

January 5, 2021

Melissa Nitz
Planner 1
Planning & Development
City of Prince George
1011 Patricia Blvd.
Prince George, BC V2L 3V9

**RE: Coyote Transport Application for Soil Removal & Deposit Designation (Bylaw 9102, 2019):
Summary of Neighbourhood Consultation (November 24, 2020 – December 11, 2020)**

Background Information:

The applicant's property at 4117 Northwood Pulpmill Road has been the site of a long-standing informal sand pit for many years, supplying sand for the Prince George Ski Club's sand bagging fund raising efforts as well as general sand removal over the years that has not been authorized by the applicant. The applicant's property has also been used over the decades by the neighbourhood for their recreation enjoyment. The PG Map image below from 1993 (*Figure 1*) shows the sand pit and recreation trails evident at that time. "No trespassing" signs have been placed by the applicant but these are either removed or ignored.

Figure 1: PG Map from 1993 showing evidence of informal pit



The PG Map image below is from the year 2020 shows the current scale of the sand pit and recreation trails through the applicant's private property.

Figure 2: PG Map image from 2020



There is interest in designating a defined area for Soil Removal & Deposit because there is a growing need for appropriate blending material for concrete and asphalt production. Suitable pit sites within the City boundaries are becoming exhausted over time. The City of Prince George Official Community Plan (OCP) recognizes that aggregate resources are an essential resource for the community, and that transportation costs are the main driver of consumer costs. The OCP provides a number of objectives to ensure an “affordable and sustainable supply” of aggregate resources through “encouraging responsible aggregate removal and deposit”.

The material within the proposed Soil Removal & Deposit Designation area is a sandy mixture that has been assessed and confirmed to provide a “blending” sand suitable for concrete. As such, the volume of sand expected to be removed on an annual basis is significantly lower than the volume of gravels required that comprise the primary concrete mix. This substantially reduces the pit's operational time period and significantly reduces the potential impacts on the neighbourhood.

R. Radloff & Associates conducted a neighbourhood consultation process prior to Council's 1st and 2nd Reading of Coyote Transport's application. This is a voluntary step, not required by the City of Prince George Soil Removal and Deposit Bylaw No. 9030, 2019. The intent is to engage early with residents to better understand their concerns and work to address these concerns as much as reasonably possible.

The City requires notification of the Public Hearing on the application through newspaper ads, a posted sign and a mail-out to those properties within 30m of the application property. In this case, Coyote Transport agreed to extend a mailout for this early consultation process to a 250 metre catchment area.

Through this, Coyote Transport has shown a willingness to engage with the neighbourhood in a more comprehensive manner in an effort to address concerns early on in the process.

On Monday November 23, 2020, 65 letters were sent out to local property owners and residents within the 250 metre catchment area. Only one letter was returned through the mail system. The comment period was extended until the end of the day on Friday December 11, 2020. The letter is attached.

The neighbourhood concerns can be summarized as:

1. Increased noise and dust from pit operations
2. Increased traffic
3. An "industrial" land use in proximity of their residential neighbourhood affecting property values, and quality of rural setting, and
4. Loss of recreation trail access (dog walking, hiking, ATV use, snowmobiling) through client's private property.

Summary of Neighbourhood Consultation:

Mr. George Baker provided an email to Radloff outlining his opposition and concerns with the Soil Designation application. After Radloff held discussions with Mr. Baker, he organized a petition and had seven (7) additional households sign the petition opposing Coyote Transport's Soil Designation application (*see figure on next page showing locations of residents signing petition*). In an effort to better understand their concerns and seek to address these concerns, Radloff made additional phone calls to the petitioners. The summary of those calls are provided below.

Figure 3: PG Map image showing location (blue dots) of residences signing petition



1. George Baker (4057 Bellamy Road)
 - a. Provided email (attached)
 - b. Concerned with the overall impact to the neighbourhood, including visual impact, noise, traffic, recreation, dust, and property values
 - c. Had lengthy conversation with Mr. Baker, identifying several mitigative factors that would address his concerns. In addition, informed Mr. Baker, that current properties adjacent to gravel pits in Prince George, have seen their assessed property values increase similar to the overall average assessed values in Prince George.

