribution of site generated employee traffic was estimated based on the location of the proposed plant relative to employment population bases including Edmonton, Spruce Grove, Drayton Valley, Evansburg, Entwistle, and Edson. It is assumed that approximately 60% of employee trips will originate from the east off of Highway 16, 20% will originate from the north on Highway 16A, 10% will originate from south of Highway 16, and 10% will originate from the west off of Highway 16."

After stating the benefits of the pellet plant, I'd now like to state the disadvantages of the pellet plant. This would mainly include the proposed truck routes that will be imposing on the residents of Entwistle.

The truck route aspect of the plant is an enormous disadvantage for the residents of Entwistle, especially those whom live on 50th Ave east of Highway 16A. Listed here are some of the details we would consider disadvantages of the pellet plant:

Noise Impacts:

As you can see in the image below, these are NOT small trucks, and they are certainly NOT quiet. Especially considering that once on the truck route they will be gearing up and gearing down within a relatively short distance. This type of driving makes the engine work harder to keep up with the demands of the large and heavy vehicle. That being said the truck will be much louder than it would be if it was driving a steady speed of 100kms per hour down the highway. The large volume of trucks and the hours these feedstock delivery trucks will be passing through a residential area also brings a very negative impact.



Hank Suderman Collection

photo provided by: hankstruckpictures.com

Looking at the Pinnacle Renewable Energy Entwistle TIA- Final Draft Report by Bunt & Associates it clearly states under section 3.2:

"Development Operations: Once operational, the pellet plant will run 24 hours per day in two 12-hour shifts from 7:00 AM to 7:00 PM and 7:00 PM to 7:00 AM and will employ eleven people during the day shift and seven people during the night shift. Feedstock deliveries of residual wood product from area sawmills will be accepted over the course of typical weekday mill operating hours which, based on discussions with Pinnacle, typically run 18 hours per day (7AM to 1AM). The pellet plant is anticipated to accept feedstock deliveries 16 hours per day, spread evenly throughout the day. Allowing for truck loading and travel time from the sawmills, it is assumed that feedstock deliveries will generally occur between 8AM and 12AM."

I'd also like to note the chart shown below that was also found in the Pinnacle Renewable Energy Entwistle TIA- Final Draft Report by Bunt & Associates:

"Table 4-2 presents a summary of the AM and PM peak hour and daily anticipated site generated trips based on a first principles assessment of the proposed development operational characteristics. For the purpose of a conservative assessment, all employee shift change traffic is anticipated to occur during the AM and PM peak hours, and each employee is assumed to travel via their own personal vehicle (i.e. no carpooling)."

Table 4-2: Summary of Projected Operations Traffic

Component	AM Peak Hour		PM Peak Hour		Daily	
	In	Out	In	Out	In	Out
Employee	11	7	7	11	18	18
Feedstock Delivery	9	9	9	9	95	95
	20	16	16	20	113	113
Total	36		36		226	

This chart shows us that there will be an excessive amount of feedstock delivery trucks going by each and every day.

Pollution Impacts:

Speaking of the above-mentioned trucks another concern of equal importance is that these feedstock delivery trucks are NOT Eco-Friendly/Efficient. As mentioned earlier these trucks will not be running at optimum levels due to the need to gear up and down to speed up and slowdown in the short area. This makes them produce more pollutants then as mentioned above, if they were going down the main highway at a constant speed. Reading many credible articles written in the USA and Canada, I can come to the conclusion that diesel engine exhaust is terrible for humans and can cause major health issues. A report called: Health Effects of Diesel Exhaust, written by Cal/EPA'S Office of Environmental Health Hazard Assessment and The American Lung Association clearly states that diesel exhaust is very hazardous:

"Diesel exhaust contains more than 40 toxic air contaminants"

Diesel exhaust is produced when an engine burns diesel fuel. It is a complex mixture of thousands of gases and fine particles (commonly known as soot) that contains more than 40 toxic air contaminants. These include many known or suspected cancer-causing substances, such as benzene, arsenic and formaldehyde. It also contains other harmful pollutants, including nitrogen oxides (a component of urban smog)."

There have been efforts to help reduce diesel engine exhaust, but as stated below it will take over 20 years for the full benefits to take effect. There are also other factors and components involved, such as the emissions generating from several sources and not just from exhaust. Owners can also modify their exhaust systems making the pollution far exceed EPA standards. The exhaust filters are only installed and used in trucks made in 2007 or later. To give people a better idea, I have included info from the Health Canada publication Human Health Risk Assessment for Diesel Exhaust, published March 2016, (http://publications.gc.ca/collections/collection_2016/sc-hc/H129-60-2016-eng.pdf:

"Environment Canada and US EPA regulations include emission standards for particulate matter (PM) and nitrogen oxides (NOx) for on-road heavy-duty truck engines of model year 2007 and later, which reduce PM emission limits by 90% and NOx emissions by 95% compared with previous standard levels. These reductions were achieved through the use of emission control technologies, such as diesel particulate filters, exhaust gas recirculation and selective catalytic reducers.

Whereas fuel-related regulations have immediate impacts on emissions for the entire targeted mobile source fleet, it may take more than 20 years to fully benefit from the adoption of new engine or vehicle standards, because older, more polluting vehicles remain in use for many years.

Emissions from diesel vehicles may originate from several sources, such as combustion (i.e. exhaust), mechanical wear (e.g. tires, brakes) and fugitive releases. Exhaust emissions are generally the dominant source of emissions and were the focus of this assessment. The composition of the exhaust emission mixture is dependent on several factors, such as fuel characteristics and additives, lubricants, engine and vehicle technologies, emission control devices and environmental conditions. PM and NOx emissions are the main concerns associated with diesel engines because of their association with health impacts and their relatively high emission levels compared with spark ignition gasoline engines."

