

September 29, 2005

To:

Attn: Mr. Tom Osborne
Minister of Environment and Conservation
West Block, Confederation Bldg.
P. O. Box 8700, St. John's, NL, A1B 4J6

T: (709) 896-2488
F: (709) 896-9566

From:

Grand River Snowmobile Club Inc. (GRSC)
P.O. Box 1748, Station B
Happy Valley - Goose Bay, Labrador, A0P 1E0

T: (709) 896-7805
F: (709) 896-3888

Re: Snowmobile Drag Race Track & Rally Area - Environmental Assessment Registration

- *This letter is a result of a meeting with Town Council, 03/08/2005 and a successful meeting with the residents of Happy Valley-Goose Bay held 17/08/2005*

Dear Minister,

Following the successful meeting between the Grand River Snowmobile Club and the Town Council on August 03, 2004, as well as obtaining the go ahead from the residents of Happy Valley-Goose Bay on August 17, 2005 (through a Public Information Session) we wish to submit this application for your review. Further to the attached information, we feel that the following should be addressed in detail:

1. Volatile Chemical Pollution (fuel, engine oil and gearcase fluid)

Our facility will be operated as a "drop and ride" venue. Although some tuning and/or adjustments will certainly be made on-site and between heats, any routine and/or major maintenance will be carried out at the owner's premises or other repair facilities and not at this site. The sources of volatile chemicals on a snowmobile are (a) the fuel (gasoline) it burns, (b) the oil it uses for lubrication and (c) the gearcase fluid. Since even the largest race category lasts not longer than one hour, it is highly unlikely that any competing snowmobiles will require re-fueling during race day; the same rule applies for injection oil (2-stroke powered sleds). In the case of the more recent 4-stroke powered sleds, engine oil resides in the crankcase of the engine and need only be changed once per season, in an environment with the correct special tools and lighting (i.e. not outdoors and certainly not at the cold racetrack). As is the case for all snowmobiles, the gearcase fluid need only be changed once per season and it is complex enough that it would not be practical to change at the racetrack. As a side note to all of the possible sources of pollutants mentioned here, these systems are enclosed within the plastic bellypan area of every snowmobile and any leak would temporarily contained in a "dyke" fashion – or at least contained for sufficient time such that an internal operational problem with the snowmobile would stop it before any major fluids could reach the snow/ground. Any unexpected spills will be rare, confined to single vehicles with a minimum oil capacity. It is our intention to deal with any spills promptly if and when they occur.

2. Noise Pollution

Since this event will be held outside of the "Quiet Hours" set out by the Town of Happy Valley-Goose Bay and considering that the proposed location is adjacent a commercial/light industrial area, noise from this event is not expected to be an issue. However, in an effort to avoid any possible complaints, the GRSC plans to surround the site with significant sand/snow berms to

contain the noise during the events, has scheduled the events for a non-business day and has agreed to destroy the racetrack on days that an event is not being held.

We trust that this information will further stress the responsible and socially aware manner in which we have approached this project. Should you require any additional information or clarification, please do not hesitate to contact the undersigned.

Regards,

Rob Pilgrim, on behalf of the Grand River Snowmobile Club

C: (709) 896-7805

W: (709) 896-6900 x7321

E: robpilgrim@gmail.com, pilgrim.r@forces.gc.ca

Environmental Assessment Registration Document

Grand River Snowmobile Club Inc. Snowmobile Drag Race Track & Rally Area

Location:

Happy Valley-Goose Bay, Newfoundland & Labrador

Submitted to:

Environmental Assessment Division
Department of Environment and Conservation

Submitted by:

Grand River Snowmobile Club Inc.

