

# ***ENVIRONMENTAL ASSESSMENT REGISTRATION DOCUMENT***



***RIVERWOOD LANDING – A “GREEN” RIVERSIDE COMMUNITY***



*Prepared by: Chad Wells*

*Prepared for: Department of Environment & Conservation*

*June 2010*

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## **1.0 Background Information**

### *1.1 Name of Undertaking*

Riverwood Landing

### *1.2 The Proponent*

**Name of Corporate Body:** 58820 Newfoundland & Labrador Inc.

**Address:** 31 Dumbarton Place, St. John's, NL A1A 5X6

**Principal Contact Person:** Chad Wells, B.Sc.

**Telephone Number:** (709) 693-4405

## **2.0 The Undertaking**

### *2.1 Nature of the Undertaking*

The proposed development will require the subdividing of approximately 9 acres of land accessible via an existing 500-meter roadway currently servicing an accommodation facility – the RiverWood Inn ([www.riverwoodinn.ca](http://www.riverwoodinn.ca)), adjacent Indian River in the community of Springdale, Newfoundland. The project is envisaged to include the construction of a 300 meter road and pole line extension to service nine residential/resort style lots.

### *2.2 Rationale for the Project*

Over the past several years the ambience of Newfoundland's natural settings and attractions has lead to a desire amongst many of this nation's affluent, retiring residents to prefer high-end "country living". The very essence and ambience of a meandering river valley setting like Indian River represents a superior natural location to pursue a resort style, residential development in the heart of Green Bay, Newfoundland. Springdale is an especially attractive location for such a development at this time as there is a shortage of developable residential land in the community that is economically feasible for development while there continues to be strong property demand in the region. The Riverwood Landing development will be strategically located within the community, but favourably nestled in a "seemingly" remote river valley offering sought after, practical, country living. This development concept has received with conditional support (see Appendix I) at the community level and furthermore the Town of Springdale has accommodated development concepts of this type in its' 10-year Municipal Plan with implementation of Land Use Zone – Residential Tourism, to specifically facilitate these types of development proposals (see Appendix II). A PowerPoint presentation presented to the Town of Springdale in early June 2010 regarding this preliminary development concept has been included in Appendix III of this document.

## **3.0 Description of the Undertaking**

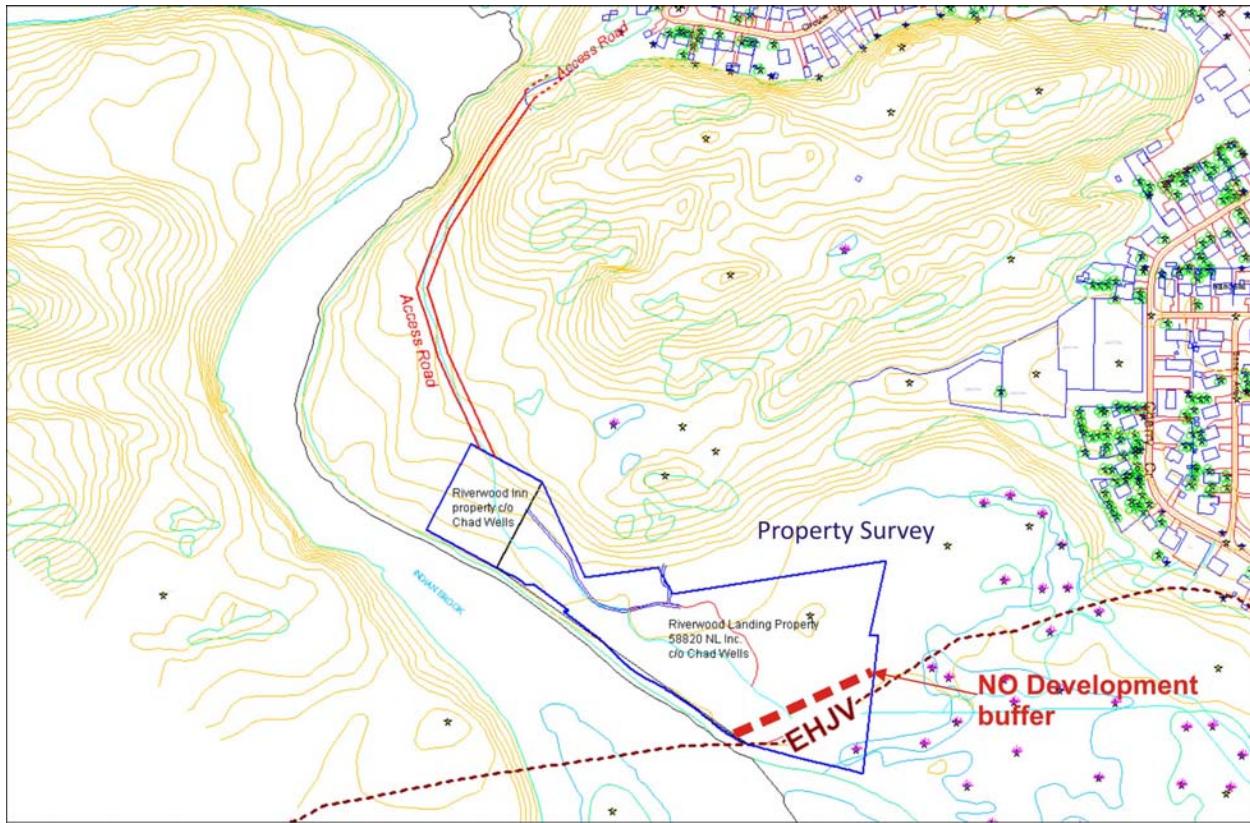
### *3.1 Geographical Location*

The project is located adjacent Indian River in the community of Springdale – central Newfoundland, N.T.S Map Sheets 12H/8-9. The site consists of approximately 9 acres of relatively flat, undeveloped private land that is bounded by the town of Springdale on the north and east sides, and the riverbank of Indian River to the south and west. The immediate location of the proposed residential lots will be accessed via an existing 7 m private paved roadway servicing an 11-room commercial inn ([www.riverwoodinn.ca](http://www.riverwoodinn.ca)) – both the road and inn are owned by the proponent. The proposed 9 lots will require modest cultivation within each respective 3/4 –acre private lot to accommodate house construction. Four of the proposed 8 lots will have rear

yards backing on Indian River, however, no construction will be permitted within the minimum 30.45 meter Non- development river reservation corridor. A minimum of 30.45 meters of vegetated lands will stagger the lot construction footprint(s) and the 1-100 year high-water mark of Indian River. The property also shares its southern boundary with a designated Eastern Habitat Joint Venture (EHJV-EPMU) adopted in 2001 as part of a Wetland Stewardship Agreement. NO development is being proposed within the EHJV-EPMU area and an appropriate buffer of 15 meters is being proposed by the Developer at the boundary.

Access to the site will be provided via the existing 500-metre paved, fully serviced road that connects to Circular Road.