Health Impacts:

There are two main divisions on the health impacts of the industrial truck route going in a residential area, noise and pollution. Shown above its proven that there will be a significant amount of noise and pollution being distributed to the area near the truck route. This industrial truck route will be very busy at all hours, day and night 7 days a week! Leaving little to no relief for the residents whom live nearby.

Noise:

Many studies have shown that adults should get an estimated 8 hours of sleep and kids need 9-14 (depending on age). Proof of this is a table pulled from:

<http://healthysleep.med.harvard.edu/need-sleep/what-can-you-do/assess-needs:>

How Much Sleep is Enough?

• Newborns (1 to 2 months) – 10.5 to 18 hours
• Infants (3 to 11 months) – 10 to 14 hours
• Toddlers (1 to 3 years) – 12 to 14 hours
• Preschoolers (3 to 5 years) – 11 to 13 hours
• School-aged children (5 to 12 years) – 10 to 11 hours
• Adolescents (12 to 18 years) – 8.5 to 9.5 hours
• Adults (18 years to the end of life) – 7.5 to 8.5 hours ¹

Trucks running meters or even tens of meters away from the houses on 50 Ave, during the estimated time frame of: 6am-1am gives families a mere 5 hours of quiet time per day, 7 days a week! This is a major health concern. Especially for residents that are accustomed to living and sleeping in a quiet residential area. Many researchers have proven that living by a main road compared to a quiet residential area can have a negative impact on your health. Listed below are two examples of research that proves this theory.

“Living near a noise road could kill you, scientists have warned, after finding that the stress of traffic sounds raises the risk of dying early.

Researchers at Imperial College and the London School of Hygiene and Tropical Medicine found those who lived on the noisiest roads had a greater chance of suffering a heart attack or stroke and dying early.

The over-75s were the most at risk, with their chance of dying over seven years 10 per cent higher than people who lived in quieter neighborhoods. Younger adults had a four per cent increased risk of early death.

In the largest study of its kind, researchers looked at 8.6 million people living in Greater London between 2003 and 2010.

Lead author Dr. Jaana Halonen from the London School of Hygiene & Tropical Medicine, said: “Road traffic noise has previously been associated with sleep problems and increased blood pressure, but our study is the first in the UK to show a link with deaths and strokes.”

–Knapton, Sarah. 2015, June.

<http://www.telegraph.co.uk/news/health/11694258/Living-near-a-noisy-road-raises-risk-of-early-death-warn-UK-scientists.html>

and

“Respondents from noisy area reported having significantly more difficulties with falling asleep, being woken up by noise at night more often, and having more difficulties with falling back to sleep. They also complained of poorer sleep quality and tiredness after sleep and they slept by an open window in summer less often. Noise annoyance, subjective noise sensitivity, and neuroticism were significantly correlated with difficulties with falling asleep, time needed to fall asleep, poorer sleep quality, tiredness after sleep, and use of sleeping pills. After adjustment for potential modifying personality traits including subjective noise sensitivity, neuroticism, and extroversion, residence in noisy area was shown to be a significant predictor for difficulties with falling asleep (odds ratio [OR], 2.71; 95% confidence interval [CI], 1.27-5.80), difficulties with falling back to sleep (OR, 1.87; 1.02-3.40), waking up at night (OR, 2.60; 1.49-4.52), sleeping by closed windows (OR, 13.51; 5.84-31.25), having poor sleep quality (OR, 2.99; 1.13-7.89), and feeling tired after sleep (OR, 2.50; 1.11-5.63).” – Croat Med J. 2006, Feb. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2080382/>

The above research proves that noise in fact does negatively impact sleep, therefore increasing health risks. To be more specific on the health risks, associated with insufficient sleep, an article taken from <http://healthysleep.med.harvard.edu/need-sleep/whats-in-it-for-you/health> has listed numerous health risks that can occur from insufficient sleep:

“Risk Assessment

Determining the risks posed by insufficient sleep is complicated. Medical conditions are slow to develop and have multiple risk factors connected to them. What we do know is that sleeping fewer than about eight hours per night on a regular basis seems to increase the risk of developing a number of medical conditions. The study results below show that reducing sleep by just two or three hours per night can have dramatic health consequences.

- *Obesity—Several studies have linked insufficient sleep and weight gain. For example, one study found that people who slept fewer than six hours per night on a regular basis were much more likely to have excess body weight, while people who slept an average of eight hours per night had the lowest relative body fat of the study group.¹ Another study found that babies who are "short sleepers" are much more likely to develop obesity later in childhood than those who sleep the recommended amount.²*
- *Diabetes—Studies have shown that people who reported sleeping fewer than five hours per night had a greatly increased risk of having or developing type 2 diabetes.^{3,4} Fortunately, studies have also found that improved sleep can positively influence blood sugar control and reduce the effects of type 2 diabetes.⁵*
- *Cardiovascular disease and hypertension—A recent study found that even modestly reduced sleep (six to seven hours per night) was associated with a greatly increased the risk of coronary*

artery calcification, a predictor of future myocardial infarction (heart attack) and death due to heart disease.⁶ There is also growing evidence of a connection between sleep loss caused by obstructive sleep apnea and an increased risk of cardiovascular diseases, including hypertension, stroke, coronary heart disease, and irregular heartbeat.⁷

- Immune function—Interactions between sleep and the immune system have been well documented. Sleep deprivation increases the levels of many inflammatory mediators, and infections in turn affect the amount and patterns of sleep.⁸ While scientists are just beginning to understand these interactions, early work suggests that sleep deprivation may decrease the ability to resist infection.

