

Kristen Kohuch

From: Mike LakeErrock [REDACTED]
Sent: July 11, 2020 5:05 PM
To: Kristen Kohuch
Cc: Jeff Denise Rempel; Wendy Bales; Wendy Bales
Subject: Easc n board meeting comments

Hello,

Please include my support for having public consultation in regards to the Statlu pit prior to any approvals being made.

In addition, please also note that I am in support of the variance for the Rempels to install a gangway to connect their two buildings. I cannot understand why staff are against this variance that has zero impact in the community, yet seems to favour the gravel operation that has a negative impact to all residents.

Thank you.

Mike ~~Armstrong~~
Lake Errock

Kristen Kohuch

From: BRUCE TOPP [REDACTED]
Sent: July 11, 2020 6:12 PM
To: Kristen Kohuch
Subject: Statlu

Dear Sir: as a member of a community committee and as a person who made a presentation to the Fvrd regarding the possibility of Statlu getting approval for the dumping of contaminated soil in the same area I demand that a public hearing be held requiring Statlu Resources to fully disclose their intentions. Our water is the most important resource! If there is going to be development at the Sandpiper golf course they also will be drawing on our water supply.

There was a reason that the Fvrd denied a permit to Statlu a couple of years ago. Nothing has changed since that time.

I ask that the Fvrd deny any permits until there is full public consultation.

Bruce Topp, owner at Eagle

Kristen Kohuch

From: sonya/wayne gustason [REDACTED]
Sent: July 12, 2020 9:39 AM
To: Kristen Kohuch; Bill Dickey; Dennis Adamson; Taryn Dixon; Terry Raymond; Orion Engar; Wendy Bales; Al Stobbart; Hugh Davidson
Subject: Chehalis Forestry road

To staff and directors of FVRD.

Please have this information presented at a public meeting regarding the proposed mine in area C on Chehalis forestry road.

The additional heavy traffic from trucks hauling gravel would over load the forestry road and make it an industrial road. At this time the users are, logging trucks, water plant transportation, prison, residences, logging camp and a very heavy recreational use.

The Chehalis road where it meets Morris Valley road has gravel on the the pavement , damage and pot holes from all the traffic on the gravel road.

On the section of the forestry road in front of the Morris Valley dump is in constant need of grading, why should I have to wash my car every time I go to the dump? The increased traffic will only make the road worse. How many other areas in FVRD have to drive on a gravel road to get rid of their garbage? This is an essential service.

The increased traffic will make it even more necessary to have passing lane on highway 7 west near Malcolm road.

This mine and road are the Province of B.C. responsibility they should be looking after all the problems that are coming from the approval of this mine.

Hold this project up until there is a plan in place to cover the issues it going to create.

Wayne Gustason
Morris Vallery

Kristen Kohuch

From: Dehlia Simper [REDACTED]
Sent: July 12, 2020 11:25 AM
To: Kristen Kohuch
Subject: Statlu gravel Pit

THAT the FVRD Board provide and consider public consultation for the review of Commercial Gravel Operations Permit 2020-01 to Statlu Resources INC for the gravel operation at 12 KM of the Chehalis Forest Service Road in Electoral Area C.

I think that the public be able to comment on and have their concerns heard
Thanks Dehlia Simper (Lake Errock)

Kristen Kohuch

From: Brenda & / or Doug Wright [REDACTED]
Sent: July 12, 2020 3:47 PM
To: Bill Dickey; Dennis Adamson; Taryn Dixon; Terry Raymond; Orion Engar; Wendy Bales; Al Stobbart; Hugh Davidson
Cc: Kristen Kohuch
Subject: Statlu Resources Inc. - Commercial Gravel Operations Permit 2020-01 Application

Dear Chair Dickey and members of the EASC,

**Ref: EASC Meeting July 14th, 2020 - Agenda item 6.5, MOTION FOR CONSIDERATION
“that the FVRD Board issue Commercial Gravel Operations Permit 2020-01 to Statlu
Resources Inc.”**

Our first comments have to relate to the fact that in late 2015 Statlu Resources Inc. (SRI) made application to the FVRD for a “land usage rezoning” of their existing pit area to allow backhauling, and landfilling, of remediated (*contaminated*) soil, and we believe this history has a bearing on the present application.

The then SRI President Mr. Earl Wilder stated in part that,

“His company had been struggling with the gravel pit near the subject site and have been looking for alternative ways to make it viable. SRI would like to develop the subject site as an industrial waste disposal site”.

This position was further supported by statements that due to the pits remote locality compared to its competitors’ pits the only way this pit could be viable was to allow this backhauling of “product” into the pit area, and subsequently the same trucks could haul out processed gravel. In other words trucks would have to have a “paid reason” to drive the 12 kilometers up to the pit!

It was also mentioned that failing agreement on “backhauling” an alternative may be to establish a “trans load” facility close to the bottom of Chehalis Forestry Service Road (CFSR).