**Figure 3.1(a)** - the proposed development location and existing access routes on a digital topographic map of the area

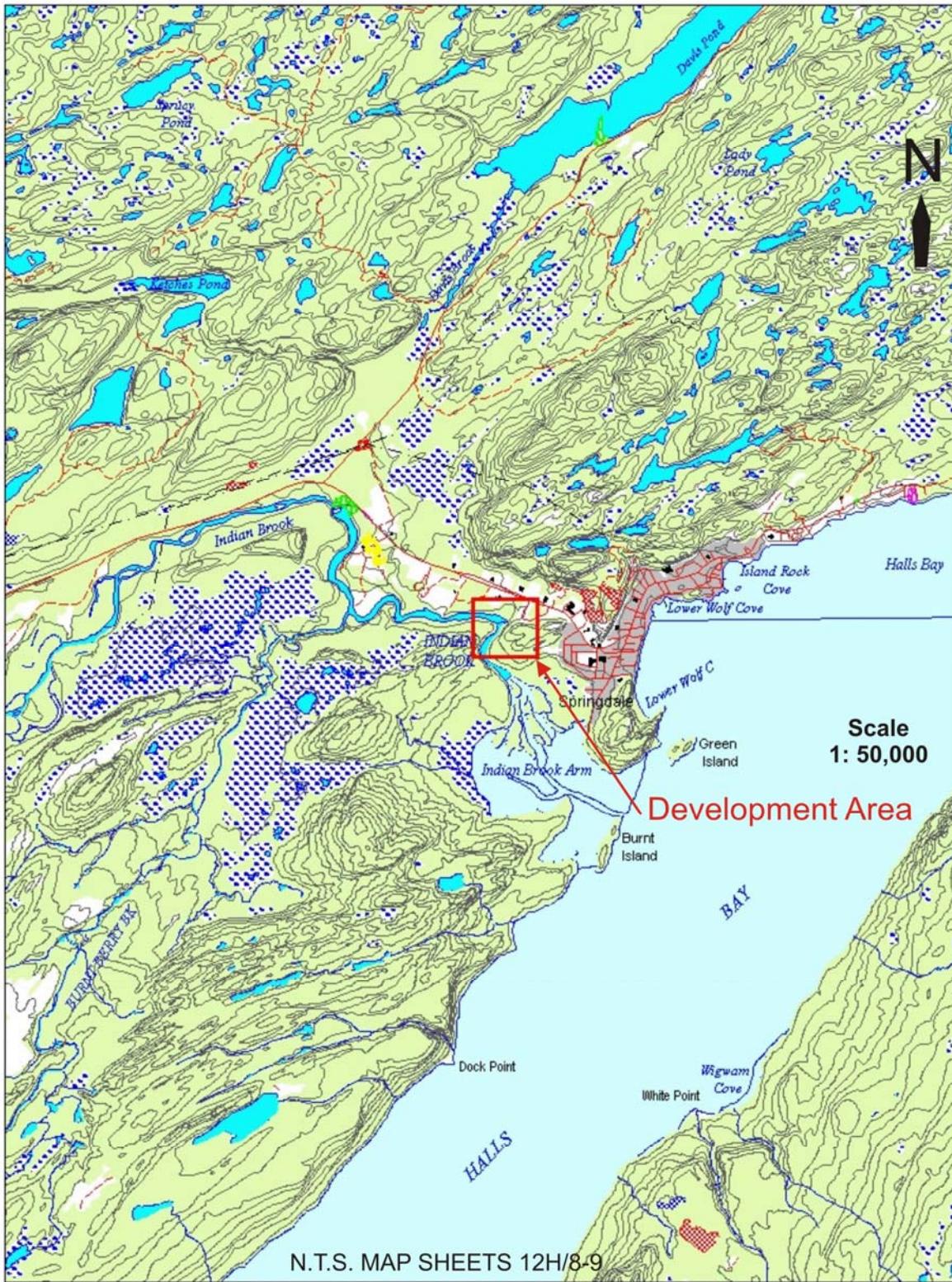


### 3.2 Physical Features

#### 3.2.1 Major Physical Features of the Undertaking

The proposed land development will consist of the subdivision and sale of 8 individual serviced residential lots (1 to be reserved for the proponent's future use) that will connect with Circular Road by way an existing paved road (*RiverWood Drive*) owned by the proponent. Single dwelling houses ranging in size from 1500 to 3500 square feet are anticipated. Both the land sale and servicing will be implemented by developer while subsequent house construction will be responsibly controlled by existing municipal regulations guiding orderly, responsible development as well as additional standards of development legally imposed by the proponent.