Not surprisingly, these potential adverse health effects can add up to increased health care costs and decreased productivity. More importantly, insufficient sleep can ultimately affect life expectancy and day-to-day well-being. An analysis of data from three separate studies suggests that sleeping five or fewer hours per night may increase mortality risk by as much as 15 percent.

The same article also states:

“...Major restorative functions in the body such as tissue repair, muscle growth, and protein synthesis occur almost exclusively during sleep.”

We have now proved that insufficient sleep can most certainly be caused by traffic noise, (such as an industrial truck route in a residential area,) and can have major impacts on the human body, even **taking years off a person’s life!**

Pollution:

Research also proves that pollution, and most importantly for this letter, pollution from diesel engines can increase many types of health problems.

Human Health Risk Assessment for Diesel Exhaust-Summary (as mentioned above) states:

“...The Canadian in-use diesel fleet is still dominated by engines pre-dating the most recent emission standards...

The newly published health studies along with supporting evidence from work published prior to 2000 provide sufficient evidence to conclude that DE is carcinogenic in humans and is specifically associated with the development of lung cancer...

In general, it has been shown that sensitive subpopulations, such as the elderly, children and asthmatics, can be at greater risk of adverse respiratory effects due to DE exposure. Exposure of the elderly and asthmatics to traffic-related DE has been shown to increase respiratory inflammation. Also, pulmonary function decrements have been demonstrated in asthmatics exposed to traffic-related DE. Furthermore, traffic-related DE exposure in children has been implicated in potential asthma development later in life...”

The report; Health Effects of Diesel Exhaust, mentioned earlier in this letter also supports the idea that people exposed to diesel exhaust are at a much higher health risk for many ailments:

“Those spending time on or near roads and freeways, truck loading and unloading operations, operating diesel-powered machinery or working near diesel equipment face exposure to higher levels of diesel exhaust and face higher health risks.

Diesel exhaust and many individual substances contained in it (including arsenic, benzene, formaldehyde and nickel) have the potential to contribute to mutations in cells that can lead to cancer. In fact, long-term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA.

Diesel engines are a major source of fine-particle pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks and premature deaths among those suffering from respiratory problems. Because children’s lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children.”

Social Impacts:

This information is devastating to all the residents who are enlightened of these facts. Residents are shocked that an industrial truck route of this magnitude will be going through the community each and every day. Let alone the people who will have to live beside this truck route. The pellet plant is considered Agricultural Industrial, but where the truck route is potentially going is RESIDENTIAL. Across the street is also zoned residential, why is it that the residential area has to comply with the regulations and bylaws of Agricultural Industrial and not the other way around? Where are the citizens’ rights as residents in their own homes? Looking at the evidence and having conversations with the CEO of Pinnacle Renewable Energy Inc., Leroy Reitsma whom has told me on numerous occasions running hours will be from 6am-10pm 7 days a week. The report its giving TWO different times on top of the times he personally spoke of to myself. What I’m getting from my research, from the report, and from what Leroy spoke of, is that they are going to be able to run the trucks through the residential area from the times of 6am to the time of 1am? Where is the importance of a human being’s sanity and health in here?

Personal/Family Impacts:

Another concerning and stressful part of this, is the fact that once the truck route is established, well over three quarters of the residents/families, (including ourselves) that live in the affected area no longer want to live in their homes. Selling these houses and moving to a place where they would no longer be directly affected by constant pollutants and noise. The question is, who will buy the houses on 50 Ave at market value, pre-truck route costs? Looking at past history of similar situations and speaking with Realtors, I can confidently say that no one will be interested. The only way people may be interested is if they are looking for a bargain. Meaning the homes would have to be priced well below market value. These families simply

cannot afford to take the drastic losses needed to sell their homes. Therefore, the residents will be forced to remain in the toxic situation, imposed, at no fault of their own. Talking to numerous Realtors they have all stated that if the truck route goes directly along 50th Ave home values will **plummet**! Leaving the families that live there with an impossible situation. Our family will feel like were living in a home that feels more like a jail then a home. I say like a “jail” because we will feel trapped in a situation in which we’re being forced into by Parkland County and Pinnacle Renewable Energy Inc.

The homes on 50th Ave are completely surrounded by residential zoning, how is it, that an industrial road can now be built right through it? Ultimately destroying the quaint, quiet peaceful and nature filled neighborhood in which these residents call home. We purchased our home on 50th Ave due to it being quiet, peaceful and surrounded by residential zoning.

Solutions:

I know Parkland County wants to do what’s best for Entwistle as a whole. The residents on 50th Ave are very much a part of the community as a “whole” however, when statements such as: “It’s Bettering Entwistle as a whole community.” or “For the betterment of Entwistle as a whole.” We could say that the statement reads untrue. The industrial road that is going to be constructed for the pellet plant is NOT bettering Entwistle or the residents, especially those who live on 50th Ave. While I was reading the Entwistle Area Structure Plan, By-Law No. 23-2012, I came across section 4.0 Planning Values. What I found very interesting was it stated:

Section 4.1 Community Vision

“The Hamlet is a family-oriented rural community that has the advantage of enjoying a vast natural environment resulting in its proximity to the Pembina River Valley. Future development will be accommodated in an orderly manner to ensure growth is balanced and harmonious with the existing community. In order to promote the Hamlet as a desirable place to raise families, the Plan Area shall see continued growth in its recreational and economic opportunities through the expansion of the Entwistle Industrial Business Park, Main Street Revitalization, and Pembina River Valley Trail System. The natural environment and historical features will be preserved and enhanced to make certain the Plan Area retains its most valued assets.”

The part of this paragraph I found the most important was: *“Ensure growth is balanced and harmonious with the existing community.”* After everything provided in this letter would anyone fairly think that Parkland County and Pinnacle Renewable Energy was holding up to these statements and to what Entwistle stands for?

