

# *Environmental Assessment Registration Document*

## *Western Sno-Riders Recreational Facility*

**Location:**

**Pasadena, Newfoundland and Labrador**

*Submitted to:  
Department of Environment and Conservation*

*Submitted by:  
The Western Sno-Riders Snowmobile Club*

*Date Submitted:  
July 26, 2004*

**NAME OF UNDERTAKING:**

Multi-Seasonal Outdoor Recreation Facility

**PROPOSER:**

**(i) Name of Corporate Body:** Western Sno- Riders Snowmobile Club Inc.

**(ii) Address:** P.O. Box 723, Corner Brook, NL, A2H 6G7

**(iii) Chief Executive Officer:**

**Name:** Penny Brake

**Official Title:** President

**Address:** P.O. Box 723, Corner Brook, NL, A2H 6G7

**(iv) Principal contact Person for purpose of Environmental Assessment:**

**Name:** Penny Brake

**Official Title:** President

**Address:** P.O. Box 723, Corner Brook, NL, A2H 6G7

## **THE UNDERTAKING:**

### **(i) Nature of Undertaking:**

The proponent proposes to transform the former Pasadena Rod and Gun Club site into a modern year round recreation facility, catering to a variety of outdoor recreational interests, including snowmobiling, boating, and biking. The project will require the construction of a new access road, improvements to the water and sewer system, construction of additional parking and parking lot upgrades, a clubhouse extension and renovation, construction of a new maintenance building, the construction of snowmobile and bike racing tracks, and the development of a marina.

### **(ii) Purpose/Rationale/Need for the Undertaking:**

Presently this type of recreation facility does not exist on the West Coast in the Humber Valley area. The development of this facility would cater to both the leisure rider, the competitive racing enthusiast and leisure boater by providing facilities that would attract all parties. The competitive racer will enjoy the professionally designed race courses regardless if he is into snowmobiles, bicycles or dirt bikes while the boaters will have a convenient and safe place to launch and dock their watercraft.

The steadily growing interest in track competitions in this area indicates a need for a challenging course venue for properly supervised and safe competition. It is the intention of the WSR to have a flexible design incorporated into the course, thus ensuring that any number of course layouts could easily be provided.

Also with the development of a marina pleasure boaters will be encouraged to use the lakes recreation potential and enjoy what it has to offer. Presently, many boaters are discouraged from using the lake due to the lack of facilities.

## **DESCRIPTION OF THE UNDERTAKING**

### **(i) Geographical Location:**

The project is located in the Humber Valley area of western Newfoundland in the eastern end of the Town of Pasadena. Originally a farming community, and currently a dormitory community of Corner Brook, Pasadena (49° 01' 00" N - 57° 36' 00" W) is located along the south side of Deer Lake, just east of where the Humber River leaves the lake. The track will be located on a 5.3 ha lot bordering the south shore of Deer Lake and bounded on the west and east by undeveloped land, and on the south by an access road which is tied into the Trans Canada Highway. Refer to **APPENDIX B**, which shows the location of the WSR property.

## **(ii) Physical Features:**

The site currently consists of an access road, clubhouse and associated parking lot, cleared land, and the remnants of two rock filled cribbed wharfs.

The site is located in the Corner Brook Subregion of the Western Newfoundland Ecoregion characterized by hilly to undulating terrain from Bonne Bay to Stephenville and east to Grand Lake. Slates and limestone till dominate the parent materials in this subregion. Areas with calcareous till are distinguished by the occurrence of light coloured marl deposits around ponds and in valleys. The parent material consists of shallow, stony silt loam underlain by limestone bedrock or calcareous basal till. The rugged topography is dominated by the *Taxus*-Balsam Fir and *Dryopteris*-*Rhytidadelphus*-Balsam Fir forest types.

The hilly, non-calcareous terrain in this subregion is dominated by shallow loamy soils over shale bedrock. However, the shallowness of the till does not adversely affect forest growth since nutrient rich seepage waters are held in the rooting zone by bedrock or a fragipan layer. The *Dryopteris*-Balsam Fir forest dominates the steep topography and supports some of the most productive stands in Newfoundland.