**Figure 3.1(b)** - A topographic view of the proposed location in a regional context



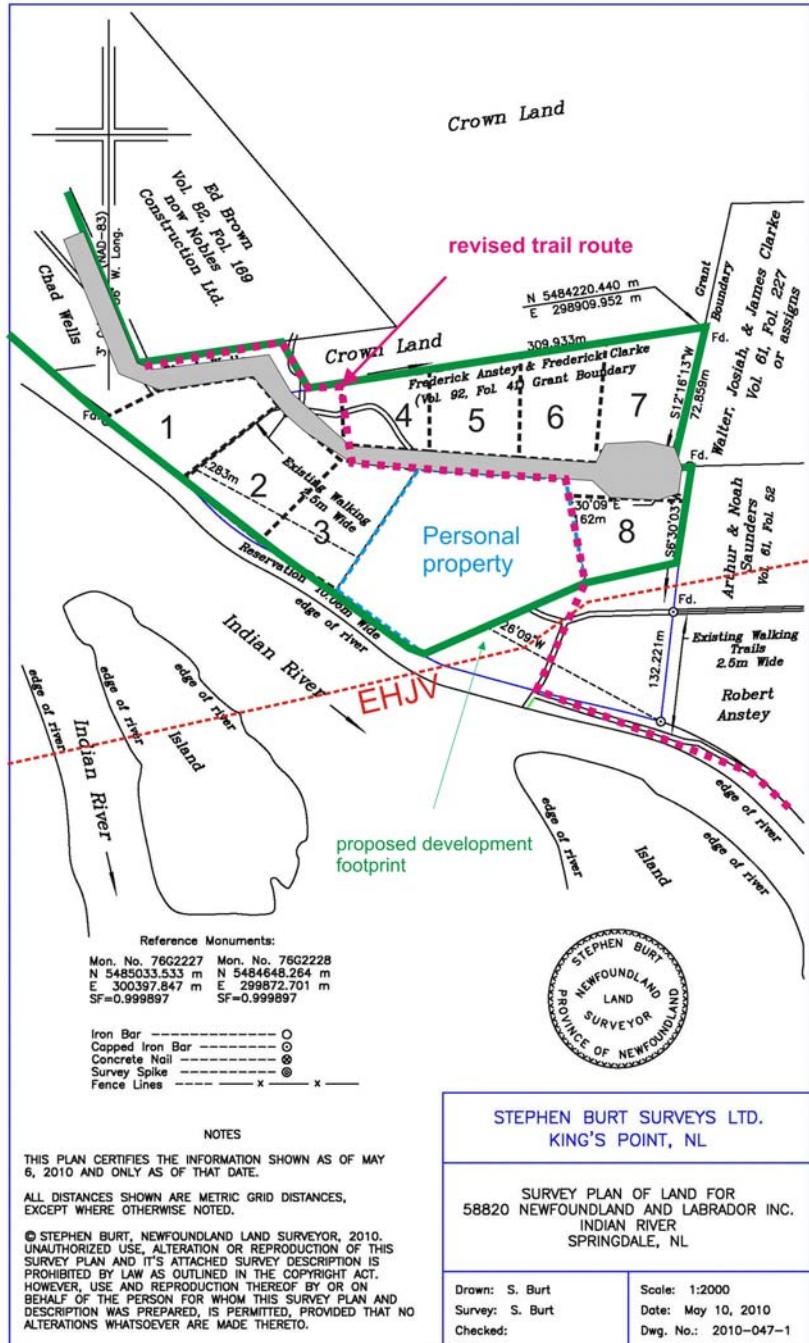
#### A. Land Development

The property package will be subdivided into approximately 8,  $\frac{3}{4}$ -acre lots, and a single ~2 acre lot. Houses to be constructed on riverfront lots will be a minimum of 30.48 m from river edge, which is approximately 20 meters from the public river reservation mark. Each lot will require

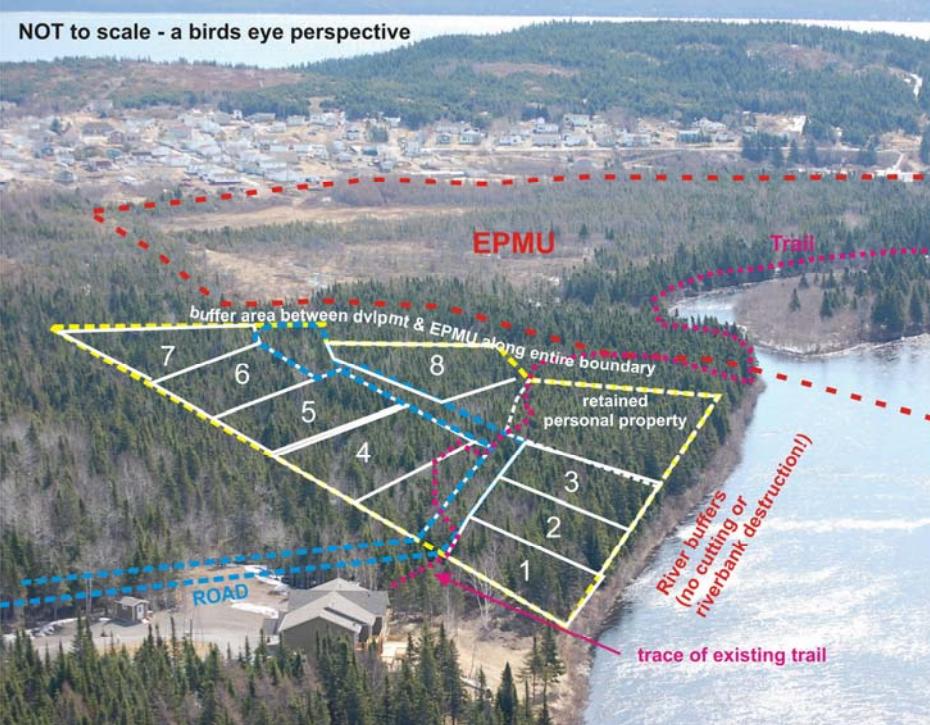
water, sewer, and electrical servicing. Water services for each lot will be via drilled wells and standard sewer disposal will be via approved septic fields. Both the water and septic installation will be implemented by the Developer as part of the lot sale to ensure proper installation and conformance with applicable regulations set forth by the Town of Springdale and Department of Works and Services, respectively.

Electrical servicing will likely be made available through a ~300 meter extension of the existing pole line servicing the commercial inn on the property, and will be implemented in consultation with NL Power.

**Figure 3.2(a)** - A “preliminary” concept plan outlining proposed development footprint



**Figure 3.2(b) – An illustration of proposed development footprint**



#### *B. Access Road*

The paved access road to the Riverwood Inn at the head of the property will be the primary access route.



Riverwood Drive – Private road access proposed for development

### *C. Utilities*

#### **(1) Electrical**

The development will reserve specific electrical right-of-way to service each lot following consultation with Newfoundland Power and the Municipal Authority. Newfoundland Power will be responsible for the provision of electrical power within this development.

Appropriate approvals will be obtained prior to the installation of any culverts if required.

#### **(2) Water**

The source of water for each lot will be individually drilled wells. Such water services will be installed by the Developer to the standards deemed acceptable by the municipal Authority and appropriate governing agencies.

#### **(3) Sewer**

Sewer services for each lot dwelling will be provided by means of a Septic Tank and Disposal Field System. The systems will be designed and installed by professional personnel as outlined in the accepted standards for “Location, Design and Construction of Private Sewage Disposal Systems” in accordance with Sanitation regulations of the Public Health Act. An Application to Develop will be submitted to the local Government Service Centre for review and approval. Once the system has been installed a final inspection will be arranged to ensure a Final Approval Certificate.

#### *3.2.2 Area to be affected by the Undertaking*

Research of available literature and personal communications with various government departments and personnel as well as local familiarity with the region (past resident and local business owner) has helped to provide the information basis to assess the physical, biological and socio-economic features of the project.

The area directly affected by the proposed project includes the physically impacted area within the development footprint, but nearby community and regional areas are also indirectly affected. During the implementation of this project all efforts will be made to protect the environment and to have minimal impact on the natural environment in the immediate area. Vegetation will be maintained to provide an effective buffer between the project and Indian River. No activity will take place within 30.45 meters of the high-water mark of Indian River as currently regulated. It should also be noted a designated Eastern Habitat Joint Venture Stewardship (EHJV-EPMU) area abuts the southern terminus of the proposed development. It is proposed that a buffer be designated between the EHJV boundary and the development foot print and will be further protected by the proponent by his retention of a parcel of land for his personal development.

An obvious impact outside of the immediate area will be the socio-economic benefit for the town and region. A responsibly developed residential/resort style neighbourhood will encourage new residents to settle in the community and region.

It is the very essence and ambience of Indian River’s ecosystem and its natural setting that makes it such a strategic place to pursue this sort of development. The preservation and maintenance of the existing innate river locale will be essential for any sort of residential / resort development activity to succeed.

*(a) Climate*

Environment Canada information reveals that the area adjacent to the proposed development is characterized by cool temperatures with an inland influence due to its distance from the Gulf of St. Lawrence. Table 3-1 below shows the average monthly highs and lows and average monthly precipitation for the development site.