Date Submitted:

September 29, 2005

NAME OF UNDERTAKING

Snowmobile Drag Race Track & Rally Area

PROPONENT

- (i) Name of Corporate Body: Grand River Snowmobile Club Inc.
- (ii) Address: Grand River Snowmobile Club Inc. (GRSC)
P.O. Box 1748, Station B
Happy Valley - Goose Bay, Labrador (NL), A0P 1E0
T: (709) 896-7805
F: (709) 896-3888
- (iii) Chief Executive Officer:

Name: Marty Williams
Official Title: President
Address: P.O. Box 1748, Station B, Goose Bay, Labrador (NL), A0P 1E0
- (iv) Principle contact person for purpose of Environmental Assessment:

Name: Rob Pilgrim
Official Title: Race Director, GRSC
Address: P.O. Box 46, Station B, Goose Bay, Labrador (NL), A0P 1E0
W: (709) 896-6900, x7321
C: (709) 896-7805
F: (709) 896-6925
E: robpilgrim@gmail.com, pilgrim.r@forces.gc.ca

THE UNDERTAKING:

(i) Nature of Undertaking:

The proponent proposes a modern, safe, sound-bermed winter-use snowmobile drag racing track catering to the popular snowmobile enthusiasts in the Lake Melville and surrounding regions. The project will require the clearing/grubbing of some forest fire cutover (1991, 14 acres targeted) and the removal of some trees (5 acres targeted) in order to create the track, a pit area and a parking lot intended for both snowmobile and vehicular traffic.

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

This is outlined in great detail in the attached proposal that was submitted to the Goose Bay Town Council this past summer. Please refer to *Appendix A – General Proposal Document*.

DESCRIPTION OF THE UNDERTAKING:

(i) Geographical Location:

The project site is located parallel to Aspen Drive and begins approximately 700ft [214m] to the South-West of the road centerline, or 500ft [152m] beyond the property lines of any businesses operating on Aspen Drive. No part of the proposed development area is visible from the business properties of Aspen Road due to the heavy forest that is in the area. Access to the site will be mainly by snowmobile via the main GRSC trail artery that runs adjacent the site; vehicle access will be through the access road that begins at the end of the Trapper's Cabin parking lot (the use of this road has been approved by the owner/operator of Trapper's cabin, Mr. Boyd Sellers). For more details, please refer to *Appendix E – General Aerial Views* as well as *Appendix F – Specific Working Drawings*.

(ii) Physical Features:

Please refer to *Appendix E* and *Appendix F* for details. The land in question consists of a burned cutover, some forest and caribou moss. Once the project has been implemented, there will be an 11-acre race area, an 8-acre grubbed off parking lot (earth only, not paved) and a slightly upgraded access road (600ft [183m] in length). The nearest water body is over 4km away and there appears to be no way possible that this project could affect any such habitat.

(iii) **Construction:**

As is stated above, a race area and a grubbed off parking lot (earth only, not paved) will be added to the site. The access road will also be upgraded to accommodate some vehicle traffic as well. The entire 19 acres will have to be grubbed off in order to accommodate these facilities.

Construction Period:

Phase I

Removal and harvesting of trees in 5 acre forested zone

Duration: November 1, 2005 – November 15, 2005

Phase II

Overburden removal from entire 19-acre site and construction of perimeter earth berms

Duration: November 15, 2005 – December 1, 2005

Construction Start Date:

Immediately following the approval of this document as well as that from Crown Lands.

Possible Pollutants during construction Phase I & II:

None other than that of regular heavy equipment; some noise, some diesel fumes from the operation of the equipment. Since the project area is adjacent a commercial/light industrial area, this is a non-issue.

(iv) **Operation:**

The typical Grand River Snowmobile Club's racing season consists of about 6 race events that are typically spread evenly from mid-January to mid-April. With the construction of this new site, the race season can start much earlier and finish slightly later as well without the hazards of overflow slush and water puddles. A reasonable land-based season should begin mid-December and finish in mid-to-late April with potential for ~10 race events. Since the primary function of these races is to raise money for the expansion/improvement of the club itself, this potential to hold more events at a land-based locale is of great importance to the club.