2. Kevin Doudiet (4036 Bellamy)
 - a. Provided email (Radloff followed up with phone call)
 - b. Concern with the neighbourhood losing its “natural country” setting and the visual impact from the pit
 - c. Concerned about hearing noise from equipment and trucks on the site and dust being brought onto the road
 - d. Concerned about affect on property values (his realtor said his house price would go down)
 - e. Losing the area where the neighbourhood walks their dogs, goes ATVing (loss of recreation opportunity)
 - f. Radloff provided information on how hours of operation can be managed, how dust can be managed, and visual screening can reduce the visual impact. He didn’t support any of these mitigations and said he would move if the pit goes ahead.
3. Kevin Graf (4136 Bellamy Road)
 - a. Recently purchased their house and likes the rural nature of the surrounding area
 - b. Does like to take walks in the subject property and will miss that if the site is turned into a sand pit
 - c. Biggest concern is noise from a pit operation. Would like the permit to not allow for week-end operations and to start later (say 8:30AM) on week-days.
 - d. Radloff provided information that there is a 50m buffer along Noranda Road so the current vegetative berm would remain to help deflect and diffuse noise. Explained permit process and opportunities to put conditions such as timing of pit operations in the permit.
4. Larry Badowski (3992 Bellamy Road)
 - a. Provided email (Radloff followed up with phone call)
 - b. Resident did not sign petition, but called to discuss application
 - c. Long-term resident (over 40 years) of neighbourhood
 - d. Mainly concerned with residents being able to continue accessing the trail (located inside the riparian zone and outside of the designation area). Many residents use the site for recreation (ATVs, trail bikes, dog walking, snowmobiling)
 - e. Not concerned with noise or traffic, as Noranda Road already has logging trucks coming from the highway and accessing Northwood Pulpmill Road
 - f. Decision on the Soil Designation should be tied to decisions on DL 2040 (large lot to the south and west of subject property as the area is also used for recreation. Radloff explained that there are currently no plans or pending decisions for DL2041.
5. Aimee Benoit (3982 Beaver Place – off Bellamy Road)
 - a. Mainly concerned with increased traffic and safety of their kids who play in the subject property. Radloff informed Ms. Benoit of the designated route and expected level of traffic and this seemed to reduce her concerns.
 - b. Also concerned with noise and would like to see restrictions on timing of operations at time of permit, such as no week-end or holiday operations and later start on week-day mornings.

6. Nancy Miner (4167 Bellamy Road)
 - a. Email attached
7. Rodney Seaward (4058 Bellamy Road)
 - a. Left message with contact number December 14, 2020 – no call back from resident.
8. Reg Belzac & Spouse (4124 Bellamy Road)
 - a. Concerned with increased traffic on Noranda and Northwood Pulpmill Road. Since the intersection of Bellamy Road and the highway is not signalized, the couple use Northwood Pulpmill Road to access the highway as that intersection is signalized. If the City were to install lights at the Bellamy Road – highway 97 intersection, this concern would be addressed.
 - b. Concerned that sand would cause dust to migrate out of the pit site.
 - c. The Bylaw allows for very long pit operating hours, and with a long permit, the site would effectively become an industrial site. Reducing the hours of operation and eliminating operations on the week-ends in the permit conditions would mitigate these concerns.
 - d. Wondering if soil would be allowed to be deposited on the site and what controls there would be on that.
 - e. Concerned with noise from pit operations.
 - f. Would like to see the owner/pit operator work with the neighbourhood to allow recreation access in the riparian zone outside of the pit operation.
 - g. Concerned that their property values would go down from a pit operation.
 - h. Concerned with impact to air quality from dust and diesel.

Radloff Responses to Concerns Raised:

1. The sand in the proposed Soil Designation area would be used by a local company as a “blending sand” for the production of concrete. This of course would require a Soil Removal Permit. On average, approximately 5,000 m³ per year of blending sand is needed based on yearly averages for the company’s concrete production. The blending sand would be trucked from the subject property to the concrete mixing site and stockpiled. The practice has been to haul the annual supply of blending sand within a single limited period. **Therefore, this means that the pit operation is expected to occur between two (2) and three (3) weeks per year.**
2. The view into the proposed Designation site from Noranda Road would be partially protected because two-thirds of the frontage along Noranda Road contains a large natural vegetated berm, which is located within the 50 metre buffer area and outside of the proposed Designation area (see *Figures 4 and 5 on next page*). Therefore this natural berm would be retained through the life of the sand pit thereby mitigating visual impacts and helping with reducing dust migration. The proposed access out of the Designation area would be at the same cleared site that is evident today.

Figure 4: Streetview showing current sand pit area and visual buffer



Figure 5: Streetview of retained natural berm along Noranda Road



3. The applicant and the end user of the blending sand is **supportive with having pit operations occur only on week-days and to adjust the hours of operation**. The subsequent application process for a Soil Removal Permit will address the timing of pit operations, to mitigate noise impacts. In addition, since the pit material is a sand blend, there will be no need for a noisy crusher which is typically found in use in gravel pits.
4. A Soil Removal Permit requires dust suppression, and that dust controls be put in place by the operator. In addition, an Erosion and Sediment Control Plan has already been prepared by a Qualified Professional and this would be followed by the permitted pit operator.
5. The proposed Designation area is approximately 230 metres from the nearest residential property on Bellamy Road (see Figure 6). This distance plus the retained natural berm will reduce the impact from a pit operation's noise. By comparison, other gravel pits in Prince George have operations less than 100 metres from residential areas.