What is Parkland County and Pinnacle Renewable Energy going to do, in order to make these statements ring true for everyone that makes this community a whole?” Who is accountable for ensuring that the residents of Entwistle are not disadvantaged? Is it all about making money?

Does the health and well-being of residents not matter? Where is the Justice for the people, the little guys, in this situation?

A solution would be to contact the home owners on 50 Ave and discuss with them some compensation options. This is not about greed. In cases (such as our own,) where residents are concerned with the health, well-being and quality of life for themselves and their families, an offer to buy out these properties, at pre-truck route values, would be ideal. However, a fair appraisal of the homes pre-truck route and post-truck route, and compensate the home owners on the difference. This enables these families to sell their homes and not loose equity.

Sincerely,

EVANSBURG & ENTWISTLE CHAMBER OF COMMERCE
"PARTNERS ON THE PEMBINA"

BOX 598 EVANSBURG, AB. T0E 0T0 ph/fax 780-727-3526
Email: partnersonthepembina@gmail.com

March 10, 2017

Karen Oxley, Planner
Planning and Development Services
53109A Hwy 779
Parkland County, AB
T7Z 1R1

Dear Sirs:

RE: Proposed Bylaws No. 2017-03 and 2017-04

The Evansburg and Entwistle Chamber of Commerce would like to submit their support to the proposed development of a wood pellet processing facility in Entwistle.

Our community has endured many years of waiting for investors to realize the potential of our location as a transport corridor. The Entwistle area enjoys access to main highways leading east and west, as well as north and south. The proximity to a main railway line to the west coast is one of our greatest assets. For this very reason, the company planning this development has chosen our area.

As a chamber, we recognize the positive attributes this development can bring to our area. The prospects of jobs during the initial construction and the permanent jobs created thereafter will have a huge impact on our economy. These jobs are critical to invigorating the health of businesses in and around Entwistle. Employed citizens will spend in the local economy. As well, local businesses will enjoy the spinoffs of the construction, operation and maintenance of this operation.

This development will have an impact on our community besides a business's bottom line. Employees may choose to buy homes in our communities. Graduates might find employment here, rather than have to move out of the area to find work. A growing community could better attract doctors, dentists, and other health care professionals. School enrolment will grow, and with this growth schools could provide wider program options.

We are aware that there are those that might oppose this development on the premise that there will be certain nuisances. We believe in our discussion with the company representatives that they are well attuned to these factors and will work diligently to mitigate any problems that should arise. Currently, they co-exist with other British Colombian neighbors and enjoy healthy relations with these communities.

Finally, we wish to speak to the nature of the operation and its environmental impact. The biomass material used in the construction of the pellet is largely waste from the surrounding mills. Drayton Valley's mill (and they are not the exception) is burdened with a large stockpile of waste material that otherwise would only continue to grow. No longer will we have the need to burn the large brush piles, as most of the product can be used. The facility will consume all waste wood that is largely free of dirt. The final product will be used in the production of cleaner energy, helping to replace fossil fuels.

In conclusion, the Chamber is excited about the prospects this development could bring about. We have watched as large developments occurred in the Acheson Industrial Park, while development in the west end of Parkland County lagged far behind. This is a very good opportunity to inject a shot of adrenalin into our economy. The positive effects on the economy and the environment easily outweigh the minimal negative aspects. We urge this council to make the necessary moves to ensure this development happens in Entwistle.

Respectfully submitted,

*Wes Craddock, President
Evansburg and Entwistle Chamber of Commerce*

Open House Comments and Responses Report from Pinnacle Renewable Energy Inc.

Open House Dates:

December 1, 2016 - Entwistle Community Hall

December 15, 2016 - Entwistle Community Hall

January 12, 2017 - Entwistle Community Hall

Pinnacle Renewable Energy Open House Summary
December 1, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>70 trucks per day means 140??? Heavy Trucks!! Increased road traffic on hwy 22 will congest a already busy hwy 22 further. The engine retarder breaks noise will and is travel for miles. The extra road use will deteriorate a already rough paved hwy road 22 and increase the dangerous hills in winter. who will repave if needed Hwy 22 engine retarder breaks should "<u>never</u>" be alaude close to towns. It will all chane this little town into a industrial sites and negative impact our comunity... not in favour of the project unless there is a better access plan. Noise bylaw needs to be reinforced and only clean burning diesel engine should be allowed to truck products. Thank you.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Wear and tear to the road caused by additional truck volume, although not anticipated, would be subject to repair by Alberta MOT as this is a provincially owned highway. Any wear and tear on Township roads would be subject to repair by Parkland County, and this project will represent a significant increase to the tax base. Truck engine braking will be prohibited, and Pinnacle will work with Parkland County and trucking providers to ensure that this rule is enforced. As part of Pinnacle's procurement process for a trucking provider, Pinnacle will ensure that engine efficiency and low emissions will be a requirement. Pinnacle is bound by strict sustainability requirements by our customers, and engine efficiency is an important consideration when choosing a trucking provider.</p>
<p>I am very concerned about the disruptions to life that this plant would cuase. I know peole in communities in B.C. have had problems with constant (24 hour running) [Noise] - low humming can drive a person insane - quiet noise and loud trucks all day. Some people say they can't sleep because the noise is all night. I'm also concerned about the possible particulates. Just because the level of particulates is legal (if it was), doesn't mean it won't affect people with asthma. People in Vernon have spoke of waking up in the middle of the night coughing. I'm also concerned about the lights being visible from our house. Light pollution can also keep people awake & disrupt their lives. I am very concerned with the number of trucks that would be going through the town. This is a quiet hamlet. People live here because they don't want to live in a city with constant traffic. I think since your company would gain so much from this project, the lease you can do is put some cash up to construct a rail bridge to go to the site via an [eastern] route and bypass houses and the school. I'm concerned that what you're proposing will be so disruptive it will make life unbearable - and in the end will make us unable to sell our house to leave. No one wants to live next to a plant such as this.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed structures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting. Truck and mobile equipment noise will be mitigated by: engine brakes will be prohibited in residential areas, truck route and site will be paved to reduce vehicle noise, back up alarms use "quacker" and "blue light" technology. Impacts to local air quality will be negligible as demonstrated by environmental modelling. Modelling of plant emissions demonstrates that air quality results are well within the Air Quality Objectives for the Province of Alberta.</p>