An important part of any form of racing, practice sessions will be held at the original ice-based location on the frozen Terrington Basin in order to eliminate any sources of off-hours activity and noise. Further to this plan, the racing lanes will be bermed on all sides to thwart access and the track itself will be ditched and barricaded to keep any unauthorized users from using the track other than on race day. The bi-weekly racing

events will require scheduling, supervision and control that will be provided by the volunteers making up the Grand River Snowmobile Club's Racing Committee. Pending a successful first year of events, the GRSC plans to use the proposed location until some other official use is determined (such as the possible future Phase II development of the land for Commercial/Light Industrial use, as has been made clear from the Town Council of Happy Valley-Goose Bay) or until the GRSC decides not to use this site for any reason.

During the operation of this facility there is an extremely low risk of pollutants and all precautions will be put in place to minimize risk by abiding the rules and regulations set out in this Province. Furthermore, the proposed site currently has a major groomed snowmobile trail running through it which brings a great deal of traffic during the winter season; there has been no noted negative effect on this area by this similar use and we expect the same result from the activities/vehicle traffic we are proposing here.

As was mentioned previously, the proposed site is subject to a Phase II development plan that has been identified by the Town and made clear to the GRSC. We understand the layout as well as their plan and simply request to use the site up to the date that the Town decides to develop the land for Commercial/Light Industrial use, which - as was identified by the Town Council - is not likely to happen within the next 20yrs. However, if this plan is put forward, the GRSC agrees to give the right-of-way to the Town.

(v) **Occupations:**

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

During Construction Period:

- 1 – Engineer
- 1 – Project Manager
- 4 – Laborers
- 2 – Heavy Equipment Operators
- 2 – Truck Drivers

Operation (during actual race events):

- 1 – Event Manager
- 1 – Race Director
- 6 – Site Workers (lights operator, start line techs, groomer operator)
- 1 – Emergency Medical Operative

Note: *All of the above listed staff are volunteers and members of the GRSC*

(vi) **Project-Related Documents:**

In order to ensure approval from the Town of Happy Valley-Goose Bay as well as the residents therein, the attached proposal was submitted to the Goose Bay Town Council

and the Public this past summer. Please refer to *Appendix A – General Proposal Document* to view the document itself, refer to *Appendix C – Municipal Approval Documentation* to view their positive comments.

APPROVAL OF THE UNDERTAKING:

The application for the GRSC’s Snowmobile Drag Race Track & Rally Area has been submitted to the Dept. of Environment and Conservation (Crown Lands) and is awaiting approval in parallel to this application. In addition to this, approval has been granted from the Dept of Natural Resources (Forestry) - as is shown in a letter displayed in *Appendix B – Comments from the Dept. of Natural Resources* – as well as from the Town Council of Happy Valley-Goose Bay and its residents through a Public Information Session held 17/08/2005, see attached letter in *Appendix C – Municipal Approval Documentation* (with excerpts from the Crown Lands application). To ensure that there would be no possible conflicts from specific stakeholders in the Aspen Drive area, the proponents of this facility have also contacted each business operating on Aspen Drive individually to obtain their blessing. Their positive comments can be seen in *Appendix D – Results of verbal conversations with each business operating from Aspen Drive*.

SCHEDULE:

Due to the approaching frost, construction would commence immediately following the approval of this application (Fall 2005) and take approximately one month to complete. In the case that the approval of this document is delayed, construction would commence in Spring 2006 as soon as practical construction could begin.

FUNDING:

100% paid by Proponent.

Date

Signature of Chief Executive Officer

Appendix A:
General Proposal Document

Proposal Title

Grand River Snowmobile Club

Aspen Drive - Proposed Snowmobile Race Track Implementation

Proposal Summary

The Grand River Snowmobile Club is proposing to develop the currently forested area between Aspen Drive & the perimeter fencing at 5 Wing Goose Bay. The intent of this implementation is to extend the racing season and to increase the safety level of the races being held each year. Typically, these race events are held during the hours of 11:00 am to 5:00 pm every second Sunday from January to April under the strict supervision of the Grand River Snowmobile Club's Race Committee. With the approval of this project, the length of the racing season can be increased (by approximately two months) to between December and May of each year.

Directly Involved Parties

Grand River Snowmobile Club (GRSC), Businesses in the Aspen Drive area as well as residents of Happy Valley-Goose Bay.