Figure 6: Showing distance from residential neighbourhood to proposed designation area

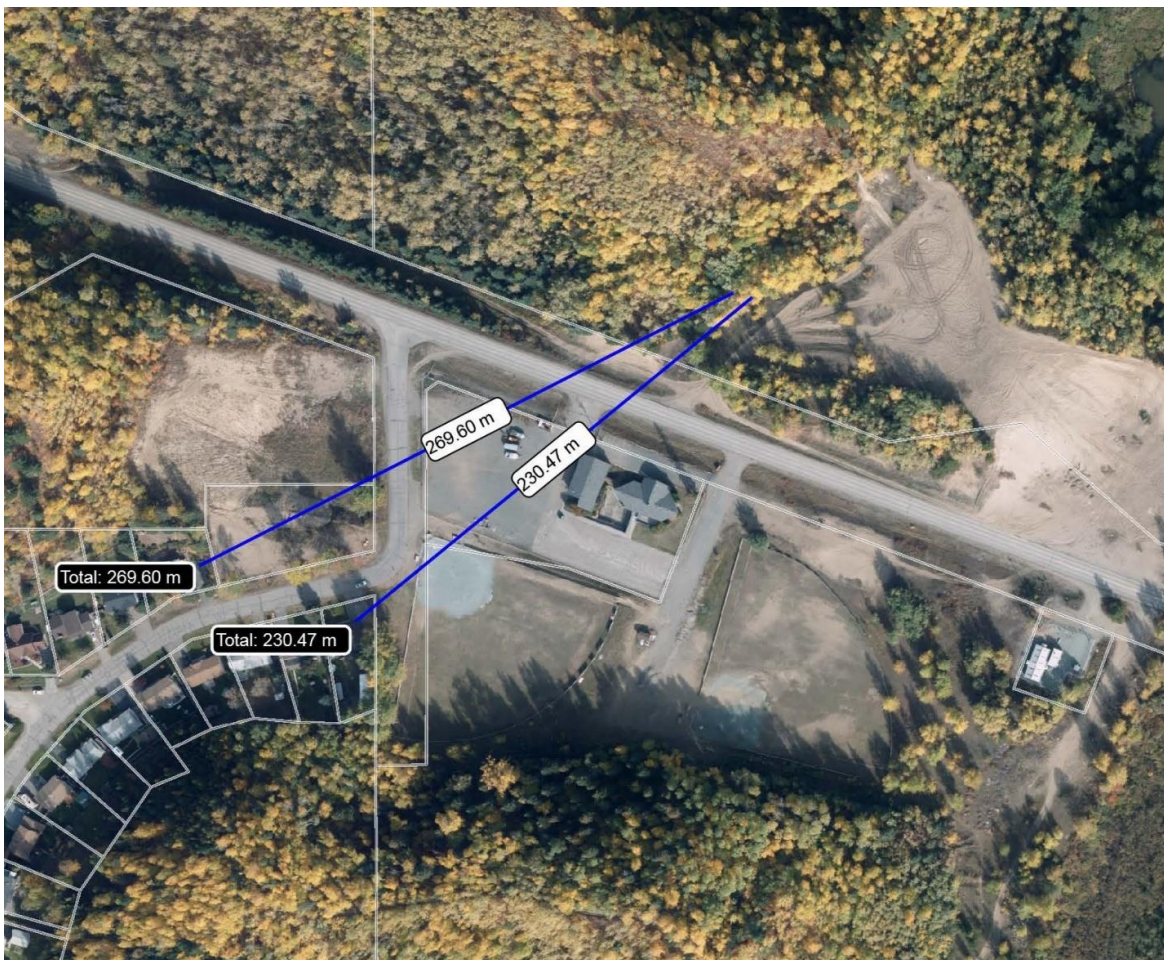


Figure 7: Streetview of the proposed Designation Area from the closest Bellamy Road residence