Pinnacle Renewable Energy Open House Summary
December 1, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>My concerns are general, and I'm sure have been expressed by many residents at such meetings as this - Noise - industrial noise, vehicle back up alarms - raw material delivery. (the proposed routes and average daily trucking numbers are a great concern). Air pollution is an issue, especially with particulates and trace chemicals. Light pollution is a concern, although lesser. I live very close to the proposed site, and cannot imagine any way that it will not have a major detrimental effect on the lives of my family.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed structures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting. Truck and mobile equipment noise will be mitigated by: engine brakes will be prohibited in residential areas, truck route and site will be paved to reduce vehicle noise, back up alarms use "quacker" and "blue light" technology. Impacts to local air quality will be negligible as demonstrated by environmental modelling. Modelling of plant emissions demonstrates that air quality results are well within the Air Quality Objectives for the Province of Alberta. The pellet plant does not use chemicals in the manufacturing process, and as such there will be no trace chemicals in any air emissions (there are no wastewater emissions).</p>
<p>I am concerned about noise and possible dust, but my MAJOR CONCERN is the truck traffic in the residential area. I would definitely prefer the road be North on RR73 and West on TST534. The proposed route A goes right by the school and lots of residential area so it presents a real danger and noise problem</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed structures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting. Truck and mobile equipment noise will be mitigated by: engine brakes will be prohibited in residential areas, truck route and site will be paved to reduce vehicle noise, back up alarms use "quacker" and "blue light" technology. Road dust will be minimized through the use of speed restricted roads into and out of the plant that will be fully paved with asphalt. Wood dust from manufacturing operations will be minimized by storing the driest fibre that is prone to dispersion by wind in enclosed tents, and by the fact that our production processes are 100% enclosed and sealed.</p>

Pinnacle Renewable Energy Open House Summary
December 1, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>My concern is the trucking traffic going through residential & specifically being cut off by trucking road. I'm concerned with truck noise & diessel fummes for my immediate comforts & safety in general for our little town.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf </p> <p>Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed strucures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting.Regarding diesel emissions, RWDI has provided the following guidance:While it is true that a single idling diesel truck can produce as much PM as several dozen light duty vehicles, the greater point is that onsite trucks would be a very small fraction (approx. 1%) of the overall point source emissions from plant, which modelling shows do not cause exceedances. There are a multitude of species and particle types that can contribute to PM. For diesel they would generally be on the form of nitrate, sulfate, EC (elemental carbon – soot, basically), OC (organic carbon), and ‘others’. The ‘organic’ and ‘others’ would include some carcinogenic species. In general terms the PM objectives were develop based on health studies for PM in urban areas that would derive from a number of sources. One could argue that wood based PM at a given concentration is less toxic than one would find in an urban environment. Basically diesel PM would be a small fraction of the overall emissions (which are not causing exceedances) and any carcinogenic species would be a small fraction of the diesel PM, and the objectives are meant to be reflective of ‘average’ or ‘typical’ PM contribution in urban areas</p>
<p>My main concern would be the trucks coming through town. I also think this would be a great happing for our small town and surrounding area.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf </p>

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Access - acceleration lane on North side of 16.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Looking forward to the progress in Entwistle. Having the owner ship of LSB Woodworks in Entwistle any survey stakes needed I would look forward to supplying as needed. I have been here all my life and this is the first real push to go forward so congratuatlions		Pinnacle looks forward to working with local vendors and suppliers. Expressions of interest should be directed to: entwistleproject@pinnaclepellet.com
	I think this would be a good thing for Entwistle and area	
Would like to see the trucking route east of Entwistle.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Please keep the truck traffic out of the town of Entwistle [traffic] I do not want any large truck traffic going through town or on the edge of town. I also do not want this to put stress on the overpass especially in the summer during peak season when all the confused campers and tourists trying to find their way to the park. I feel like this will propose an increased amount of accidents on the overpass blocking of the main access to Entwistle. If the trucks gto through town or through 50 Ave it will dramatically reduce property values by an est. 30%. Safety of pedestrians especially children walking to and from school		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf

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Great idea! Something that provides employment in this area is encouraging. Traffic appears to be a concern to some individuals, unfortunately not everyone can be appeased! Looking forward to seeing construction!		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Use South Access: less housing traffic on south access - school zone!!!! On north access - the town & community needs this		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
We think the plant is a good idea. We welcome it 100%!! We have reservation about going past the school. We think it is not a good idea to go through old Entwistle and across the railway tracks. We drew in where we feel the road should be.	We penned in where we think the road would work the best	Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Very happy to see some industry happen in our community - look forward to the benefits to the community.		
I am for a another route to perposed site. Reasons 1) gives 2nd way to your site 2) safety 2 entrances fore emergency situations 3) One way into a another way out for your drivers. I support you		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf

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December 1, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
I suggest a route that parallels the route off of mainstreet to the east. It would believe involve the purchase of more land from a private land holder - however it would move the road away from the houses. The shorter the route through town on highway 16A the better. We already have RV's to the park trucks to the lagoon onthe other route.	I support growth & business in for Entwistle. We have an ideal location.	Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Sidewalks by the school (all the way from School to downtown). A retail outlet at the plant for locals to purchase.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Pinnacle is exploring an opportunity with a local business owner to supply pellets in bulk for resale to local households. It is not anticipated that the pellet plant will be selling pellets for home use at this time.
Move the road so it parallels the road off main street to the east so it does not go close to the houses. I support business and growth in Entwistle.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
I support the building of the Pinnacle Entwistle Pellet Plant		
Trucks should not pass the school. It should be great for the community.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf

Pinnacle Renewable Energy Open House Summary
December 1, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
Send volumes of traffic through town - Barrier fover? Crosswalks for school division.	Will provide good economy for area BUILD FASTER!	Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
The faster this plant is put in the better for this town.		
Go ahead, get it built!!		
Noise & Dust Trucks going by school not good. Otherwise good IDEA will creat Jobs & improve business in & around Entwistle.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transporation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed strucures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting.
		Truck and mobile equipment noise will be mitigated by: engine brakes will be prohibited in residential areas, truck route and site will be paved to reduce vehicle noise, back up alarms use "quacker" and "blue light" technology. Road dust will be minimized through the use of speed restricted roads into and out of the plant that will be fully paved with asphalt. Wood dust from manufacturing operations will be minimized by storing the driest fibe that is prone to dispersion by wind in enclosed tents, and by the fact that our production processes are 100% enclosed and sealed.
Just hope that the residents get fair input		

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>The proposal to enter from 50 Ave. seems the best choice especially if a slight change to the route and a buffer zone for the homes on 50 Avenue are implemented</p> <p>The proposal to enter via 50th Ave would be ideal to limit negative traffic impact on the community especially if a bypass off ramp through the land south of 50th Ave is considered.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:</p> <p>http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p> <p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:</p> <p>http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>
<p>-Truck route, is my only concern. Logically thinking I know you will take the path of the least resistance, that being 50th Ave either directly or Indirectly. I live on 50th Ave and do not agree with the trucks going through Residential zoned land/properties. I did not choose to buy or live in or next to an industrial truck route and living surrounded by residential zoned land I would never imagine I'd have to be faced with this predicament. I propose to set up a meeting for discussion between the County, Pinnacle and the residents directly affected by this situation to come up with an appropriate solution, because what's happening is not right. - Another concern I have is the taxes being generated by the plant and how they will be allocated. I realize this is the Parkland County area but by next meeting I'd like to see the draft on how the taxes will directly benefit the residents and the community of Entwistle.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:</p> <p>http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p> <p>Allocation of tax revenue generated from the plant will be at the discretion of Parkland County.</p>

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>Our property is at 1st and Main in Old Entwistle. We would like an evergreen tree buffer to be planted south of the plant on both the south and north sides of the CN track to minimize the visual impact of this development from our property. Truck route Option "A" is most preferred, coming in from the north side of the development.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p> <p>Pinnacle will preserve as much of the existing treed areas as practicably possible to the south of the plant and to the north of the CN rail tracks. Once construction has been completed, Pinnacle will plant trees on the north end of the tracks to provide additional tree cover, if required, to cover any gaps in pre-existing vegetation. Pinnacle will evaluate the possibility of planting trees on the south side of the CN Rail tracks with CN Rail, but as this is outside of the Pinnacle ROW, Pinnacle cannot guarantee that this can be achieved.</p>
<p>The road for trucks was an concern as it was considering the route through the hamlet, my understanding is this is no longer the case.</p>	<p>feel this plant will be a very positive outcome for the communities nearby. The job opportunities, growth both residential and business is and can only be a good thing economically.</p>	<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>
<p>Good luck in getting access for the 70 + truck/day, this seems to be the greatest concern. I look forward to the economic benefit to the community and commitment to the environment Pinnacle has. The GPS speed and enforcement of no truck line ups is a positive.</p>	<p>Team very informed. Thanks</p>	<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
I want the road to bi-pass the residences to the East of mainstreet. I support the project. I would like the trucks to turn off highway 16A as soon possible and not to continue down to the old grade.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Move the roadway away from Houses to the south. I support the project. I do not want them Travelling down 16A to the old grade.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Everyone is happy to have the employment opportunities. My greatest concern is trucking route. I do not want to have the route going past the school & church. It is great that a product is being made with basically wood waste products.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
How many job will be held & what position they are. Also I think it will bring up prices on land for land owner. More job for the community & joining communities. All & All I do believe this is a great idea. I work at a mill and see all the sawdust & waist it is good to see that this will go to good use.		There will be approximately 35 full time jobs created at the pellet plant including: plant management, accounting, millwrights, electricians, equipment operators and general labourers. An additional 35 spin off trucking jobs will be created, plus other spin of jobs related to contract work required at the pellet plant from time to time for specialized services. Pinnacle is not able to comment on home valuations and what effect the pellet plant will have on local housing prices.