**Table 3-1**

**Month Avg. High Avg. Low Avg. Precip.**

**January** -4/-2° C -12/-10° C 95/100 mm

**February** -4/-2° C -14/-12° C 70/75 mm

**March** -0/2° C -10/-8° C 70/75 mm

**April** 5/7° C -4/-2° C 60/65 mm

**May** 11/13° C 0/2° C 65/70 mm

**June** 17/19° C 5/7° C 80/85 mm

**July** 21/23° C 10/12° C 80/85 mm

**August** 20/22° C 10/12° C 100/105 mm

**September** 16/18° C 6/8° C 90/95 mm

**October** 10/12° C 1/3° C 100/105 mm

**November** 4/6° C -3/-1° C 105/110 mm

**December** -1/1° C -9/-7° C 100/105 mm

*(b) Geology*

In terms of geology, the site is located within a terrane of outcropping sub-aerial volcanic sediments of the Silurian aged Springdale Group. The Springdale group is part of the Dunnage Zone, which is one of the four principal tectonic divisions in Newfoundland. Lithologies in the immediate vicinity of the development appear similar to most other parts of the Springdale Group and are described as maroon-red, medium to well-sorted conglomerates and lesser sandstones.

*(c) Vegetation*

The proposed development is situated in an area that is predominantly covered with black spruce and balsam fir as well as lesser deciduous species, aspen & birch.

*(d) Fish and Fish Habitat*

The proposed development is located in close proximity to Indian River within a “Special Area” as outlined by the Department of Environment. Indian River is a scheduled Atlantic salmon (*Salmo salar*) river with populations of brook trout (*Salvelinus fontinalis*). The river is a favorable salmon producing river in Central Newfoundland and extends more than 30 kilometers from the headwaters at Indian Pond to the river mouth in Halls Bay. All work done on the site will adhere to federal, provincial and local regulations and guidelines to ensure as little impact as possible on the river and the salmon population. I feel it prudent to mention the proponent is an avid fly fisherman and has spent many a morning, afternoon, and evening fly-fishing the waters of Indian River and thus selfishly respects and protects the sensitiveness of the Indian River ecosystem.

*(e) Mammals, Furbearers, & Waterfowl*

The proposed development is located in Moose Hunting Area 14 (Baie Verte); however, given the location of the project in the municipal boundaries of the Town of Springdale no hunting is permitted in the proximity of the development. The site is in close proximity to the Indian River,

which has been known to have many species of waterfowl including an abundance of the common meganser (*mergus merganser*), black ducks (*Anas rubripes*), green-winged teals (*Anas crecca*), common goldeneye (*Bucephala clangula*), common pintail (*Anas acuta*), and even Canada geese (*Branta canadensis*). Several varieties of furbearers including beaver (*Castor canadensis*) and otter are sometimes present along the Indian River shoreline but no specific concentrations have been identified close to the development area.

*(f) Human Activities*

The proposed development site is close to the Indian River where use of canoe and kayak is relatively common as well as local walking trails. Motorized watercraft is rare due to shoal portions along the riverbed both above and below the proposed development site.

### **3.3 Construction and Operational Issues**

#### **3.3.1 Construction Time Frame**

The Developer plans to start “conceptual” work on the project in the fall of 2010. The first phase of the project will involve a comprehensive consultation session with the municipal Authority to identify the obligations of the developer as it pertains to the extension of infrastructure and services to meet public municipal standards. Once the municipal standards are reasonably identified and agreed upon, a comprehensive development plan for Riverwood Landing will be submitted to the Municipal Authority for review pending an “Approval in Principle”. The second phase expected in the spring 2011 will focus on extension of necessary services, lot surveying and landscaping, as well as modest cultivation of the property grounds.

An additional level of riparian protection will be implemented through public consultation and education seminars by the proponent to fully explain the responsibilities of future land owners in the proposed development as it pertains to responsible environmental stewardship in a sensitive riparian environment. The proponent also intends to provide comprehensive documentation to interested parties and potential purchasers of properties in the proposed development specifically outlining environmental regulations and designated buffers to ensure future landowners adhere to the “laws of the land”. This will also be legally stipulated as part of any executed purchase/sale agreement of individual properties in the proposed development.

‘Physical’ work will be heavily dependant on the overall support and cooperation from the municipality. Assuming the infrastructure works and services can be arranged for extension up to acceptable municipal standards by the Spring of 2011, a marketing and advertising campaign will be launched for full-scale lot sale and housing construction through the summer-fall 2011.

#### **3.3.2 Potential Sources of Pollutants**

There are numerous potential sources of pollutants during the construction phase of most projects. The pollutants likely to be encountered and thus require responsible monitoring include:

- silt and sediment
- possible dust
- very limited construction debris
- sewage from construction personnel
- risk of fuel, lubricant and hydraulic fluid spillage
- airborne emissions from construction equipment
- noise pollution

### *3.3.2.1 Mitigation Measures*

#### **(a) Silt and Sediment**

Ground disturbance will be limited to modest excavation associated with installation of infrastructure requiring burial, like water and septic services. Extension of road services will also potentially result in silt and sediment discharge but should be limited. However, the developers will ensure that any run off from construction areas will not be discharged directly into the river system. Where necessary, run off will be diverted to settling basins to ensure silt is settled out prior to the final release of the water and then silt screens will also be utilized. The development footprint is ideal for practical and responsible development because it is remarkably flat and has little associated wet terrain – mostly moss and sprucey ground conditions.

#### **(b) Dust**

Only limited heavy construction equipment will be utilized during the periods of excavation and road extension so the creation of dust should be minimal. However, water will be utilized during activities that create excessive dust, if required. No chemicals or oils will be used to control dust.

#### **(c) Construction Debris**

Construction debris will be very limited in the earlier phases of this project but any debris will be temporarily placed in bins to be later disposed of off site at the approved municipal disposal site. Solid waste and garbage from any and all construction activities will be minimized. Materials will be collected on a regular basis and disposed of at an approved disposal site.

#### **(d) Sewage**

No sewage will be generated during construction activities as workers will be permitted usage of approved public facilities in the Riverwood Inn. No sewage will be released into the local ecosystem.

#### **(e) Fluid Spillage**

To minimize the risk of a fuel, lubricant or hydrocarbon release, the minor construction equipment utilized will not be refueled within the development area but rather at a community service station. If fuel storage is necessary, though very unlikely, it will only be done in approved containers.

#### **(f) Airborne Emissions**

Construction equipment will be required to have their exhaust systems maintained to provide emission releases that conform to the manufacturers and Canadian emission standard guidelines.

#### **(g) Noise Pollution**

Exhaust systems will be maintained to ensure that noise levels are within the design specifications for the equipment.

### *3.3.3 Resource Conflicts*

Resource conflicts are expected to be minimal to nil.