6. According to data from BC Assessment Authority and a 2020 sale for a Prince George home within 100 metres of an operating gravel pit, there is no evidence that residential values have been reduced because of their proximity to an operating gravel pit.
7. The applicant understands that there is a history of neighbourhood residents accessing his private property for recreation purposes. While an actual permitted operating pit cannot allow for recreation use, the applicant and the intended pit operator are **open to allowing for some recreation use within the property's riparian zone outside of the Soil Designation area**. Liability issues are the key issue that would need to be addressed. The applicant is open to discussions with the City about dedicating a portion of the riparian zone to the City for recreation and protection of McMillian Creek.
8. The only haul route allowed as part of the proposed Designation is turning left onto Noranda Road to access Northwood Pulpmill Road to the lighted intersection with highway 97. Given that large trucks already use Northwood Pulpmill Road, this is determined to be the logical route. Logging trucks are reported to use Noranda Road from Highway 97; however, this route to the highway 97 intersection would not be allowed for this designation. Some residents have expressed concerns about increased truck traffic on Northwood Pulpmill Road from the pit operations. This is because some Bellamy Road residents use Northwood Pulpmill Road to access the lighted intersection with highway 97. The Bellamy Road – Highway 97 intersection is uncontrolled and is felt to be dangerous for left turns onto the highway 97.

For those living on Bellamy Road that use Northwood Pulpmill Road to access the lighted intersection with highway 97, they would like to see the City of Prince George install traffic lights at the intersection of Bellamy Road and highway 97. This would allow for safe access onto the highway from Bellamy Road and eliminate the need to use Northwood Pulpmill Road.

9. The applicant has retained a Qualified Professional to complete an Environmental Assessment of the site to determine potential impacts from a potential pit operation with the proposed designation area. This report has been provided to the City's administration. The report concluded that the overall risk to the environment directly within the pit area and the adjacent riparian area would be considered low, if recommended actions and mitigative measures identified in the report were followed.
10. The applicant has agreed to register a No-Build Covenant on title that would restrict development on the applicant's property until a Soil Removal Permit is approved. The Covenant will also restrict any development within the Riparian Development Permit Zone.
11. PGMap shows an informal sand pit developed at the site in 1993 (*see Figure 1*), and therefore the existing informal sand pit has been in existence for over 30 years. The existing sand pit, was never formalized, and the site was originally used for depositing sand excavated from the development of the ball field in the early 1980's located on the south side of Noranda Road. However residents and contractors have been helping themselves to sand without approval from the applicant and without complaint from residents for decades. The property owner has installed "no trespassing signs" but these have been largely ignored or removed. The site is also subject to illegal dumping. Therefore better control of the site would be achieved with a proposed Soil Removal and Deposit Designation and permitting a regulated and controlled sand pit operation.

In summary, we believe the applicant for the Soil Removal and Deposit Designation has largely addressed the concerns raised through the neighbourhood consultation as shown below:

Residents' Concerns	Applicant's Mitigation
Impact to rural character of Bellamy Road neighbourhood.	<ul style="list-style-type: none"> Intended use of bedding sand and expected volumes to be removed annually, means the pit would only need to operate a few weeks of the year. The current natural vegetative berm is within the 50m buffer area and would be retained thus shielding views of the pit from Noranda Road. The sand pit will not be in direct view of the Bellamy Road properties.