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
<p>How many jobs are available? I think it will bring up prices on land owner. I think it is a great idea.</p>		<p>There will be approximately 35 full time jobs created at the pellet plant including: plant management, accounting, millwrights, electricians, equipment operators and general labourers.</p> <p>An additional 35 spin off trucking jobs will be created, plus other spin of jobs related to contract work required at the pellet plant from time to time for specialized services.</p> <p>Pinnacle is not able to comment on home valuations and what effect the pellet plant will have on local housing prices.</p>
<p>Buy us out!! Don't care to be 'cut off' by the trucking route. As well, let me know what to do about our rental property > rent. Or not. Build the route from the highway over our property - parallel with rail road & don't disturb the rest of the residential folks. :-)</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p> <p>Pinnacle is actively soliciting service providers including possible accomodations which should be directed to: entwistleproject@pinnaclepellet.com</p>
<p>The road choices A will cause a lot of Traffic through the town. Can they not ramp off the overpass & join plan "B" at the last intersection. As you will see marked out on the map by me. To enter site then exit via existing road west of site by entering & exiting the site on the south side of site would eliminate excess traffice on 16A through the town.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>
<p>With the increase in traffic volume, I am concerned about the overpass configuration on Hwy 16. My concern is accidents. Also I feel the route to the plant should not go through town. I feel the shortest access is best. Hopefully all residents can be accomodated.</p>		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
	I am in favor of the project. Many benefits. With negligible downside.	
We are opposite the site (Southeast) across the CNR Tracks at Main & First (Old Entwistle) our concern is 1. Noise 24/7 if controlled with silencers etc. & monitored. 2. Particulate Matter/Oder i.e. allergies concern, dust. 3. Screening with Evergreen Trees & Poplar/Aspen as much as possible from the south. (Via Rail goes by 2X a day) - sometimes on the siding closer to the plant - good corporate manners! 4. Discrete signage if required for corporate purposes.	I am for the project as long as they respect the community and obey the noise & particulate limits. I also support the southern access from the highway.	Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed structures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting. Truck and mobile equipment noise will be mitigated by: use of engine brakes will be prohibited in residential areas, truck route and site will be paved to reduce vehicle noise, back up alarms use "quacker" and "blue light" technology. CN railcar switches anticipated to occur 2 times per week as to minimize the disturbances to residents. Road dust will be minimized through the use of speed restricted roads into and out of the plant that will be fully paved with asphalt. Wood dust from manufacturing operations will be minimized by storing the driest fibre that is prone to dispersion by wind in enclosed tents, and by the fact that our production processes are 100% enclosed and sealed. Impacts to local air quality will be negligible as demonstrated by environmental modelling. Modelling of plant emissions demonstrates that air quality results are well within the Air Quality Objectives for the Province of Alberta. Pinnacle will preserve as much of the existing treed areas as practicably possible to the south of the plant and to the north of the CN rail tracks. Once construction has been completed, Pinnacle will plant trees on the north end of the tracks to provide additional tree cover, if required, to cover any gaps in pre-existing vegetation. No anaerobic digestion/foul odors will be coming from the pellet plant as fibre stockpiles will be processed quickly and will not be given an opportunity to biodegrade.
The diesel trucks should NOT go through Entwistle. You must provide an Alternate route, such as an overpass over Hwy 16 or use an alternate road north of Hwy 16. Gravel trucks already do enter Hwy 16 further east & are able to enter crossing both double roads, with no problem. The county needs to step up to the plate and spend the money to build an overpass or another method other than going through our town of Entwistle. Do we not pay enough taxes at the very west end of Parkland County to be > Taken care of properly!		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf

Pinnacle Renewable Energy Open House Summary
December 15, 2016

Comment	Add'l Comments	Pinnacle Response to Comments
I support this project (happy with the info provided) Have the trucks turn of the highway as soon as possible.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
My main concern is with Diesel-Pollution in the hamlet modelling has been done to show PM 2.5 levels from the Plant will be within AAAQO Guidelines, but no modelling has been done to estimate the amount of particulate matter from 4 trucks an hour gearing down, turning, and accelerating on their way to the Plant - Diesel Particulates are tiny - < PM2.5 in general, and are carcinogenic. My secondary conern is with noise I have discussed this with Pinnacle Reps and emphasized that it is not the decibel level (which I am assured will be reasonable) but with the constancy of the noise.		Noise from plant operation will be mitigated by: retained vegetation and trees, landscaping and planting of new trees, distance to residents, pellet presses and hammermills will be located in enclosed strucures, and WESP and Cyclofilter stacks will be equipped with silencers. Light pollution from the plant will be mitigated through the use of high efficiency directional LED lighting.Regarding diesel emissions, RWDI has provided the following guidance:While it is true that a single idling diesel truck can produce as much PM as several dozen light duty vehicles, the greater point is that onsite trucks would be a very small fraction (approx. 1%) of the overall point source emissions from plant, which modelling shows do not cause exceedances. There are a multitude of species and particle types that can contribute to PM. For diesel they would generally be on the form of nitrate, sulfate, EC (elemental carbon – soot, basically), OC (organic carbon), and ‘others’. The ‘organic’ and ‘others’ would include some carcinogenic species. In general terms the PM objectives were develop based on health studies for PM in urban areas that would derive from a number of sources. One could argue that wood based PM at a given concentration is less toxic than one would find in an urban environment. Basically diesel PM would be a small fraction of the overall emissions (which are not causing exceedances) and any carcinogenic species would be a small fraction of the diesel PM, and the objectives are meant to be reflective of ‘average’ or ‘typical’ PM contribution in urban areas

Pinnacle Renewable Energy Open House Summary
January 12, 2017

Comment	Add'l Comments	Pinnacle Response to Comments
It would be better to have the trucks going down 16A past the school etc. instead of turning right on 50th ave, as 16A is already paved and will not impact residents as much as 50th Ave. Much safer.		<p>Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes:</p> <p>http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf</p>