After consideration of this position at the February 16, 2016 the EASC unanimously passed the following motion,

*THAT the Fraser Valley Regional District Board refuse the application for a zoning amendment to permit a contaminated soil landfill near the Chehalis River in Electoral Area "C";
AND THAT the Fraser Valley Regional District Board request that the Province of British Columbia provide funding for a regional contaminated soil disposal plan to be*

undertaken by the FVRD in coordination with representatives from Industry, the Province, the public and First Nations.

The EASC also reaffirmed the FVRD position that the,

“The Chehalis River Valley is currently viewed as a wilderness area that supports public resource extraction, tourism and recreation. The area is considered a salmon strong hold and is important for regional and provincial ecological functions. The proposal to landfill remediated soil in this area conflicts with the current uses and understanding of the area”

At the full Board of Directors Meeting of the FVRD on February 23, 2016 the Board of Directors unanimously reaffirmed the above motion.

Having accepted these historical facts it begs the question what has changed since early 2016 that would now make the pit viable without a “backload”, or similar, component?

It must be appreciated that we accept the entitlement for SRI to operate their pit and business, but it cannot be at the detriment of the local communities, and public in general. The present application in our opinion has elements that would be detrimental to the health and safety of the above mentioned groups. Those elements being,

The proposal is that *“the operation is to run year round Monday to Saturday 7:00 am to 7:00 pm with maintenance on Sundays”*.

It must be appreciated the CFSR and the Chehalis River Valley area is extremely active with camping and “off road” vehicle activity at weekends, and these tourist / recreation activities would have to share this limited road, and area, with large commercial trucks.

We therefore believe operational activities should be limited to Monday to Friday to avoid this potentially dangerous conflict

Road dust from the CFSR is presently a major concern for the immediate residential community of “Harrison Lane”, and this is with very limited traffic on the CFSR. This large increase in traffic this proposal will bring will negatively affect the life, and possibly health, of residents in the immediate area.

We therefore believe the applicant, and as part of their Road Use Permit the MFLRORD, be encouraged by the FVRD to “black top” the first 2 kilometers of the CFSR.

We have a concern that approval of this application could lead to a reemergence of the need in the future of the applicant for either a “backload” and/or a “trans load facility” to make the operation viable.

We believe the approval of the present application should be conditional on that there will be no future consideration of a “backload and/or “trans load facility”.

In conclusion, we appreciate your individual consideration of the above, and that this email be attached to the agenda for the EASC meeting where this application is being considered.

Yours Sincerely,

Brenda & Douglas Wright

#115 – 14500 Morris Valley Road, Harrison Mills, BC

Kristen Kohuch

From: Tom Cadieux [REDACTED]
Sent: July 12, 2020 3:48 PM
To: Kristen Kohuch
Cc: Wendy
Subject: Starlight gravel mine

Sir: if I am hearing right this company went through a small community consultation exercise awhile ago however does not see fit to continue dialogue and the changes they propose seem suspicious. Please consider a request to ensure new changes receive a community review. My tel no is [REDACTED]

Sent from my iPhone

Kristen Kohuch

From: Fiona Hoey <[REDACTED]>
Sent: July 12, 2020 4:33 PM
To: Kristen Kohuch
Cc: 'Diane'; Bill Dickey; Dennis Adamson; Taryn Dixon; Terry Raymond; Orion Engar; Wendy Bales; Al Stobbart; Hugh Davidson
Subject: Statlu Resources INC

Good Afternoon

As a resident of Morris Valley Road, I have serious concerns about the amount of noise and dust that the many daily gravel trucks will generate if the Statlu Resources INC continue forward with this gravel operation. I am also extremely concerned about the way that this application will affect the water supply and the fish runs in the Chehalis River. I do not believe that this development will be beneficial to the surrounding areas.

I am requesting that public input be received prior to any decisions and permit issuance by FVRD.

Sincerely

Fiona Hoey

58-14600 Morris Valley Road

Harrison Mills, B.C. V0M 1A1

Kristen Kohuch

From: Roger Mawdsley <[REDACTED]>
Sent: July 12, 2020 5:47 PM
To: Bill Dickey; Dennis Adamson; Taryn Dixon; Terry Raymond; Orion Engar; Wendy Bales; Al Stobbart; Hugh Davidson; Kristen Kohuch; Jennifer Kinneman
Cc: Diane ; Doug & Brenda Wright; Wendy; Graham Daneluz
Subject: EASC July 11, 2020 Revised
Attachments: Letter to EASC Re Statlu Resources July 11, 2020.pdf

Hello EASC Members,

It has recently been brought to my attention that yet another application has been made by Statlu Resources to develop a gravel pit approximately eleven kilometers along the Chehalis Forest Service Road from the junction with Morris Valley Road in Harrison Mills, BC.

Given the controversy of this site in recent years, there is a concern in the community that the FVRD has not made the presence of this application known to the local residents. And further that the matter is on the agenda for passage at Monday's EASC meeting without the local residents and recreational users being given the opportunity to be part of the discussion.