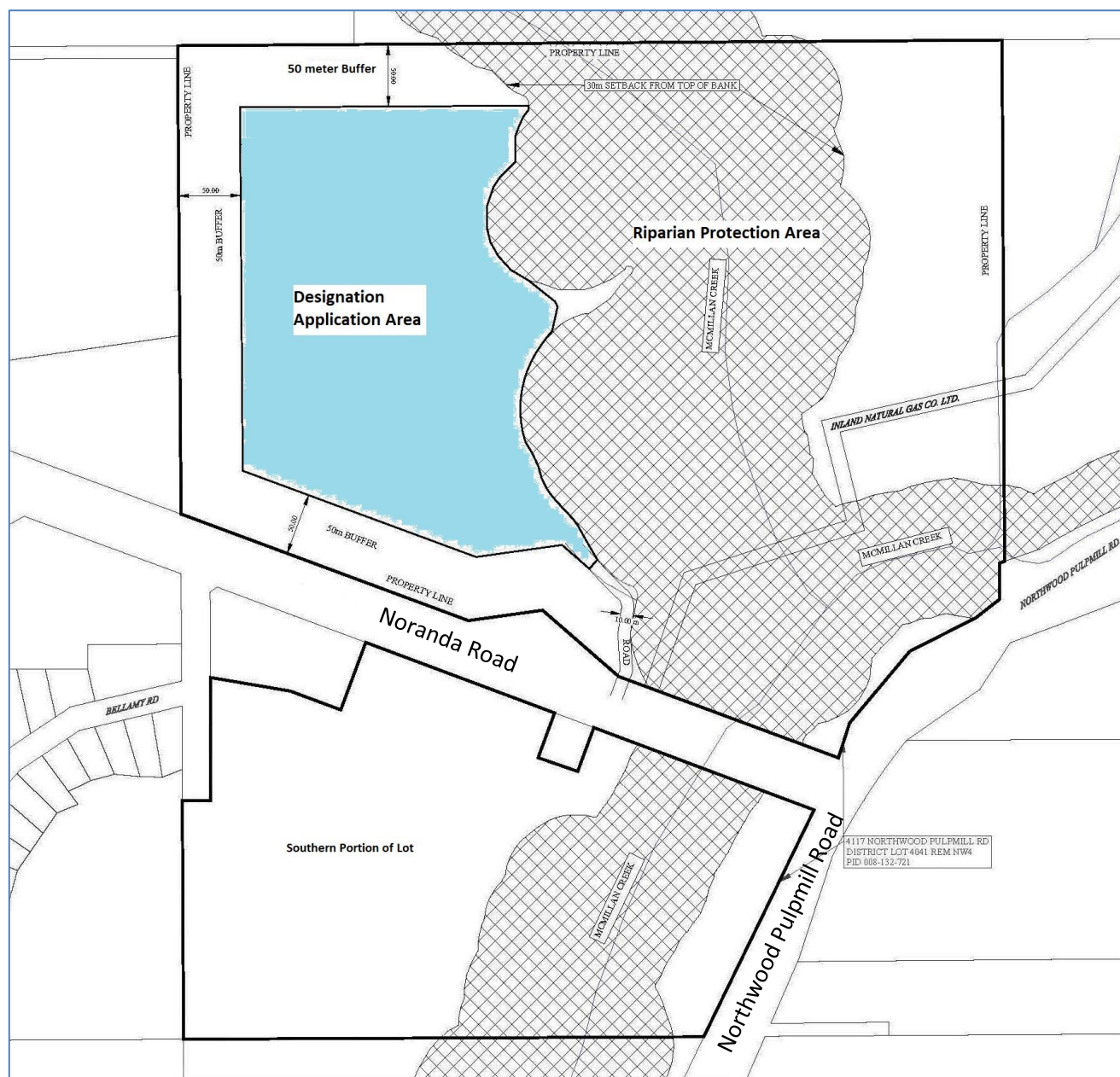
Residents' Concerns	Applicant's Mitigation
Noise from equipment operating in the pit.	<ul style="list-style-type: none"> • Agreement to only operate on week-days and to limit hours during the day to a later morning start. • The retention of the berm along Noranda Road will mitigate noise from the pit operations as this is used in other pit operations to mitigate noise. • No need for a crusher on site. • Pit operation is close to Northwood Pulpmill Road and Noranda Road that is used by industrial trucking and therefore, there is already background noise affecting the neighbourhood.
Dust from open sand pits and equipment.	<ul style="list-style-type: none"> • The site already has exposed sand piles from past activities and there are currently no dust controls in place. • A permitted pit operation would require dust mitigation measures. • Retaining the natural vegetated berm along Noranda Road will mitigate fugitive dust migration, particularly with the closest residence being located 230 meters away from the designation area.
Increased traffic.	<ul style="list-style-type: none"> • The haul route dedicated to the designation application is to turn left onto Noranda Road and use Northwood Pulpmill Road which is already used by trucks. No hauling along Noranda Road or Bellamy Road from a permitted pit operation would be allowed. • With the low annual volumes coming out of the pit, increases in truck traffic would only be expected for approximately 3 weeks out of a year. • A traffic light installed by the City at the Bellamy Road – Highway 97 intersection would reduce the resident's need to use Northwood Pulpmill Road to access the highway.

Residents' Concerns	Applicant's Mitigation
Loss of recreation opportunities on the applicant's private property.	<ul style="list-style-type: none"> While the applicant is not in any way obliged to provide access to his property for neighbourhood recreation, the applicant and the intended pit operator are open to forming agreements allowing for continued recreation access through the riparian zone of the property, and outside of the permitted pit operations, as long as liability issues can be addressed.
Environmental concerns.	<ul style="list-style-type: none"> The applicant has retained a Qualified Professional to prepare an Environmental Assessment and an Erosion and Sediment Control Plan. An Environmental Management Plan will be prepared as part of the permitting process. The Riparian Protection Development Permit zone is not included in the application area for the Soil Removal and Deposit Designation. A No-Build Covenant will be registered against the applicant's property to provide added security to ensure the site is only developed according to a future Soil Removal Permit.
Reduced property values.	<ul style="list-style-type: none"> A review of assessed values and recent home sales in Prince George neighbourhood that are close to gravel pits have not shown any correlation suggesting a reduction in property values resulting from pit operations. The applicant's designation application area is well away from the Bellamy Road residents. There is already industrial traffic and another gravel pit within the general area.