Pinnacle Renewable Energy Open House Summary
January 12, 2017

Comment	Add'l Comments	Pinnacle Response to Comments
<p>Truck transportation Pinnacle has informed me after questioning them on the volume of trucks going through town... furthermore Residential zoned area. > When they say only 4 trucks per hour I feel that it is a misrepresentation. It is 4 trucks that have to drive back through so really in volumes it's 8 semi trucks driving by every hour from 6AM - 10PM 16 hours a day making it 8 trucks x 16 hours a day = 128 trucks per day. Causing excessive Noise, Safety Hazards, pollution (Massive amounts) due to breeking, gearing down and then having to speed back up. over > this is a Huge disturbance to the Residents of Entwistle, especially for those in the direct line of hte truck route. * Also the disturbance of wetlands on 50th Ave.</p>		<p>The majority of trucks entering and leaving the plant will occur between Monday-Friday between 6 am and 10 pm, although this will depend largely on sawmill shift schedules for which Pinnacle has no control over. Occasional trucks may also be received outside of these hours, and on the weekends. On an average Monday-Friday, it is anticipated that 4 trucks per hour will be entering the plant, and 4 trucks per hour will be exiting the plant. Noise will be managed and minimized through the use of controlled speed zones (15 km/hr or less) and paved roads as to not disturb nearby residents. Engine braking will be prohibited. Pinnacle has proposed 3 trucking route options to the Alberta Ministry of Transportation, and is awaiting direction as to how to proceed. Regardless of the approved route, Pinnacle will ensure that safety is the number 1 priority, and will work with the Ministry and Parkland County to ensure a safe access corridor. Pollution from trucks will be negligible. RWDI has provided the following guidance: While it is true that a single idling diesel truck can produce as much PM as several dozen light duty vehicles, the greater point is that onsite trucks would be a very small fraction (approx. 1%) of the overall point source emissions from plant, which modelling shows do not cause exceedances. There are a multitude of species and particle types that can contribute to PM. For diesel they would generally be on the form of nitrate, sulfate, EC (elemental carbon – soot, basically), OC (organic carbon), and ‘others’. The ‘organic’ and ‘others’ would include some carcinogenic species. In general terms the PM objectives were develop based on health studies for PM in urban areas that would derive from a number of sources. One could argue that wood based PM at a given concentration is less toxic than one would find in an urban environment.</p> <p>Basically diesel PM would be a small fraction of the overall emissions (which are not causing exceedances) and any carcinogenic species would be a small fraction of the diesel PM, and the objectives are meant to be reflective of ‘average’ or ‘typical’ PM contribution in urban areas.</p> <p>Pinnacle has been working with Alberta Environment and Parks regarding wetland impacts to the development area and has followed the regulations and guidelines developed by the Ministry. Pinnacle has demonstrated extensive efforts to avoid wetlands as part of the planning and design of the project. Early concepts for the siting of the pellet plant included placement of the plant in the southwest corner of the property, which would have resulted in extensive impacts to wetlands. However, once the desktop water body identification and field reconnaissance were completed, the location of the plant was revised, and the plant and all supporting infrastructure was placed in a location where the smallest number and area of wetlands were directly and indirectly impacted. In order to compensate for the wetlands impact, Pinnacle has proposed a very conservative compensation plan to the Ministry, and would make a contribution to a designated Wetland Replacement Agent such as Ducks Unlimited Canada</p>

Pinnacle Renewable Energy Open House Summary
January 12, 2017

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	Looking forward to having Pinnaclew in our community	
When will you be accepting resumes for the 35 full-time positions? I'm very interested in a position with your company.		
Keep all hiring local. Both Men & Women who lost work due to oil layoffs can be retrained. Help us first before hiring outsources employees.		Pinnacle intends to hire all local labour with the exception of the plant manager. We are accepting resumes for millwrights, electricians, equipment operators, and general labour. Resumes can be forwarded to: entwistleproject@pinnaclepellet.com
Would like to know if a job can start from construction. I am an HVAC technician and would like an opportunity to be a part of the build.		Resumes can be forwarded to: entwistleproject@pinnaclepellet.com
Save as before (mtgs. 1&2)		
Looks like a great project Environmentally sensitive & economically great for our area what a great fit for our area & province.		
I think this project would be most beneficial to the economy of Evansburg /Entwistle		
Yes we need something other than having to rely on the oil field for work.	Good to see the effort put in to bring a new industry to our area thanks	
I am very excited and hope this works out in our community I am super interested in employment. Most questions & concerns I had before coming into your presentation have been answered - and I am happy with the answers, most concern was pollution etc. I would like to thank you for the AWESOME presentaiton. I feel it was very well done and covered everything super excited.		

Pinnacle Renewable Energy Open House Summary
January 12, 2017

Comment	Add'l Comments	Pinnacle Response to Comments
Proposed truck route that goes past the school & on the main access through the village, The school, & Church are on that route and in my opinion should not have more traffic re: 4 units per hr past the school, also on summer weekends that route is very busy as the people are using it to tube down the pembina. The better route would be along the railway.		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf
Great project & addition to our communities !!		
I am unsure of the approval process. It sounds like the county is working along with Pinnacle & once the approval is obtained by the County it goes to Entwistle. But the county says Entwistle (the town) does not have to sign off. Gracias per su Tiempo		
	Thank you for considering my road proposal idea. I support the pellet plant	
Thanks for considering Entwistle. I sincerely hope this goes through.		
	Thank you for considering my road proposal idea. I support the building of the pellet plant.	
I would still be very supportive of Option C for the best option for the traffic to the plant. Q: will there be a job fair prior to the opening of the plant?		Pinnacle has conducted a Traffic Impact Assessment in Entwistle related to truck traffic that would be associated with the proposed pellet plant project. Pinnacle has proposed 3 options to the Alberta Ministry of Transportation and to Parkland County for truck traffic entering the project site: Hwy 16A to Township Rd 534, Hwy 16A to 50th Ave, and Hwy 16A to a new bypass road south of 50th Ave. The final design decision will be made by the Alberta Ministry of Transportation. Please refer to Page 1,3 or 5 of the Open House poster boards for a detailed pictorial of the proposed routes: http://pinnaclepellet.com/pdfs/January%2012%202017%20-%20Open%20House%20Information%20Boards.pdf Resumes can be forwarded to: entwistleproject@pinnaclepellet.com

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Very good open house. Good information shared and questions answered well. I support the project.		