#### **(a) Vegetation**

The Developer will not cut any vegetation that is not necessary for the development. Any wood cut during the project will be salvaged for either logs or firewood. It is the intention to keep as

much green space as possible on the site to maintain the natural serenity of the setting. Also following lot division and sale, owners will be formally advised of and bounded by the specific Land Use policies enforced by the municipal Authority that clearly limits and monitors cultivation activities, especially the removal of large mature trees. This will be further emphasized as part of the land sales process and open public consultation sessions being proposed.

**(b) Fish and Fish Habitat**

A minimum 30.45-metre buffer will be maintained between any dwelling construction (footprint) and Indian River. This buffer, along with the other mitigation measures outlined in this document and currently legislated by various government departments, will ensure that this project has no effect on the fish or fish habitat in Indian River.

**(c) Mammals and Waterfowl**

The development is anticipated to have no effect on the distribution of big game animals or furbearers. The construction at the site is not anticipated to have any negative effects on waterfowl populations. The Wildlife Department will be consulted to ensure the protection of any nesting birds or other waterfowl that may visit the site and respect and preserve the nearby wetland areas and boundary of the noted EHJV-EPMU.

**(d) Human Activities**

There may be a conflict with members of the local population who presently use the site area for walking, hiking, and snowmobiling activities although walking and snowmobiling trail reservations will be allocated as part of the development plan. The proponent is proactively addressing the potential issues with community representatives and will agree to incorporate upgraded walking and snowmobile trails in co-operation with the town and Riverwood Inn. The shoreline of Indian River and/or public waterway access will not be affected by the project or construction activities.

*3.3 Occupations*

There will be a limited number of construction and landscaping jobs involved with the project development and cultivation. Majority of the work services required will be contracted to local businesses suited to the construction and landscaping business. It is anticipated the construction phase of the project will employ 6-8 workers with construction backgrounds and experience for a period of a 4-6 week period.

Occupation	NOC	Full/Part-time	Employment Duration	# persons
Wood Harvester (persons)	8241	Full	3 weeks	2
Excavator Operator	7421	Full	3 weeks	1
Truck Driver	7411	Full	2 week	1
Landscaper	2225	Full	6 weeks	2
Supervisor	7215	Part	20 weeks	1

## **4.0 Approvals Required for Undertaking**

### **4.1 Approvals Required by Department**

The proposed project or components of the project may require some or all of the following approvals. The following section lists the issuing agencies and the permits, approvals or authorizations that may be required.

#### **Minister, Environment and Conservation**

Approval for the project

#### **Water Resources Division, Department of Environment and Conservation**

- Construction site drainage, Certificate of Approval
- Culvert installation, Certificate of Approval

#### **Engineering Services, Department of Government Services and Lands**

- Approval under the National Building Code of Canada
- Approval under the National Fire Code of Canada

#### **Operations Division, Department of Government Services and Lands**

- Building accessibility design registration
- Fuel storage and handling

#### **Department of Government Services and Lands – water and sewage plans**

- Application to Develop Land, Septic Tank Design and Assessment, Certificate of Approval, Culvert installation, Certificate of Approval, Electrical Permitting

#### **Customer Services, Department of Government Services and Lands**

- Approval to erect private signs
- Electrical permits

#### **Forest Fire Protection Specialist, Forest Resources**

- Permit to burn brush

#### **Government of Newfoundland & Labrador Municipal Water, Sewer, and Roads Specification**

#### **Town of Springdale – Approve “Conceptual” Comprehensive Development plan and issue Approval in Principle for Development**

- road extension
- building permits
- walking trail and green space allocation

#### **Engineering Services, Department of Government Services and Lands**

- Approval under the National Building Code of Canada
- Approval under the National Fire Code of Canada

#### **Department of Fisheries and Oceans – Consultation and Letter of Advice**

## **5.0 Schedule**

The developer hopes to start conceptual and engineering work on the property in the fall of 2010 pending Approval for the Undertaking and all other required municipal approvals.

## **6.0 Project Funding**

This project is currently being privately funded.

## **7.0 Signature**

June 15, 2010

Date

(signed) Chad Wells

Signature of Proponent

**APPENDIX I**  
**Conditional Letter of Support - Town of Springdale**



# TOWN OF SPRINGDALE

(INCORPORATED IN 1961)

Mr. Chad Wells  
31 Dumbarton Place  
St. John's, NL  
A1A 5X6

June 16-10

Dear Chad:

**RE: Riverwood Landing – Proposed Development**

Your request for a conditional letter of support prior to your registration of an undertaking for the proposed development of Riverwood Landing was presented at the regular meeting of the Public Works' Committee on June 8<sup>th</sup>.

The Town of Springdale hereby gives conditional support for the proposed development which will enable you to commence any environmental reviews. After such reviews, Council would like to meet with you to discuss more definitive planning around buffers, access to the river, walking trail etc.

In addition, The Town will expect that all conditions outlined in your proposal, conditions resulting from any environmental review, and local development regulations to be respected.

Developed properly, with sensitivities to the integrity of the surrounding environment, the Town believes that Riverwood Landing can be an asset to the area. We look forward to a positive and productive working relationship towards a development that can be a model of cooperation. Best wishes in your endeavour.

I trust that this is satisfactory.

Sincerely,  
Town of Springdale



Rick LeDrew  
CAO/Manager

**APPENDIX II**  
**Residential Tourism (RT) Zone Criteria**  
**Town of Springdale**

**USE ZONE TABLE  
RESIDENTIAL TOURISM (RT) ZONE**

ZONE TITLE	RESIDENTIAL TOURISM (RT)	(SPRINGDALE)
<b>PERMITTED USE CLASSES - (see Regulation 98)</b>		
Apartment Building, Bed and Breakfast, Boarding House, Catering, Child Care, Club and Lodge, Commercial-Residential, Conservation, Family and Group Care Centre, General Assembly, Home Business (Light Industry, Medical and Professional, Office and Personal Service classes) Marina, Office, Personal Service, Public Services and Public Utilities, Recreational Open Space, Row Dwelling, Single Dwelling and Subsidiary Apartment, and Subsidiary Dwelling.		
<b>DISCRETIONARY USE CLASSES - (see Regulations 23 and 99)</b>		
Antenna, Take-Out Food Service and Utilities.		

**CONDITIONS FOR THE RESIDENTIAL TOURISM ZONE**

**1. Development Requirements**

Only a residential tourism development is permitted in this zone.

The development shall contain at least one or more residential uses together with appropriate commercial and commercial-recreational facilities.

In addition to any other requirements of this Zone and the Development Regulations, development within this Zone is subject to a comprehensive plan of the development on a site as set out in the Approval In Principle that is at least one hectare in area and which has direct access to a public road.

Subject to the approval of the Town and in accordance with the Town's design standards, development within the resort may take place on public and/or private roads and services.

**2. Approval In Principle**

The purpose of the Approval In Principle in this zone is to ensure that development within the Zone occurs in accordance with an approved plan. However, permits

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and/or specific approvals shall be required from the Town and other relevant agencies before construction of a building or other work is commenced.

