

## Kannakko, Kris (MNR)

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**From:** Dumouchel, Mike (MNR)  
**Sent:** July 2, 2008 9:49 AM  
**To:** Hyde, AI (MNR); Skeggs, Doug (MNR); Moreau, Paul (MNR); Punt, Kirby (MNR); Standeven, Justin (MNR); Webster, David (MNR)  
**Subject:** FW: Miller Braeside Quarry  
**Attachments:** Mike Dumochel.doc

Folks, I want to pull the review team in early on this one as I'm sure some of us will be testifying before the OMB. Seeing as how we are not at the public consult/notice stage yet, I propose a quick response acknowledging receipt and advising of the process..... What are your thoughts? Who should respond?

Mike Dumouchel  
Aggregate Inspector  
Pembroke District  
Ministry of Natural Resources  
31 Riverside Drive,  
Pembroke, ON  
K8A 8R6  
613 732-5562  
[mike.dumouchel@ontario.ca](mailto:mike.dumouchel@ontario.ca)

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**From:** Norma Moore [mailto:gn.moore@sympatico.ca]  
**Sent:** Wednesday, July 02, 2008 9:31 AM  
**To:** Dumouchel, Mike (MNR)  
**Subject:** Miller Braeside Quarry

Please find the letter re. this subject attached.

15 Carmichael Sideroad  
R.R.#1, Braeside  
ON K0A 1G0  
613 623 6389  
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July 1, 2008

Mr. Mike Dumochel, Aggregate Inspector  
Ministry of Natural Resources  
31 Riverside Drive  
Pembroke, ON  
K8A 8R6

Re: Miller Braeside Quarry Expansion

Dear Mr. Dumochel:

Since the studies for the Miller Braeside Quarry Expansion have been made available to the public, we have been able to review them. These studies give us some major causes for concern.

To review briefly, they are seeking approval for:

- Aggregate expansion to approximately four times present size;
- Permanent asphalt plant;
- Concrete mix plant;
- Aggregate wash plant;
- Power plant;
- Permission to work 24 hours per day, five days a week;
- Madawaska Street industrial business to be moved to this location.

This quarry sits on Karst topography, limestone fractured horizontally and vertically, having subsurface features such as disappearing streams, springs, underground drainage systems etc. The aquifers supplying fresh water to Braeside and all the surrounding homes are in this ridge and beneath the quarry.

The Gorrell hydrogeological study gives cause for concern regarding vertical connectivity of water between aquifers, (anomalies not explained); rate at which water travels across the aquifer, (not measured); the aquifer medium, (not discussed); the hydraulic conductivity, (K) value given for the aquifer (a non-existent medium), and the limited scope of the study, (500 metres). There are many more concerns with this specific study but the compelling significance of the hydraulic connectivity, porosity and rate of flow should there be a spill of hazardous chemicals from the asphalt plant or other industrial processes is undeniable. As well as the disastrous effects on residential wells, loss of the wetlands and discharge into the Ottawa River, the delicate balance of the alvar and its ecosystem could be lost.

In addition, the Air Quality study ignores MOE guidelines for measuring separation distances between an industrial land use and sensitive land use, measuring from structure to structure rather than from property lines. Lack of specific knowledge of the site permeates the study. They indicate the use of natural gas, where none exists; that weather data for the site is consistent with the Environment Canada data at the Ottawa International Airport, supposedly only 20 km away rather than more than three times that distance. How can one have any confidence in the conclusions of studies based on inaccuracies?

The traffic study describes one haul route on a narrow rural road, Campbell Drive, in their words, 'straight with only two 'shallow' dips'. One of these dips has zero visibility from the top, frequent slow moving farm machinery, nonexistent shoulders and short guardrails. The study indicates difficulty with trucks turning left onto Hwy #17 but says when the 417 is completed the problem will be solved. They neglect to say that the highway extension includes a flyover at this road, which will bring one truck every two minutes into the village of Pine Grove, speed limit 40 km/hr.

Of major concern is the history of blasting accidents by this company, the last one giving rise to charges of contravening the Environmental Protection Act. A blast accident near stored fuel, chemicals and hazardous materials on a fractured limestone base would be a disaster that would make Walkerton pale in comparison.

I have only taken the time to point out a few of the inadequacies of the Miller studies for this proposed expansion; there are many more.

I believe it would show a serious lack of judgement to allow this application to be approved.

Sincerely,

Norma Moore  
Braeside Resident