Canadian Climate Normals data (1965-1990) for the Deer Lake Airport ( $49^{\circ} 13' 00''$  N -  $57^{\circ} 13' 00''$  W) northeast of Pasadena indicate that the area receives an average of 1034 mm of precipitation annually and experiences measurable precipitation 200 days per year. Extreme precipitation events of up to 47.6 mm have been recorded. Temperatures range from an extreme minimum of  $-37.3^{\circ}\text{C}$  to an extreme maximum of  $33.5^{\circ}\text{C}$  with an annual daily mean temperature of  $3.4^{\circ}\text{C}$ .

There are a variety of birds (several species of songbirds, plus Northern Harrier, American Bittern, Lincoln's Sparrow) and small mammals (Lynx, Mink, Snowshoe Hare, Beaver, Muskrat, and Otter) found on the island. Pasadena is located within the distribution range of the Short-eared Owl placed in the Special Concern category by Environment Canada in 1994. The Short-eared Owl prefers extensive stretches of relatively open habitat and is primarily a bird of marshland and deep grass fields. It likes to hunt and roost in abandoned pastures, fields, hay meadows, grain stubble, airports, young conifers plantations and marshes in the winter. It frequents prairies, grassy plains or tundra in the summer.

## **(iii) Construction:**

### ***Phase I (August 2004 – November 2004)***

A new six meter wide access road is proposed to be developed from an existing paved roadway owned by the Town of Pasadena to the site, using the existing abandoned railway bed, taking advantage of the existing quality construction materials. Re-shaping of the existing rail bed including the placement of class "A" material and asphalt pavement is proposed. If permission is not granted to develop this new route the existing access to the club will be upgraded and paved.

The on site sewage disposal system will be upgraded to meet the anticipated demand. Doubling the size of the existing septic tank and disposal field is proposed.

The existing well water supply will be replaced with a lake fed water system, via an intake into Deer Lake. Water designated for a potable water supply will be treated on site using a small treatment plant located in the basement of the clubhouse. Water designated for landscaping and dust control will not be treated.

A new 100 car parking lot area will be constructed near the clubhouse. The existing soil cover and all undesirable material will be removed and replaced with engineered fill. A 200 mm layer of class "B" material and a 100 mm layer of class "A" material will be placed and compacted over the entire parking area. The existing small parking area in front of the clubhouse will be paved.

A 6.0 m by 21.0 m extension is proposed for the south end of the existing clubhouse building to accommodate new barrier free washroom facilities, entrance, office/board room, sitting room, and internal barrier free ramp. A 3.6 m by 6.0 m extension is also proposed for the north end of the building to allow for the re-development of the existing canteen into a fully functional commercial kitchen. Improvements also include new siding, asphalt shingles, pre-finished metal fascia and eaves, windows and doors, two new decks and electrical and mechanical upgrades.

Refer to **APPENDIX A: SITE PLAN AND FLOOR PLAN** for details of improvements and development

### *Phase II (May 2005 – September 2005)*

A new maintenance building is proposed to be built to house and maintain the clubs equipment. The maintenance building will be designed and constructed to meet the requirements of the latest edition of the National Building Code and the Government Service Centre. The proposed building will be 6.0 m by 5.0 m by 3.0 m and will be constructed using wood framing and standard wood frame building practices. The building will be equipped with a drainage ditch and associated oil/water separator.

A 350 m long snowmobile grass-drag strip will be constructed. Overburden material will be removed and the terrain reshaped to provide for a relatively level 4-lane drag strip. A race preparation area will also be constructed at the start of the drag strip. The drag strip will be equipped with racetrack indication and control lights. Spectator bleachers will be provided adjacent to the drag strip.

A 1.5 hectare bike-racing track will be developed. Based on preliminary design the course construction will not require the removal of overburden material for the entire area.

A rock fill breakwater will be constructed to provide a sheltered anchorage for approximately 52 boats. The floating docks will be constructed out of new wood frame and decking. Two small finger piers will be constructed from new wood – rock filled cribs at the boat launch/haul out area which will consist of a launch turn around area. A gravel parking area for vehicles and trailers will be constructed adjacent to

the haul out area which involves the removal of overburden material, minor drainage, site grading, and the placement of class “A” granular fill. The entire area will be fenced down to the lake shore with chain link fence and gate.

The Marina will be serviced by a fuel dispensing provision consisting of a 5000-litre underground double wall fuel tank complete with gas pump, 30-metre hose, fittings and safety features including a spill containment unit.

Refer to **APPENDIX A: SITE PLAN AND FLOOR PLAN** for details of improvements and development.