The Approval In Principle shall set out:

- a) the development standards to be followed for the development (Condition 3);
- b) the development plan with phasing and costs, showing land use, lotting and building location, public and private open spaces and buffers, roads, water and sewer services, and other relevant information and this development plan shall set out the general specifications of the roads, services and other relevant elements;
- c) the permitting requirements - what permits are required and when;
- d) when construction drawings are to be required – in general, construction drawings may only be required prior to the start of a phase or element of the development plan;
- e) the responsibility for the maintenance and upgrading of services, and the provision of other services, such as garbage collection and street lighting.
- f) the financial guarantees in respect of municipal water, sewer, road and related works to ensure that each phase of the work will be done in accordance with the Approval;
- g) the financial and other obligations of the parties to the agreement;
- h) the legal survey of the property.

### **3. Development Standards**

Development Standards - lot area, dwelling size, building line set back, side yard, rear yard, lot coverage and building height are as set out in the Approval in Principle. If no standards are specified, then the Residential Low Density Zone standards for single dwellings, Residential Medium Density Zone for double and multiple dwellings, and Commercial Zone for commercial and public uses shall apply.

### **4. Accessory Buildings, Decks and Access Ramps**

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Unless otherwise specified in the Approval In Principle, the requirements of Regulations 28, 30 and 47 apply.

**5. Municipal Services**

All development shall be connected to the municipal water and sewer services, except that subject to the Town's approval and the Department of Environment and Conservation approval, sewage may be disposed through a private outfall where it is not deemed feasible to connect to the Town's sewage disposal system.

**6. Offices**

An office can be permitted on the ground floor of an apartment building provided that there is adequate safety and sound separation between an office and the apartments and offices, and the offices are considered by the Town to be compatible with the residential uses, and provided the Town is satisfied that the neighbourhood will not be unduly affected by the development.

**7. Parking and Offstreet Loading Requirements**

Except as otherwise specified in the Approval in Principle, Schedule D applies.

**8. Subdivision of Land (see Part III)**

Notwithstanding the requirements of Part III, the Town in its Approval in Principle may determine the appropriate standards for cul de sac lengths and road widths in a comprehensively planned development in this Zone, provided that the variance in the Part III requirements, does not, in the opinion of the Town create a safety hazard (access to fires, etcetera) or create maintenance or servicing problems.

**9. Parts I, II, III and IV and Schedules A, B, and D of the Development Regulations**

Together with Regulations 1 to 6 (Application) The Regulations cited below are deemed to be the most applicable to this zone. Under certain conditions, or after an amendment, other Regulations may also apply.

Schedules A - Definitions, B - Classification of Uses (Use Classes as cited in the Permitted and Discretionary Use Classes) and Schedule D - Parking and Offstreet Loading Requirements are also applicable to this Zone.

## **PART I - GENERAL REGULATIONS**

### **Reg. Title**

7. Compliance With Regulations
8. Permit Required
9. Permit to be Issued
10. Permit Not to be Issued in Certain Cases
11. Discretionary Powers of Town
12. Variances by Town
13. Service Levy
14. Financial Guarantees by Developer
15. Dedication of Land for Public Use
16. Reinstatement of Land
17. Form of Application
18. Register of Application
19. Deferment of Application
20. Approval in Principle
21. Development Permit
22. Reasons for Refusing Permit
23. Notice of Application
24. Right of Entry
25. Record of Violations
26. Stop Work Order and Prosecution
27. Appeals

## **PART II - GENERAL DEVELOPMENT STANDARDS**

28. Access Ramps
29. Accesses and Service Streets
30. Accessory Buildings
31. Accessory Uses
32. Advertisements and Signs
33. Advertisements Exempt from Control
34. Advertisements - Temporary and/or Portable Signs
35. Advertisements and Signs near Highways
36. Advertisements Relating to Onsite Uses
37. Advertisements Relating to Offsite Uses
39. Archaeological Resources and Heritage Sites and Areas
40. Bed and Breakfast, Boarding House

- 41. Buffers - Non-Residential
- 42. Building Line and Setback
- 43. Buildings on a Lot
- 45. Child Care
- 46. Comprehensive Development
- 47. Decks
- 48. Discretionary Use Classes
- 49. Entrance and Window Wells
- 50. Family and Group Care Centres
- 51. Fences
- 53. Home Business
- 54. Lot Area
- 55. Lot Area and Size Exceptions
- 56. Lot Frontage
- 57. Mineral Exploration
- 58. Mineral Working
- 61. Non-Conforming Uses
- 62. Offensive and Dangerous Uses
- 63. Parks and Playgrounds and Conservation Uses
- 64. Public Services and Public Utilities
- 65. Road Frontage
- 66. Sanitary Landfill Buffer
- 67. Screening and Landscaping
- 69. Site Development
- 70. Site Development Quarry and Soil Removal
- 71. Street Construction Standards
- 72. Subsidiary Apartments
- 73. Subsidiary Dwelling
- 74. Unserviced Development
- 75. Unsubdivided Land
- 76. Utilities - Wind Mills, Wind Turbines, Wind Farms
- 77. Waterways and Wetlands