Attachments
Consultation Letter Mailout & Emails from Residents

Request for Comment on Soil Removal Designation Application No. SR000019
(Bylaw No. 9102) – 4117 Northwood Pulpmill Road

Coyote Transport Ltd (the Applicant) has applied to the City of Prince George (the City) for a Soil Removal and Deposit Designation on a 12.5 hectare portion of this property located at 4117 Northwood Pulpmill Road as shown on the map below. An application for a Soil Removal and Deposit Designation requires an amendment to the City's Soil Removal and Deposit Bylaw No. 9030, 2019 which goes before City Council. As part of the application process, the Applicant is



providing the opportunity for local residents to comment on the proposed designation prior to Council consideration.

The Applicant is proposing approximately 687,500 cubic metres of soil removal, which would likely occur over a ten year period or more, subject to an approval of a Soil Removal Permit. The proposed haul route to this application is defined as using Northwood Pulpmill Road to the Highway 97 intersection.

The Soil Removal and Deposit Designation application is the first step towards developing a soil removal operation. If the Soil Designation application is successful, the next application stage is to apply for a Long Term Soil Removal Permit with the City of Prince George and the Provincial Government. The Permit application stage requires extensive additional information such as a progressive development and reclamation plan, soil management plan, sediment and dust control measures, noise control, and haul routes, etc. Therefore, the City's approval of this proposed designation does not grant approval for a soil removal or deposit operation.

As a local resident or property owner, you are likely familiar with the application site on the north side of Noranda Road. Generally, we have found that in these types of applications, local residents are concerned mostly with potential environmental affects, visual impacts, noise, and dust control. We would like to provide background information on these potential concerns.

1. Potential Environmental Impacts

The proposed Designated Soil Removal or Deposit Area does not include the Riparian Protection Development Permit Area which provides a 30 metre riparian buffer adjacent to McMillian Creek. No works or land alteration can occur within the Riparian Protection Area without a Riparian Assessment completed by a qualified professional and a Development Permit issued by the City. In addition, the subject property is zoned AG:Greenbelt which requires a Tree Cutting Permit issued by the City prior to any removal of trees on the subject property.

The Applicant has had an Environmental Overview Assessment prepared by a Qualified Professional for this application, and the report has been submitted to and reviewed by the City as part of the designation application process.

As part of a subsequent application for a Soil Removal Permit, additional reporting is required as per the Soil Removal; and Deposit Bylaw No. 9030,2019 that is to include, but not limited to, sediment and erosion control, soil management and phased development plans. The Applicant is also required to adhere to Provincial Legislation and best management practices for proposed soil removal operations.

2. Visual Impacts

While a soil removal pit operation would lead to a permanent alteration to the topography of the designation area, a final reclamation plan is required to ensure safe slopes and replanted vegetation. Berms are also required between the buffer and the pit operations except for the points of access. There are many examples in BC of expired pits being converted to other land uses such as residential or greenbelts.

3. Noise

Given the sandy nature of the soil within the proposed designation area, there would be no intent or reason to use a screener or crusher on site. Therefore, the main source of noise would be from the operation of heavy equipment and trucks.

The City Bylaw No. 9030, 2019 requires that permitted pit operations be conducted only between the hours of 8AM and 7PM Mondays to Fridays, and 9AM to 5PM Weekends and statutory holidays.

4. Dust

The City Bylaw No. 9030, 2019 requires that permitted pit operations install and maintain sediment and erosion control devices on site, and to develop and follow dust management strategies as per Schedule D of Bylaw No. 9030. Mitigative measures include applying dust suppressant in areas where vehicles are maneuvering and measures to minimize fugitive dust from non-point sources.

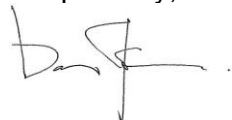
You can view the City of Prince George Soil Removal and Deposit Bylaw No.9030, 2019 on the City's website at: <https://bylaws.princegeorge.ca/Modules/bylaws/Bylaw/Search>

If you have any comments or questions regarding this application for a Designation of Soil Removal or Deposit Area, you can email either:

1. Dan Adamson, MRM RPP MCIP, R. Radloff & Associates at dadamson@radloffeng.com
2. Melissa Nitz, Planner 1, City of Prince George at Melissa.Nitz@princegeorge.ca

We will be accepting comments until the end of day Friday December 11, 2020.

