

January 16, 2006

Teresa Morris
Environmental Assessment Office
2nd Floor 836 Yates St.
PO Box 9426 Stn Prov Govt
Victoria, B.C.
V8W 9V1

CC: Marilyn Stewart
Blue Pearl Mining
1260 King Street
Smithers, B.C.

We are property owners of 6640 Lake Kathlyn and have resided there for 15 years. Our family has been working towards building a new family home and an investment rental on our other lake property, 5550 Lake Kathlyn.

We have a few concerns and suggestions regarding The Davidson Project.

One of the potential loading sites proposed is the unused railway siding. Our driveway at 6640 must cross this siding. Any additional traffic in this area will increase the risk we and our young children face getting to and from our home. Also, the added noise and dust would make our lake paradise much less desirable and destroy tranquility of the lake life which was the reason we purchased these properties. We also use the water from the lake for our household and garden. We will no longer feel confident about the safety of the Lake Kathlyn water if there is a polluting activity nearby.

Our plans have been on hold since we first became aware of the Davidson Project. It is accurate to say that if a loading facility or the 100 or so ore trucks plus extra employee traffic invade our neighbourhood that we will be forced to live elsewhere.

We do not want a loading facility near our properties. It will be an unwelcome, industrial intrusion and negatively impact our lives due to the added pollution (noise, traffic, dust, diesel fumes, etc).

We suggested last November that Blue Pearl forgo the giant parking lot they intend to build and bus its shift change to the work site. I have heard nothing further

regarding this issue. The employee traffic alone will increase the chance of traffic incidents on Lake Kathlyn Rd, which is a winding and already well used corridor for commuting, walking, running, biking, horsback riding, and tourist traffic.

If the Davidson Project is to go to the mine stage, I suggest they build a railspur to transport the ore from the mine site. A possible spur route could travel along the present powerline until it reaches the end of Nielson Road, where it would affect 2 or 3 properties until it reaches the CN main track, east of the Lake Kathlyn (cedar mill) crossing. The terrain is not too steep for a rail spur, there are many such spurs in existence. CN employees in Smithers can service the mine as needed.

Blue Pearl should also bus their employee shift change. There are many possible pick up sites for the employees along the Railway Avenue, Tatlow Road corridor. Minimizing traffic in the residential areas is key to the neighbourhoods surrounding the mine area.

We would also like to comment on the misleading, poorly timed traffic study. A traffic study must be made during the peak traffic times and months, not during the slow season.

Sincerely,

Tammy Woods



Jay Hallman



6690
Lake Kathlyn rd
Smithers BC
V0J 2N2
250-897-9609