**PART III - SUBDIVISION OF LAND (Regulations 78 to 95)**

**PART IV - USE ZONES (Regulations 96 to 100)**

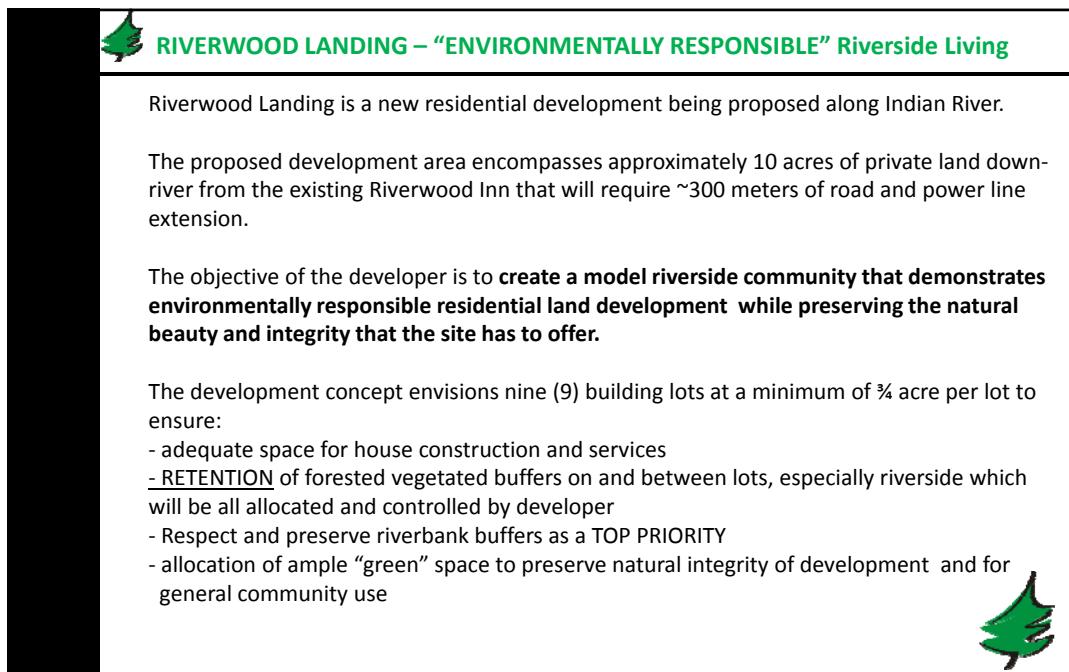
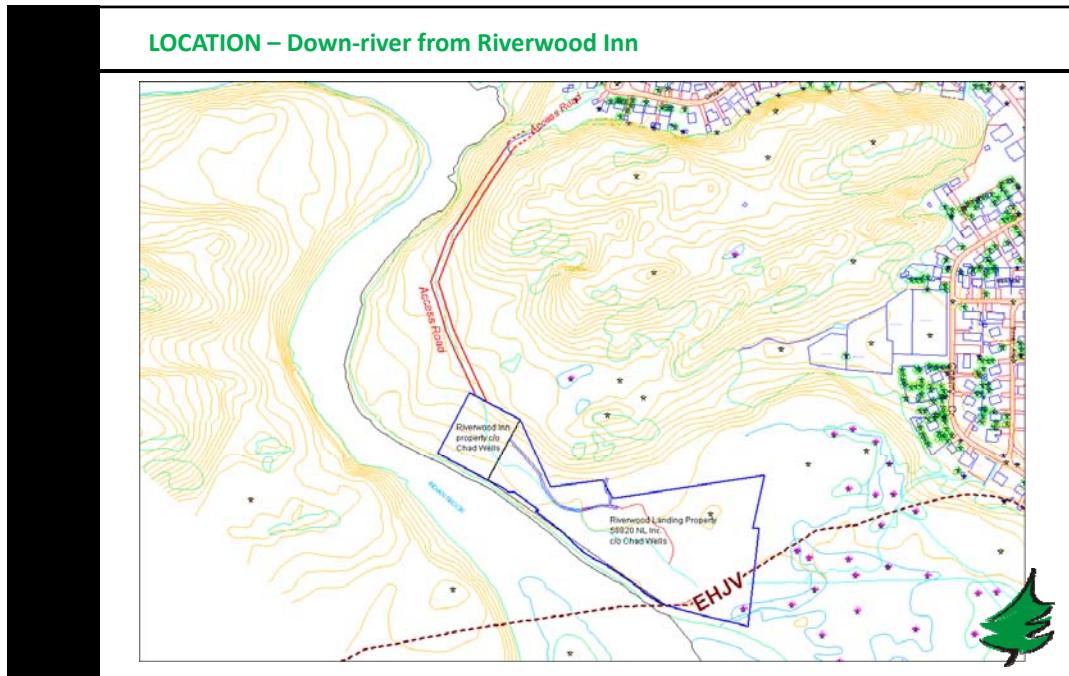
## **APPENDIX III**

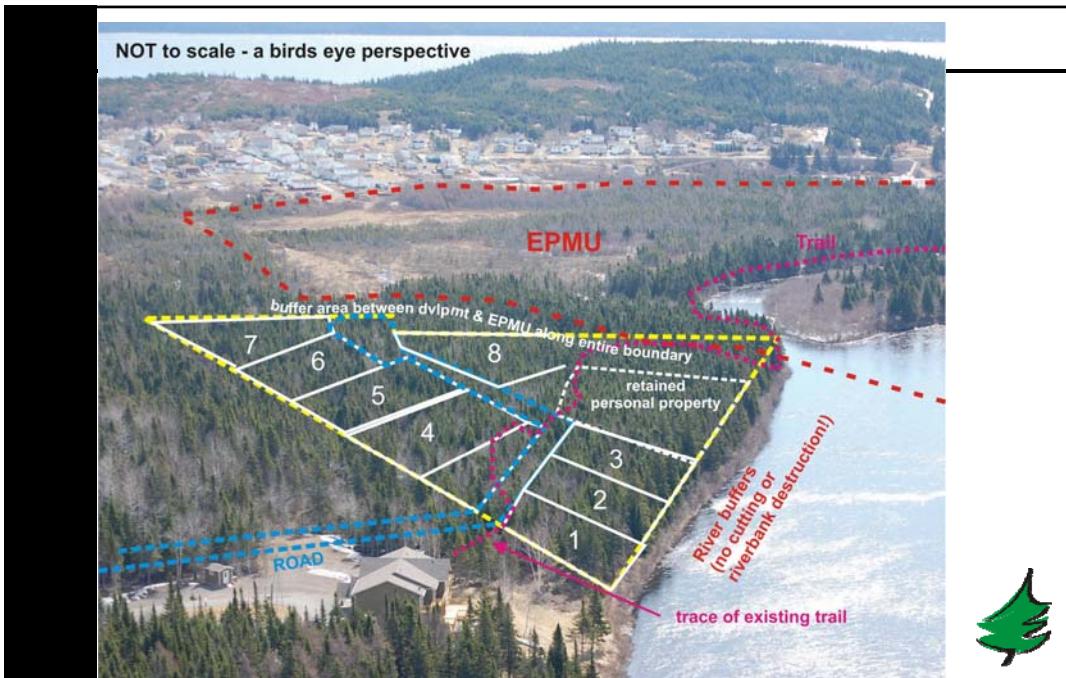
**A Development Proposal to the Town of Springdale (June 14, 2010)**

**RIVERWOOD LANDING – A “GREEN” RIVERSIDE COMMUNITY**



RATIONALE – Responding to Market Demand	
	<p>Land and property demand in Springdale over the past few years has been robust but supply has been limited.</p>
	<p>The Town of Springdale has stated one of its mandates is to support orderly and feasible residential land development in the community.</p>
	<p>The Riverwood Estates initiative has demonstrated “locals” and folks returning home are attracted to the benefits of land purchase options especially within the Circular Road / Indian River area.</p>
	<p> <b>Riverwood Landing</b> can offer economically feasible residential land development in an area desired by the market with infrastructure and service readily available.</p>
	<p>The development strategy is to ensure responsible land development that respects the laws of the land in all aspects of the habitat protection (waterfowl, trees, fish, etc).</p>
	<p>Preserving the natural integrity of the site is the commercial merit of the proposed development and the objective of the Developer – DO IT RIGHT!</p>





#### STANDARDS OF DEVELOPMENT – Quality not Quantity

Conceptually, 9 lots are being proposed, however the intention is to create lots in a manner that preserves the natural integrity of the development footprint - lots and lots of trees!

If surveying reveals the quantity of lots being proposed need to be reduced to protect natural greenery and respect riverside buffers the lot number will be reduced.

Public green space will be allocated as part of the final development plan in consultation with the Municipality.