Respectfully,



Dan Adamson, MRM RPP MCIP
Director of Planning
R. Radloff & Associates

Dan Adamson

From: george baker <*Redacted*>
Sent: November 30, 2020 7:04 PM
To: Dan Adamson

Hello Dan

I strongly oppose the application for Coyote Transport at Noranda Rd. The effects that it will have on environment and residents of upper Bellamy rd residents. Many things as having to deal with commercial lot. Noise, operation, reducing the value of our homes. Wind that would be coming down our residential valley because protection is gone. The amount of run off water that would be reduced to Macmillan creek. Traffic in and out of our area. How it changes look of area, (again leading to property value) This is the first of notification to residents of proposal. I repeat i am totally against this and will be rallying a group opposing this. If you or city planner lived in this area i am sure you would be doing the same. As this a peaceful family area where we work hard for what we have. We do not need trucks or equipment making noise in the proposed hours of business.

George Baker
4057 Bellamy RD
Prince George B.C

Redacted

Oppose of soil removal and deposit at
4117 Northwood / Noranda applied by
Coyote Transport LTD No SR000019 Bylaw 9102

Dated Dec/6/22

Name	Phone	Address	Signature
George Baker	*Redacted*	4057 Bellamy	*Redacted*
Rodney Seaward		4058 Bellamy	
Kerrin Scott		4102 Bellamy	
Reg Bulgar		4124 Bellamy	
Meg Miners		4167 Bellamy	
Nancie Miners		4167 Bellamy	
KEVIN DOUBLET		4036 BELLAMY	
Lindsey Doudret		4036 Bellamy	
Aimee Benoit		3982 Beaver Pl	
KEVIN GRAF		4136 Bellamy Rd	

Dan Adamson

From: Nancie Miners <*Redacted*>
Sent: December 11, 2020 12:52 PM
To: Dan Adamson
Subject: FW: Application # SR000019

Sent from [Mail](#) for Windows 10

From: [Nancie Miners](#)
Sent: Friday, December 11, 2020 12:49 PM
To: adamson@radloffeng.com
Cc: Melissa.Nitz@princegeorge.ca
Subject: Application # SR000019

Hello,

I am emailing you to let you know that I am vehemently opposed to the Soil Removal Designation Application # SR000019.

My home is very close to the site of 4117 Northwood Pulpmill Road. If this application is approved the dust, noise, heavy traffic and unsightly visuals of an industrial operation, which despite your assurances will obviously be severe, will definitely decrease the peaceful enjoyment of my home. The entire neighborhood's quiet, semi-rural lifestyle will be dramatically affected if an industrial business is allowed to operated here. Also to be considered is the very real concern that property values throughout the whole area will be adversely affected. An operation of this kind does not belong in a densely populated family neighborhood. As a property owner and resident of this area, I demand that this application be denied.

Nancie Miners
4167 Bellamy Road, Prince George, B.C.

From: [lbadowsk](#)
To: dadamson@redloffeng.com
Cc: [Nitz, Melissa](#)
Subject: Request for Soil Removal - No. SR00019 - 4117 Northwood Pulpmill Rd
Date: Friday, December 11, 2020 9:47:58 PM

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Dan, thank you for the conversation today. I reviewed your notice (on behalf of Coyote Transport Ltd) to pursue a sand pit application on the north section of DL 4041. Here are my random comments/thoughts:

1) I'm a long time resident in the Bellamy area. We moved into the neighborhood on January 1/1981. Hence it will be 40 years at the end of this month; that may put us amongst the original inhabitants?! I have zero regrets living here; maybe the best place in PG?! We've raised a family here; our children attended the original Hart Elementary School; & we've enjoyed this part of PG ever since. The neighborhood appears to be a rotating combination/demographic of young/double income families, lots of kids & dogs, retired couples, (& some absentee landlords), that enjoy this subdivision (out of the bowl area & midway in the Hart area). That said, we probably have grown used to the relative "insulation/privacy" of the subdivision; located in a triangle between the Hart Highway to the west, the Northwood Pulpmill Rd to the east, and the Noranda Rd cutoff road to the north. As discussed, my concerns are as follows:

2) Many citizens recreate in this part of PG: walking/biking some combination of the outer triangle (Pulpmill Rd/Bellamy Rd/Noranda Rd) or the inner loops; participating in the slow-pitch rec leagues (southern portion of DL 4041); kids playing in Clearwood Park; originally imbibing at the old Pumphouse Pub (now some sort of business office); using the various trails/hills for ATVs, trail bikes, & snowmobiles; etc. There are old trails extending north from DL 4041 (broken terrain between the McMillan Creek headwaters & the main Hart Hwy) & other trails extending south of the Fortis natural gas pumping station along the greenbelt ridge (west of McMillan Creek & east of the main Bellamy Rd development) all the way to the industrial zone near YRB; etc. Many of us have recreational interests in this part of PG & it must be somewhat unique that residents can be in a wilderness setting in 5-10 minutes. I think many hope that the old trail on the east side of the Designation Application Area (paralleling the RPA) can be kept intact/protected for our general recreational enjoyment; not blocked off for the sandpit development under the Mines Act???