I, for one, would like to share some of my thoughts on the matter. To this end, I would appreciate it if you could review the attached document outlining some of the concerns expressed in the community as part of your deliberation process.

Paramount is the need for public consultation on the application. Accordingly, notwithstanding the fact that Statlu has already marshaled equipment on the site, seemingly of the opinion that the FVRD approval is guaranteed, this application should be held in abeyance until the local residents and recreational users have the opportunity to review the application, express their concerns and work with the FVRD to develop a plan that will address the needs of the company and the concerns of the local residents and recreational users.

Having been an advisor to a number of engineering companies over the past fifty years and as a special advisor to the Minister of Mines in Ontario, I understand the importance of public dialogue and trust that members of this committee do as well.

Regards, Roger Mawdsley - Harrison Mills

12-14505 Morris Valley Road,
Harrison Mills, BC
V0M 1A1

July 11, 2020

Telephone: [REDACTED]

Email: [REDACTED]

Bill Dickey, Chair
Electoral Area Services Committee
Fraser Valley Regional District
Head Office
45950 Cheam Avenue
Chilliwack, BC V2P 1N6

Dear Mr. Dickey and members of the EASC

Re: Application by Statlu Resources to operate a gravel pit on Chehalis Forest Service Road.

Further to my email of July 11, 2020 I offer the following thoughts on the above captioned matter:

Historical Perspective

The pit was initially opened a number of years ago and never amounted to a viable commercial venture. The main reason was the lack of affordable transportation to deliver the product to market. Truck drivers simply refused to traverse the poorly surfaced road without being paid a premium. This made the venture uneconomic and it became dormant shortly thereafter.

About 2015 a plan was developed to move the gravel by large trucks from the pit to the junction of the Chehalis Forest Service Road and Morris Valley Road., where it was to be reloaded onto highway trucks and shipped to market. This plan also failed because the cost of double handling the material rendered the venture uneconomic.

In 2016 another attempt was made to develop site. In order to reduce the prohibitive transportation costs associated with transporting gravel from the site to markets, it was thought that the trucking costs could be greatly reduced if a source of revenue could be obtained on the inbound trip. To this end, a plan was developed and application made to transport 300,000 tons of contaminated waste soil for disposal in the area of the pit, and within the watershed that serves the local area. This application was denied by Ministry of Mines and the site has remained dormant since.

Concerns:

The current application was lodged in early 2019 and appears reasonable on its face. However, there are some concerns with it. In particular, they fall into a number of categories.

The first concern is public safety. Graham Daneluz estimated "If 249999 tonnes is moved each year in a tandem axel truck it would involve around 18,000 loads per year. Fewer if trailers are used". This increase in traffic will present a clear and present danger to other users of the CFS road. Exacerbating this issue, the site plan indicates that activities will be taking place on both sides of the road, thereby making it extremely hazardous for anyone wishing to travel further up the road, if not impossible.

The second concern is environmental: Of grave concern is the potential for a fuel oil spill within the watershed that provides our drinking water. Regardless of any cleanup attempt, any spill will eventually seep into our aquifer with disastrous results. Additionally, with the great increase in truck traffic, the dust created at the bottom portion of the road will present a health hazard. Currently, on dry days in the

summer, the dust created in the yard at the local logging company often obscures the sky over our small subdivision. Calcite applications, which last for a couple of weeks at best, do little to minimize the problem and water alone is useless, especially with the traffic forecast for the operation.

The third concern is the longevity of the operation and the future. Simply put, this pit has not been economically viable from the outset. Road conditions have not improved and it is doubtful that trucking costs will improve. Margins have not increased substantially and competition has increased substantially. Currently there are at least four other pits in the area with an estimated two million ton capacity. Given that they are all located with paved access to Highway 7 and within a few kilometers from the proposed Statlu site, it is doubtful that Statlu can be profitable, especially if it is reliant on high cost of one direction transportation on a horrible road.

Conclusion:

Having said that, my main concern is that a few months from now, when the pit again fails to turn out to be a financially viable venture, it will once again apply for relief from any restrictions imposed by the FVRD address the concerns of the local residents and recreational users of the CFS Road.

In particular, these restrictions should include:

- 1) A clear and definitive caveat to the authorization that specifically precludes any and all activity in the vicinity to the CFS Road and Morris Valley Road junction.
- 2) Requiring Statlu to pave a 1 1/2 km portion of the CFS Road from the above junction.
- 3) An undertaking that Statlu's operations will not interfere with the safe travel by others on the road.

In closing, personally I do not object to the operation of the pit as envisioned. However, it must be operated in such a fashion to not present a danger to public safety, damage the environment and not impact on the local resident and recreational users. After all, the Chehalis River Valley and Harrison Mills are predominately residential/recreational and should remain as such.

Thank you for this opportunity to submit my concerns on the matter

Respectfully submitted,

Roger Mawdsley