

Update to Residents on Soil Removal Designation Application No. SR000019 (Bylaw No. 9102) – 4117 Northwood Pulpmill Road

As a resident of Bellamy Road near Noranda Road you received information on the Coyote Transport Ltd (the Applicant) application 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.

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. Therefore, the City's approval of this proposed designation does not grant approval for a soil removal or deposit operation.

We received several comments from residents with concerns and we have given these comments consideration in order to address, as much as possible, the concerns raised. 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 the client's private property.

Given the feedback and comments we received from some of the residents, we thought it important to provide updated information to you prior the City's public hearing.

1. Probably the most significant updated information is the planned timing of the pit operation. The sand composition is planned to be used as a "blending sand" for concrete production. 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 based on that estimated volume. Even doubling the volume of sand needed would mean the pit would only need to operate between 4 and 6 weeks per year.

This significantly addresses concerns around impacts to the character of the neighbourhood, traffic and noise.

2. Discussions with the applicant and the interested pit operator (who would apply for the necessary permits), have confirmed that they are flexible with the timing of operations in order to avoid week-end and early morning operations.

3. The applicant and the interested pit operator also confirmed that they are willing to work with the City and the residents to allow for continued recreation access along the trail within the Riparian Protection Development Permit area (outside of the pit operating area), as long as liability risks can be addressed. This might include working with the City on designating an area for public access or working with a representative group of residents on a recreation access agreement.
4. 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. In our submission to the City we have also identified the interest expressed by some residents for the City to add signal lights at the Bellamy Road – Highway 97 intersection. This would allow residents to safely use that intersection instead of using Northwood Pulpmill Road to access its signaled intersection.
5. 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 1 and 2 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 1: Streetview showing current sand pit area and visual buffer



Figure 2: Streetview of retained natural berm along Noranda Road



Figure 3: Streetview of the proposed Designation Area from the closest Bellamy Road residence



6. 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.
7. 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.
8. 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 found that residential values have been reduced because of their proximity to an operating gravel pit. Given that this proposed blending sand pit would not be a continuous operating pit, and that visual buffers will be retained, this should also address concerns around an impact to the character of the neighbourhood.

The applicant and interested pit operator have considered the comments received and have shown an effort to address the concerns raised by some of the residents, as demonstrated above.

Respectfully,

A handwritten signature in black ink, appearing to read "Dan Adamson".

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