



## North Westside Ratepayers Assn.

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### **URGENT**

October 19, 2011

Mr. Peter Lishman  
Service Centre Manager, NRO  
441 Columbia Street  
Kamloops, B.C. V2C 2T3

Re: Westbank First Nations /Canadian Aggregates (WFN/CAI) Proposed Gravel Pit on Westside Road at Fintry - Application No. 3412092

We understand you will be making the decision with respect to whether or not this land is transferred to WFN for gravel quarrying purposes for a tenure of up to 50 years.

We fear you will be making your decision on inadequate/erroneous information as follows:

The water source is in question as there is currently a dispute between the strata owners and E. Stewart with respect to ownership of the LaCasa water utility. This may well end up in court and is well documented in the Strata Council Minutes. I can tell you the strata owners I spoke with today are not in favour of supplying water for this pit.

Ben Stewart, MLA, we believe, erroneously assumed the majority of people at the Wilsons Landing Meeting (April 2010) were in favour of a gravel pit if the road were improved. Based on this, we understand he went forward to MOTI and began to negotiate on behalf of WFN. We were in attendance at the same meeting and although people discussed the need for road improvements, most were more interested in bringing officials out to the Westside (in a bus) and have them experience the dangers of Westside Road. Does Ben Stewart only care about this very small portion of his constituents? Who was guiding him?

Jim Edgson, Regional Director also advocated for WFN and this gravel pit based on his understanding of the same meeting at Wilson's Landing. Again, we do not believe the majority of people at that meeting were in favour of this gravel pit and even if that was the case, it would be a fraction of the North Westside residents. We, in fact, petitioned at the Traders Cove Recycling Station and there was strong opposition. In fact, I would say 99% of the residents that visited the recycling depot signed our petition. Jim Edgson also attempted to convince his colleagues at RDCO (meeting on audio) that only the residents from LaCasa south

would be affected by gravel truck traffic. Is he so out of touch with his riding that he does not realize that many of his constituents travel daily to work in Kelowna? Many retired residents also travel to Kelowna to do business at our Regional District, to attend meetings, to shop, to attend medical appointments, to visit friends and relatives, or just to reach Highway 97 and travel south to the Coast, Summerland, Peachland, Penticton and Osoyoos. Ludicrous! Also LaCasa is situated directly on the north property boundary of this gravel pit and they will be most affected by it - there are 500 strata lots there. The proposed Rockchild development will be on the south boundary of this property with a proposed 70 homes.

We estimate the gravel truck traffic from the WFN/CAI pit to be 1 truck every 6 minutes. However, the Burnco pit has now opened up Bear Creek Main. Burnco will also be using Westside Road and this could well result in 1 truck every 3 minutes when both pits are fully operational. Also there is now the Provincial Government/WFN land swap which, in part, will be "swapping" (?) 115 acres of land up Bear Creek Main (near Tolko logsort). Apparently this 115 acres is gravel. As far as the public knows the deal has not even been ratified! More open Government I am sure. Is it possible this 115 acres will also create gravel truck traffic for Westside Road?

We recently heard of road improvements on Westside Road - "pullouts." No one is convinced "pullouts" will make the worst sections of Westside Road safer. Government spokespersons and politicians told us these "pullouts" had nothing to do with WFN/CAI gravel pit. The question was asked several times at the Road Improvements Meeting chaired by Murray Tekano. Time will tell.

Are you or your staff aware ***there is no policing on Westside Road?*** Is this even a consideration?

We have supplied petitions, emails, letters, bulletins and attended meetings in an attempt to stop this gravel pit. We wish to reiterate the following points in opposition to this gravel pit:

- a) noise and air pollution (diesel and crusher)
- b) exceptionally strong winds continually blowing particulate matter through the Valley (public health issue)
- c) environmental damage to Fintry Historical Park and Fintry Protected Area (particulate matter is corrosive)
- d) public health and public safety
- e) conflict with Official Community Plan and present zoning
- f) conflict with wildlife corridors to the Lake, more traffic more dead animals
- g) Draft Management Plan, Section A, Project Overview speaks of 50 or more years of operation - what then?

- h) decrease in property values in the immediate area and along the corridor
- i) environmental damage to proposed RDCO park immediately south - 92 hectares
- j) WFN's brochure says a minimal levy will go to upgrade Westside Road, how much will taxpayers pay? What percentage are WFN and Canadian Aggregates paying?
- k) Small upgrades to Westside Road will only be the beginning as the road will deteriorate under the extra stress
- l) Who will monitor the traffic and pollution? Govt. cutbacks leave no staff to monitor gravel pits (Van. Sun Art.) dated June 25/10 re unmaintained dams due to layoffs in Govt. staff (Osoyoos dam)
- m) 249k tons per year traveling down Westside Road. Notice of Work states that if estimated extraction for sand/gravel production is 250k ton/yr. an application must be made to the Environmental Assessment Office (interesting?)
- n) Who will pay for the extra maintenance and surveillance required to maintain Westside Road because of this gravel pit operation?
- o) many signatures and letters were supplied in opposition
- p) Unlike other areas, all wildlife crosses this traffic corridor to get to the Lake - they must have water - there have been no provisions to protect any species including the bighorn sheep.
- q) Westside Road is a narrow, winding, mountainous and scenic road used by tourists in motor homes, cars, trucks pulling 5th wheels and on motorcycles many months of the year. They already vie for position.
- r) Environmental damage as specified in several letters from the Ministry of Environment and were submitted to ILMB.
- s) Noise and dust pollution to tourist accommodations bordering this proposed site.

The proposed amount of tandem gravel trucks and the instability and geography of Westside Road will create a lethal combination which will ultimately lead to fatalities and lawsuits against the MOTI. Anyone in authority who is complicit in the decision to open this quarry will bear some responsibility.

In light of the foregoing we ask that you give this file your utmost consideration and do the right thing - ***deny Application # 3412092.***

yours truly

Diane Baldwin, President

for:

Board of Directors  
NORTH WESTSIDE RATEPAYERS ASSOCIATION

cc Ben Stewart  
Robert Hobson & Board  
Ron Fralik  
Wilsons Landing Community Association  
LaCasa Strata Owners  
Blair Lekstrom/Rich Coleman/Steve Thomson/Terry Lake