The risk of pollutants from the construction equipment will be minimized by ensuring all equipment on the site are inspected and well maintained with any worn hydraulic lines replaced immediately, with any required fuel storage in approved containers and stored as per regulations and guidelines. Construction equipment will also have their exhaust systems maintained to provide emissions released to standards the equipment was designed to by the manufacturer.

All efforts will be made to minimize noise from construction by ensuring that exhaust systems are maintained within the design specifications for that machinery.

During construction phase there are no foreseeable resource conflicts.

#### **(iv) Operations**

The operation of the clubhouse building will generally continue as is but will be enhanced through the improvements and renovations catering to the community and visitors as a place to facilitate seminars and workshops and social functions.

There will be various race events involving, dirt bikes, bicycles, ATVs and snowmobiles scheduled during a given year. For the most there may be an average of 10 organized events throughout the year. Along with scheduled races there will be practice runs required leading up to a race to hone the skills of the participants and to put on a good show for the paying spectators. All of this operation will require scheduling, supervision and control which is available from the WSR and the organizers of these race events. By having an area that can cater to a controlled racing environment novice riders do not have to take it upon themselves to ride in an area that unauthorized and unsafe and causing disturbance to residents.

The Marina will be operated during the summer months to develop the potential boating opportunity of the lake by giving both residents and visitors a safe and secure place to launch and dock their water craft.

During the operation of this facility there is a low risk of pollutants, but all precautions will be put in place to minimize the risk by abiding by the rules and regulations enforced by various agencies that would govern such a facility as this. For example there will be a spill kit and fire suppression equipment in place; safety training for staff; and control and scheduling of outdoor events to cause the least intrusion of local residents.

Negative impact on the surrounding areas will be minimal with no traffic flow problems anticipated due to the upgrading of the access on the property leading to a service road those ties into Main Street which has exits to the TCH.

#### **(v) Occupations**

The following list outlines anticipated occupations which will be employed during construction and operation of facility:

##### *Construction*

- 1 – Engineer
- 2 – Engineering Technicians
- 1 – Project Manager
- 1 – Administrative assistants
- 6 – Labourers
- 4 – Heavy Equipment Operators
- 1 – Electricians
- 2 – Carpenters
- 1 – Plumbers
- 2 – Painters
- 2 – Roofers and Shinglers
- 4 – Construction Trades Helpers
- 6 – Truck drivers

##### *Operations*

- 2 – Food and Beverage Servers
- 1 – Janitors, Caretakers and Building supertendants
- 10 – Other Trades Helpers and Labourers

#### **Project Related Documents**

Project Proposal as prepared by Anderson Engineering Consultants Ltd. is available for viewing by calling 709-632-7433 and leave a short message with your name and phone number.

Also, there are a number of letters of support available for viewing from various businesses and organizations upon request.

## APPROVAL OF THE UNDERTAKING:

The following permits, approvals and authorizations may be required:

APPROVAL REQUIRED	APPROVAL AUTHORITY
Approval of Undertaking	Minister of Environment and Conservation
Building Plans Commercial	Government Service Centre, Engineering Services
Building Accessibility design Registration	Government Service Centre, Engineering Services/Operations Division
Electrical Permit	Government Service Centre, Operations Division
Fuel Storage& Handling	Government Service Centre, Engineering Services
Liquor Establishments – Approval to alter or renovate licensed premises	Government Service Centre, Licensing Services
Septic System Commercial	Government Service Centre, Engineering Services
ACOA	
Fish Habitat	DFO
Municipal Approval	Town of Pasadena
Water Resources, Various permits as may be required.	Environment and Conservation, Water Resources Division
Approval of Undertaking	Canadian Environmental Assessment Agency
Construction of Marina	Transport Canada (NWPP)

## SCHEDULE:

This project is scheduled to take place in 2 phases. ***Phase I (August 2004 – November 2004)***

Will involve building and site improvements that do not involve the track and marina facilities.

***Phase II (May 2005 – September 2005)*** involves development of the track and marina facilities. This is contingent on Environmental and funding approvals.

## FUNDING:

Funding for this project is subject for approval from Atlantic Canada Opportunities Agency (ACOA), Cabot Place, Phase 2, 11<sup>th</sup> Floor, POB 1060, Stn “C”, St. John’s, NL, A1C 5M5.