An orderly aesthetic development that encompasses all aspects of future service in direct consultation with Municipality.

All land sales will include legal obligations that clearly stipulate the river and vegetative buffers and legal accountability of respective landowners to respect "laws of the land".



<h2 style="text-align: center;">ENVIRONMENTAL PERMITTING AND GUIDANCE</h2>	
<p><b>The development concept has already been “informally” presented to the Environmental Assessment (‘EA’) division and Wildlife Division of the Provincial Gov’t as well as the federal Dept. of Fisheries and Oceans.</b></p>	
<p><b>A formal “Registration of an Undertaking” will be required with EA that involves detailed review of the proposal by ALL relevant government departments and authorities</b></p>	
<p><b>“The Environmental Protection Act states that the purpose of environmental assessment is to protect the environment and quality of life of the people of the province; and facilitate the wise management of the natural resources of the province”.</b></p>	
<p><b>The environmental assessment process ensures that projects proceed in an environmentally acceptable manner. When the potential environmental effects of projects are of concern, the process generates real benefits by: (i) providing for comprehensive project planning and design, (ii) maximizing environmental protection, (iii) enhancing government coordination, accountability and information exchange, and (iv) facilitating permitting and regulatory approval of projects.</b></p>	
	

<h2 style="text-align: center;">EASTERN HABITAT JOINT VENTURE – ENVIRONMENTAL PROTECTION MANAGEMENT UNIT</h2>	
<p>The southern terminus of the proposed development area does abut next to a designated Eastern Habitat Joint Venture – a preserved/protected wetlands area formed in 2001 as part of the Wetland Stewardship Agreement</p>	
<p><b>NO</b> development is being proposed within the EHJV and a buffer will likely be imposed through the EA process to protect and respect that boundary</p>	
<p>The developer will respect that buffer and further mitigate impact by maintaining a personal property that shares the most sensitive area of that buffer and take full <b>LEGAL ACCOUNTABILITY</b> to ensure its preservation and respect</p>	
<p>There has been some uncertainty as to the EXACT location of the Municipal Zone boundaries in this proposed development area separating Residential Tourism (RT) &amp; the Environmental Protection Management Unit (EPMU)</p>	
<p>The intention of the 10-year Municipal Plan adopted in 2006 was for the TOS EPMU Zone boundary to mimic the EHJV boundary, however, this did not get accurately plotted on the Town Zone maps</p>	
<p>Consultation with provincial government authorities confirms a mapping error of the noted boundary, inferring the proposed development footprint is in fact within the RT Zone specifically adopted by the Town of Springdale in 2006 to facilitate such development plans.</p>	
<p>Re-Zoning may “technically” be required to resolve the plotting error</p>	
	

## THE TRAIL – Impacts and Mitigation

The development concept will impact ~300 meters of the existing forested trail segment crossing through private lands from the Riverwood Inn to where the trail meets and follows the lower riverbank.

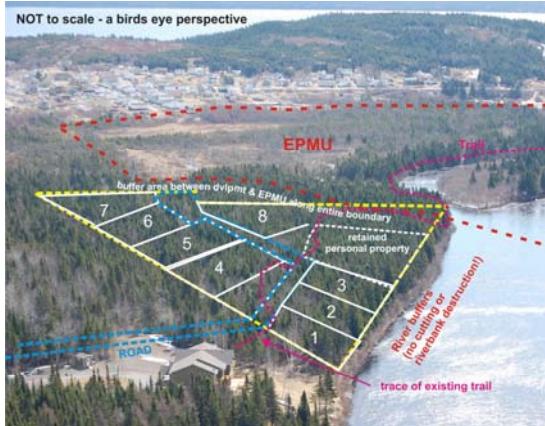
The desire of the developer is to upgrade the trail in a manner that sees it maintain its forested nature but cooperates with the lot and infrastructure layout as part of the comprehensive development plan. **It is possible the trail's current location may be able to be maintained but this is uncertain until more detailed surveying and planning is complete.**

This segment of upgraded trail will include lighted lamp posts, picnic area seating and retention of interpretation signage as well as a new trail head if deemed acceptable by the Municipality.

The developer appreciates the inherent value of the trail to the community and its citizens as it offers similar value to the Riverwood Inn business so it will be a **PRIORITY** in the final development plan.



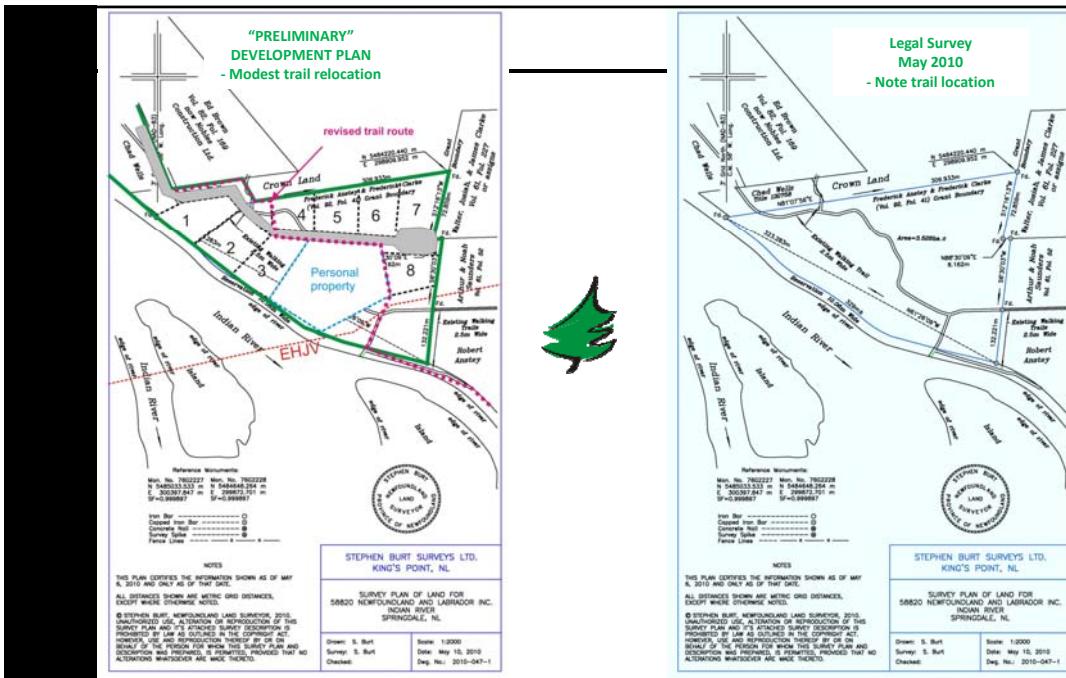
## “PRELIMINARY” DEVELOPMENT PLAN



This is a preliminary early stage development proposal that the Developer is requesting a conditional letter of support from the Town of Springdale before undertaking the costly and tedious process of Environmental permitting.

Thank you for your time and hopefully your support!





THANK YOU