Involved & Contacted Authorities

Department of Natural Resources – Forestry Division

Contact Name: Kirk Greening

Reference Material:

Appendix A Comments from Department of Natural Resources

Businesses in the Aspen Drive area

Contact Names: Various

Reference Material:

Appendix B Results of verbal conversations with each business owner operating from Aspen Drive.

Town of Happy Valley-Goose Bay

Contact Names: Dennis Peck, Basil Linehan, Al Durno, Town Council

Reference Material: This Proposal, as well as:

Appendix C Public Notice

Appendix D Municipal Approval Letter

Appendix E General Aerial View of Existing Site

Appendix F Specific Working Drawings

Residents of Happy Valley-Goose Bay

Contact Names: Various

Reference Material:

Appendix C Public Notice

History & Reasoning

After having the first proposal to develop this race track in the Tupper Drive area of town peacefully rejected by the residents in that area, an approach to develop the track within the town limits but near a commercial/industrial zone was used. Having being consulted by several business owners in the Aspen drive area to consider the burned-over (forest fire damage) area located behind their respective property lines, the site was deemed suitable by the Technical staff of the GRSC and this proposal was put forth. It is this burned-over area that we are proposing to modify.

The Existing Site

The site that we are proposing to modify is an undeveloped, partially burned-over forest area that is contained within Aspen Drive (North face), Burnwood Drive (East face) and the perimeter fencing surrounding the South Ramp area of the 5 Wing Goose Bay airfield (West face) that is located to the immediate West of Aspen Drive in the Spruce Park subdivision of Happy Valley-Goose Bay.

Approximately 5 of the 19 acres that we are proposing to develop is populated by spruce trees (approx. 60% of these greater than 4" in diameter) and caribou moss; the remaining 14 acres are simply 15 year-old stumpage and alderbeds, the result of a forest fire that damaged the area in the early 1990's. This area has not been replanted nor is it scheduled to partake in a replanting program. The details of this site can be clearly seen in *Appendix E - General Aerial View of Existing Site*.

This site has been identified as a planned two-stage expansion zone for commercial development by the Town Council of Happy Valley-Goose Bay, but it is highly unlikely that this expansion will be approved or developed within the next 20 years. The GRSC understands and is fully aware of the Town's plans for the area and is willing to hand over the land if/when the proposal to develop the land is put forward by the Town. This agreement is outlined in the letter of municipal approval from the Town and can be viewed in *Appendix D - Municipal Approval Letter*.

Positives

Financial:

- Two bar/grill/lounges within 600' of the proposed site have offered to handle the canteen concessions during the holding of race events. Said establishments have been long-time supporters of the GRSC and have served as clubhouses and public relations hubs for many years – helping them to reap the benefits of a venue that they have both had a part in building would seem to be a fair development in a healthy business relationship.
- The GRSC plans to use one lounge in particular – Trapper's Cabin - as their own for social events throughout the winter season. With a “cabin” flavour and traditional décor, Trapper's Cabin is a natural choice for a club which thrives upon outdoor and backwoods adventures. Similarly, all canteen funds raised at these events will go to Trapper's Cabin.

Safety (Racing Perspective):

- Since the site is surrounded on all sides by forest, a great deal of wind shelter is naturally provided, which is a major benefit when considering that some snowmobiles are traveling at high speeds when racing, where a cross-wind can be very dangerous.
- It is a well-known fact that the adhesion of snow to ground is much better than that of snow to ice, thus guaranteeing that the traction afforded by the proposed site will be much better than that of the current ice-based Terrington Basin site, which is always a concern in any kind of racing event.
- Since the current race site is ice-based, water often accumulates on and around the race track area late in the season when the Spring thaw begins to settle in. This is always a concern for racers since water is a major safety hazard when traveling at high speed. Racing on land (with a crowned base, like a highway) would greatly reduce the potential for a water puddle and/or allow for much better drainage in the case that one would appear. By having the race events on land and reducing said the water hazard, the GRSC has the opportunity to extend the racing season beyond what it normally can and subsequently raise additional funds.

