



# JAMES DICK CONSTRUCTION LIMITED



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APPENDIX “  D  ”

to

REPORT  PLAN2019-062

FILE NO:  D06-2019-004

November 6, 2019

Re: D06-2019-004 - 676249 Ontario Ltd. - Rohallion Rd Eldon – Summary Letter

James Dick Construction Limited (JDCL) has applied for a zoning amendment on approximately 0.8 hectares of the 201 hectare property on Rohallion Road in City of Kawartha Lakes (CKL) in order to permit a storage depot for blasting explosives services to be operated by Maxam, a company that specializes in this field around the globe.

A Planning Advisory Committee Meeting was held on April 10, 2019 at which the committee asked questions of both staff and the applicant. The public was present and there were a few questions brought up from members of the public. After the meeting the applicant approached the members of the public who spoke to give them answers to their questions and to give them a bit more information about the project. We believe this went well and the answers were generally satisfactory. The applicant also gave out business cards in case there were more questions they could follow up.

Subsequent to the meeting the applicant had retained the services of Niblett Environmental Associates Inc. (NEA) who performed a site survey and produced a report which was submitted to the City staff for review. The City had the Kawartha Conservation Authority review the report as well. The report dealt with the presence of bird species on site, if any impacts might occur from the proposed development and what procedures should take place to allow the development to proceed with regard to any species at risk. The conservation authority staff indicated that the report was adequate in its characterization of the species present and their habitats for the purpose of determining any potential impacts. The NEA report outlined that a compensation plan of replacing an equal area currently occupied by trees to be planted in grasses will be sufficient for the project to go ahead. The applicant's consultant will have to submit a Notice of Activity Form to MECP who will be administering the proposed compensation plan and any monitoring requirements.

A summary of various comments, questions and answers follows below. JDCL has provided answers to all questions from both staff and the public by email correspondence or in person at the meeting.

- CKL staff advised at the PAC meeting that the CKL Agricultural Development Officer had no concerns and that Kawartha Conservation had no concerns beyond the birds mentioned above which will be handled by the MECP. NEA will apply for the permit with MECP on behalf of the applicant.
- Comment from public regarding poor sign location – at the public meeting CKL indicated that they had placed a sign on the property as required for notification purposes which met the planning act notification requirements.
- The property is owned by the James Dick Construction Limited group of companies and both JDCL and Maxam will have insurance that would cover any liabilities from the operation of this business.
- Comment from the public regarding the existing farm entrance on the property being potentially too close to the intersection. After review, City staff requested the site entrance be moved to 65m from the stop sign at Rohallion Road and Mara Carden boundary. JDCL agrees with the new entrance location and requirements and has attached a revised Concept Plan showing the site with the entrance and driveway in the requested location.
- Comments from the public regarding safety and security of the site location, including potential of grass fires, or environmental contamination have been addressed in that there are federal regulations that govern these facilities that ensure there are appropriate storage magazines, containers, set back distances and security is in place to ensure public and environmental safety. The magazines have thick steel and insulated fire retardant walls – thus there is no risk of fire damage. Any chemicals are contained in approved containers that would house any spillage. The site will be on top of a gravel pad making any thing dropped on the ground easy to pick up and remove. The JDCL property is fenced, will be gated and signed as per regulations (sign will say Maxam, PPE required on site). There will be an alarm system on site that will contact a central dispatch that contacts a list of Maxam employees. If they can't be reached then local authorities are contacted. The local fire department receives a copy of the fire safety plan for the site and the local police receive a security plan for the site. These are confidential documents.
- Maxam conducts their own monthly site inspections and the NRCAN conducts inspections every 6 months with respect to the federal regulations.
- The site hours are typically 4am to 4pm and only basic lighting is used at the office and at the magazine, so there will not be any excessive light pollution.
- The public comment regarding the location should be in a different Township, in a quarry or closer to quarries has been addressed in that the site is located within 10 km of seven active quarry sites, see details in the Planning Analysis Report. The quarry blasting services that Maxam offers is a competitive business and a number of

companies have been serving the region for years. Not all quarries have this type of specialized expertise in-house and not all quarries want to or are able to have the service in house. These types of facilities have to be located in the rural areas, close to the quarries and due to setback requirements cannot be located in traditional industrial parks. That is why this is a viable and suitable location for this site, close to the customer base and minimizing the travel required on the roads.

- The comment that this depot might pave the way to establish a quarry on this site has been addressed at the public meeting and in correspondence. JDCL has no near future intention of trying to obtain an aggregate licence on this site as they have many years of aggregate reserves in the area already active. In addition a licence application would not be made any easier to accomplish with this use established on the property due to the large number of multidisciplinary studies required by the approvals process.
- The haul routes taken for the transportation of the explosives will only be on appropriate truck routes that allow truck traffic to the quarries. The road over the single lane bridge on Bolsover Rd toward the Bolsover community would not be on the truck route. The deliveries to the site are approximately once per week and the expected service activity would be for staff to arrive at the site in the morning and then leave and visit the customer site and then return at the end of the day. Thus very little traffic will be generated by the site.

I trust the information above is satisfactory for you to go ahead with finalizing your recommendation. If you have any further questions please let us know.

Yours truly,



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