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Date

Signature of Chief Executive Officer

***APPENDIX A: SITE PLAN AND FLOOR PLAN***

FOR PRESENTATION  
PURPOSES ONLY  
NOT FOR CONSTRUCTION

designed by:	W.J. ANDERSON
checked by:	W.J. ANDERSON
approved by:	W.J. ANDERSON
date:	15.06.02

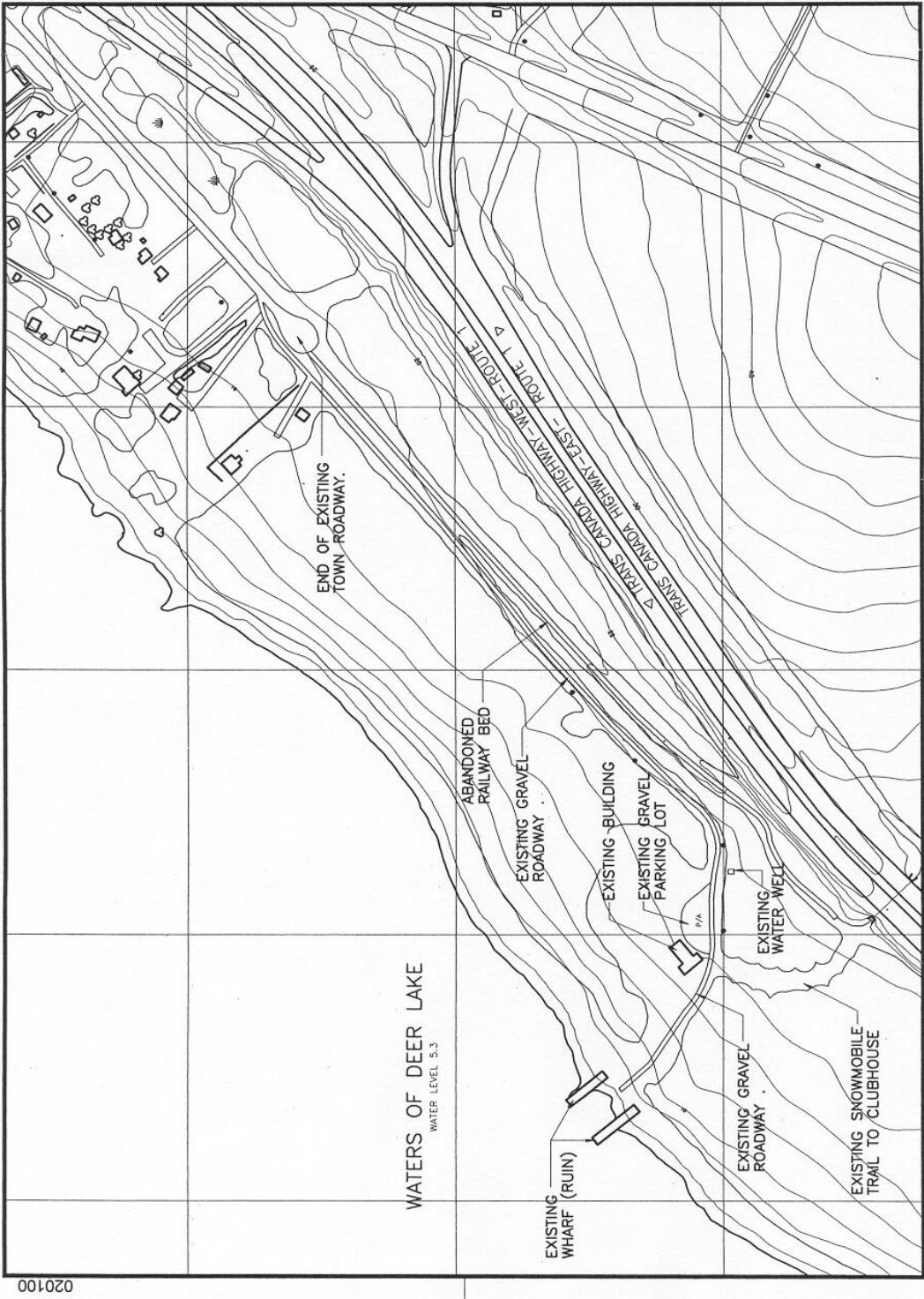
date  
revision  
no.  
**ae** anderson engineering consultants ltd.  
civil structural, municipal, engineers and project managers