Safety (Set-up & Management Perspective):

- The track itself can be measured, pegged and marked before the snow begins to fall, one time. This greatly reduces volunteer effort as this set-up has to be done after the ice freezes at the current Terrington Basin site. Keeping in mind that ice is always moving, the site has to re-measured, re-verified and re-adjusted several times through the racing season. Holding the racing events on land would eliminate all of the re-adjusting and subsequent volunteer burn-out that the GRSC often faces at the midpoint of the racing season.
- First grooming at the current ice-based Terrington Basin site is always a major concern for the GRSC and its operators. In order to use as much of the winter

season as possible for racing events, it is imperative that the track be groomed early and often. This activity is usually the first ice excursion that the GRSC Operators undertake each season and the ice thickness is always a concern. Holding the racing events on land would eliminate all early-season ice grooming dangers as well as allow the events to start much earlier in the season, giving all parties involved the opportunity to raise more money.

Convenience:

- The existing Terrington Basin site is somewhat out-of-the-way for many spectators. Holding the races closer to Town will bring more attendees as well as help to develop and promote the sport of snowmobiling and snowmobile racing in general.
- In addition to the aforementioned lounges, many local food establishments are in the general vicinity of the proposed area. The proposed race events will undoubtedly prompt an increase in their Sunday customer traffic and sales.

Negatives

Noise Pollution

- Understanding that the proposed events are for motorized vehicles, there will be a significant amount of noise generated during the racing events both by racers and spectators alike. See *Off-Hours Activity* (below) for a more detailed response to this issue.

Traffic Overflow

- The GRSC's racing events always bring a large crowd of spectators and competitors by both snowmobile and automobile. The intersecting street area around the proposed site - Hamilton River Road, Aspen Drive & Burnwood Drive - will undoubtedly see a significant increase in vehicle traffic. The peak of this traffic is expected to be immediately after the last race of the day, which is usually around 4:00pm. If the traffic in this area does in fact become a concern from a safety or convenience standpoint, the GRSC is prepared to be proactive and ask for traffic management assistance from the local RCMP or otherwise qualified individuals. It is worth noting that there are no homes or significant residential zones within a significant distance of the proposed race track site.

Parking

- In order to accommodate the spectators and their vehicles, there have been some agreements made with business owners in the Aspen Drive area to use their parking lots during the Sunday race events. Using the parking lots of Trapper's Cabin & Churchill Construction alone will give us more parking capacity (approx 150) than we had at the previous Terrington Basin site (approx 75). A planned parking area for race/pit vehicles & trailers is shown in *Appendix F - Specific Working Drawings* and can accommodate an additional 50 vehicles if so required. It is worth noting that this area is at this point intended for VIP's and those that are not capable of walking to the site on their own (i.e. the elderly, handicapped, etc.), but it can be opened for vehicle traffic should the need present itself.

Residential Proximity

- The proposed racetrack itself is more than 1500' from the nearest residential zone in the Spruce Park area; this 1500' buffer zone is populated by trees, alderbeds and caribou moss. The details of this can be found in *Appendix E - General Aerial View of Existing Site*. It is worth noting that the entire track would be surrounded on three sides by the same type of vegetation; the site will be visible only from Burnwood Drive, which is a commercially-zoned area. Further comments detailing how we plan to minimize the residential noise impacts can be found below, under *Off Hours Activity*. In addition to this, other means of mitigation for residents in the surrounding area can be found under *Special Considerations*, on page 6 of this document.

Off-hours Activity

- Due to the nature of the proposed events, we recognize that there is a potential for very loud, off-hours activity. The GRSC understands this and has plans to

implement a rigid perimeter boundary system consisting of a permanent 3 ft (1m) [H] sand berm under a seasonal 2 ft (.75m) [H] snow berm that will be capped by a seasonal 2 ft (.75m) [H] snow fence such that entry to the race track area will be impossible other than during the scheduled race periods. This barrier will not only be used for security purposes, but for sound absorption and containment as well. Furthermore, even if an individual was to get inside the boundary, the racing lanes themselves will be disturbed (ditched/bermed by the groomer) and barricaded (wooden barricades) at short intervals such that high speed is not attainable. In addition to all of this, the current area located at Terrington Basin will remain as the designated practice area for racers that feel the need to test or troubleshoot their sleds. This area will be groomed and completely separate from the groomed trail system.