3) We respect the right of the original developers to utilize the resources of their property. Personally I'm not sensing any big issues with industrial noise or excess dust. There is plenty of industrial traffic along Noranda Rd (usually seasonally-based), especially with logging/pulp trucks heading back & forth from the mills. However the majority of this truck volume is on the Northwood Pulpmill Rd. The prevailing wind (which carries the sound) is generally from the south, southwest, & west. (Depending on temperature, humidity, air pressure, & air currents movement, even the general Hart Hwy traffic & the Nechako trains can be heard intermittently in the Bellamy Rd depression, bouncing off of the greenbelt ridge).

4) One main concern I have is that the "sand" resources are a hodge podge in this part of the PG topography. What we generally have north of PG is a unique drumlin-deposited glacial till "sandy/silty loam" in various mixtures. (A true loam has 15-20% clay component which is lacking in this topography). My property in the Bellamy area is a blend of silt and very fine sands in original (or overcast seams/stratified layers). My backyard is heavier to silt & that is the intermediate soil particle between sand(s) and clay(s). Silt is the typical alluvial soil that literally moves with water & gravity pressures. Any masonry structures in my backyard need a compacted 1.5'+ aggregate foundation or it will buckle. All of Bellamy (from the north end to the south) is constantly under these seasonal pressures over time. And driveways need 1-1.5' of compacted gravel aggregate (along with drainage structures) or they disintegrate; lots of examples in Bellamy. My point is that the application area is likely some combination of silt & sand mixtures (similar to the greenbelt ridge behind my property) & that any excavations will may leave a bigger unstable mess at the end. Also the idea that find sand is needed for a cement venture is not making sense to me. Cement products need a medium to coarse sand mixed with pea gravel, not a fine to dirty silty sand???

5) Finally, as discussed, I cannot separate bylaw/zonation issues on DL 4041 from the adjacent greenbelt ridge south (vacant portions of DL 4040). Both are under a common ownership & both original lots occupy the same fine sandy/silty glacial terrain. The ridge is also a recreational area but mainly for hikers & occasional bikes/ATVs. The greenbelt extends from the south edge of DL4041 to somewhere near the new industrial park adjacent to the YRB complex. It is a deteriorating greenbelt with lots of deadfalls (Mountain pine beetle from the 1990s/early 2000s), decaying deciduous trees (birch; aspen), old spruce, etc. There is very little succeeding understory throughout. In my opinion, it is a fire trap waiting to happen given extreme drought conditions (undoubtedly coming some summer). Perhaps it would be a nice concession (for any industrial development north of Noranda) to fireproof this greenbelt ridge east of the numerous properties along Bellamy Rd. That would entail cleaning up some of the deadfalls, planting more Douglas fir (ecologically suitable to this aspect/terrain), utilizing dead & down for firewood, improving/enhancing the trails, etc. In other words, "manage" it as a greenbelt (akin to some kind of park status), not leave it to deteriorate as vacant land. If nothing else, that would add to & increase the property values?!

Those are my thoughts right now & I hope it contributes to the discussions & decision making for this bylaw request for soil removal.

Larry & Bev Badowski
3992 Bellamy Rd
V2K 3V7

Hm ph

Redacted

Email:

From: [Kevin Doudiet](#)
To: [Nitz, Melissa](#)
Subject: Northwood pulp/Noranda road
Date: Thursday, December 03, 2020 7:19:40 PM

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

I am emailing in regards to the proposed work on Noranda Rd. My family and I live on Bellamy and love the tranquility and safety of our neighborhood. We are pleading with the city to please not allow this to happen. It will affect our whole neighborhood and honestly makes us question if we should move away from the home we love. I feel the traffic would be much worse than it already is from the pulp mills. I also feel that the machinery would cause extra pollution (smell, noise and dust) that we do not need in shady valley as we already contend with pulp mill smog settling in sometimes. There are many walking and hiking trails that are accessed from Bellamy that many families with children enjoy and this would completely obliterate that. We would rather not have to drive somewhere to get into nature when we chose this house for the natural aspect around us. Please help keep our neighborhood one of the nicest ones in town, not a construction/industrial site. I hope we are heard as home owners of this neighborhood. I have all my neighbors feeling the same way and we are all requesting this NOT happen.

Thankyou

Sent from my Galaxy

Kevin Doudiet

Shop Foreman - Prince George

Redacted