SUITE 312, 2 HERALD AVE., CORNER BROOK,  
NEWFOUNDLAND AND LABRADOR, CANADA, A2H -1B0  
TEL: (709) 634-9844, FAX: (709) 634-6945  
E-MAIL: anderson.eric@warp.net.nf.ca

**PROPOSED MULTI SEASONAL  
OUTDOOR RECREATIONAL  
FACILITY**

drawing title:  
**EXISTING SITE LOCATION PLAN**

drawn by:	RSH	date:	15.05.02
developed by:	RSH	scale:	1:3000
project no.:	020100		
		eng. no.:	C-01



FOR PRESENTATION PURPOSES ONLY

stamp:	
designed by:	W. ANDERSON
checked by:	W. ANDERSON
approved by:	W. ANDERSON
date:	15.05.02

**engineering  
consultants ltd.**  
Civil structural, municipal engineers and project managers

SUITE 312, 2 HERALD AVE., CORNER BROOK,  
NEWFOUNDLAND AND LABRADOR, CANADA A1C 1B2

client: **WESTERN SNO-RIDERS INC.**  
project: **PROPOSED MULTI-SEASONAL  
OUTDOOR RECREATIONAL  
FACILITY**

**PROPOSED SITE PLAN**

020100

FOR PRESENTATION  
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drawn by:	W. ANDERSON
checked by:	W. ANDERSON
approved by:	W. ANDERSON
date:	15.05.02
revision:	
date:	
no.:	10000



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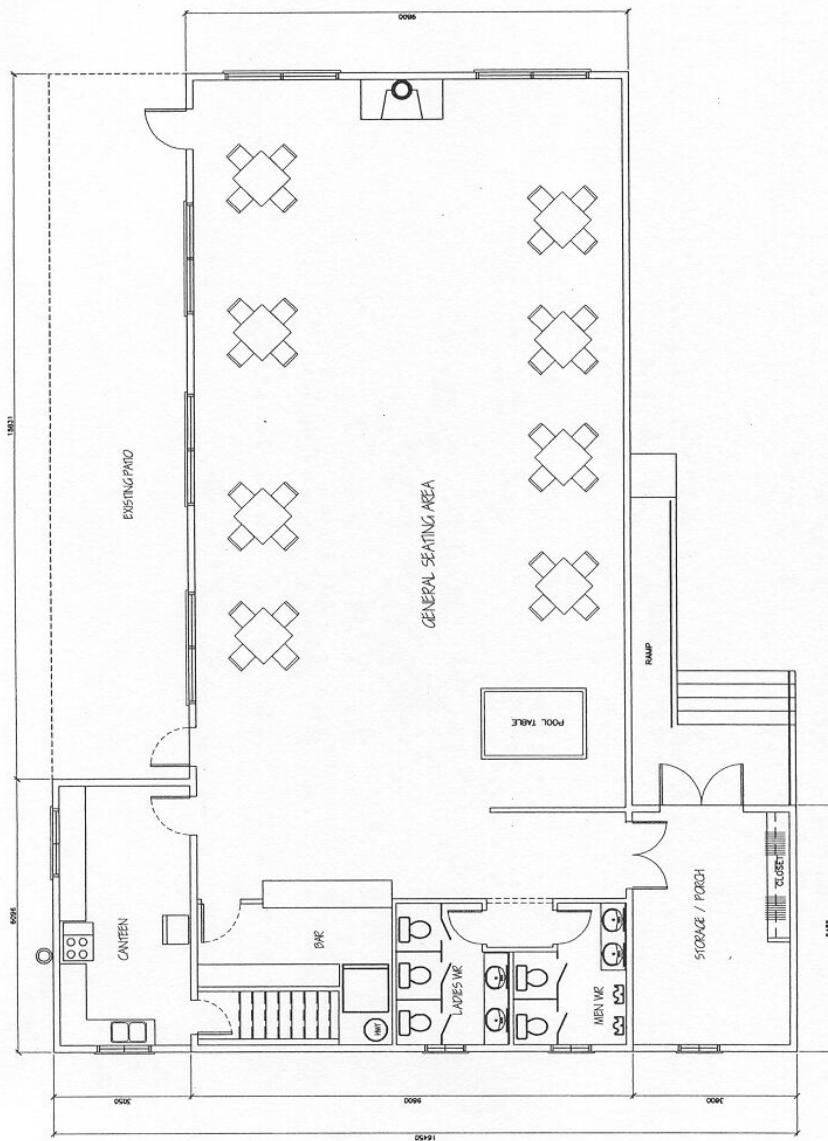
client:

WESTERN SNO-RIDERS INC.

project:  
PROPOSED MULTI SEASONAL  
OUTDOOR RECREATIONAL  
FACILITY

existing floor plan

drawn by:	RSI
checked by:	RSI
date:	15.05.02
scale:	1:100
project no.:	020100
drawn:	A-01



020100

FOR PRESENTATION  
PURPOSES ONLY  
NOT FOR CONSTRUCTION

Permit No.:	designed by:	W.J.ANDERSON
	checked by:	W.J.ANDERSON
	supervised by:	W.J.ANDERSON
	Date:	15.05.02
Notes:		

no.	revision	date



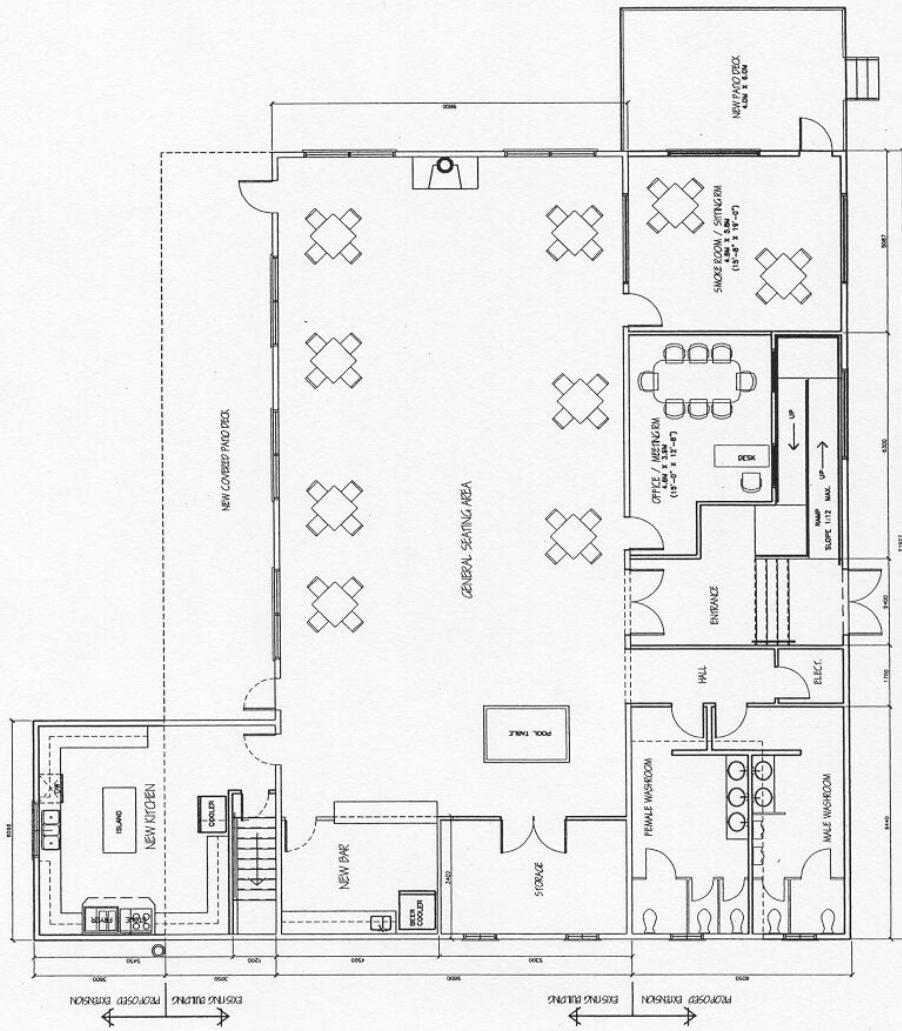
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client:  
WESTERN SNO-RIDERS INC.

project:  
PROPOSED MULTI-SEASONAL  
OUTDOOR RECREATIONAL  
FACILITY

drawing title:  
PROPOSED NEW FLOOR PLAN

Drawn by:	RSH	Date:	15.05.02
Checked by:	RSH	Revised:	1.12.05
Project No.:	020100	Drawn by:	A-04



PROPOSED NEW FLOOR PLAN

***APPENDIX B: 1:50,000 TOPO MAP***