Special Considerations

As is indicated under *Off Hours Activity above*, the layout of the site includes extensive sound-deadening sand/snow/fence berms that circumnavigate the site. This alone should not only thwart intruders during off-hours, but also reduce the noise levels significantly during the events themselves. The sound-deadening qualities of these man-made berms will be supplemented by the natural surrounding forest.

To elaborate on the fact that the GRSC wishes to work together with the residents and commercial stakeholders surrounding the proposed area, the GRSC has identified ALL residents of the Aspen Drive area and has called them individually to discuss the proposal and to ask their permission to use the area in question. The response was positive across the board as is briefly shown in *Appendix B*. Furthermore, a Public Information Session was advertised in the local newspaper (The Labradorian, *Appendix C - Public Notice*) for two weeks prior to the scheduled date and was met with no opposition from any residents of the Town.

Safety Matters

The Grand River Snowmobile Club holds safety as their highest priority. With a perfect record of 0 incidents since the start of racing in the Central Labrador area, proof of that is clear. Safety is maintained through the following five steps:

Prevention:

All drivers are briefed before the start every racing event. This safety & etiquette briefing is given before the start of every race class. The site itself also acts as a preventive measure with extensive buffer zones and berming/snow fencing in place, which physically separates the crowd from the competitors at all times.

Adherence to International Guidelines:

All types of snowmobile racing are regulated by the International Snowmobile Racing Association (ISRA). The GRSC strictly adheres to the safety guidelines detailed in the drag racing section of the ISRA manual that is published annually.

Rigorous & Mandatory Pre-Race Inspection:

Each and every snowmobile that wishes to compete in any race event is thoroughly inspected in the staging area by the GRSC's designated Tech Director who is competent in his/her field.

Double-Checking:

Emergency shut-off and run-away prevention systems are physically tested before any snowmobile is approved to compete in any race event.

Real-Time Active Communication:

Should a situation arise that is beyond the control of the precautionary measures that have been taken, the Tech Director, the Race Starter and the Event Announcer/MC are always in direct communication via a 2-way headset and can stop the race or flow of traffic at **any** time.

Proposed Site Modifications

The basic site modifications are broken down into three categories:

Tree Removal

A 260ft (79.2m) x 810ft (246.9m) area of black spruce must be removed in order to accommodate the rundown area of the race track.

Grubbing

A 19 acre area must be grubbed in order to clear the proposed racing lanes, rundown area and parking lot. The majority of this grubbing will be used to create the perimeter berm as well as to fill-in a fairly large depression in the proposed parking area. Any remaining grubbing will be trucked off-site.

Grading

The racetrack area will be first leveled then graded such that a slight crown can be found at the centerline of the racing lanes, allowing for positive drainage away from the racing lanes.

All of the proposed site modifications are depicted in detail and can be found in *Appendix F - Specific Working Drawings*.

Site Construction

Pending the approval of this project by Crown Lands and the Provincial Department of Environment, a consortium of racing enthusiasts and Serco Facilities Management Inc. - the major employer in Goose Bay - has offered to carry out all site modifications required, under one director from the GRSC/AGC. The modifications and the subsequent clean-up are expected to take approximately 2 months to complete.

Long Term Goals

The longer racing season afforded by holding the race events on-land will allow the GRSC to raise a significant amount of additional funds that can be used in a variety of ways, such as re-investing into the race events themselves to improve the “show” that is offered, investing these additional funds into the further development of the Central Labrador trail system or even simply adding these funds to the annual operating budget of the GRSC in order to reduce the cost of the yearly trail permits.

These volunteer-driven race events are the main attraction of winter activity in the Central Labrador Region and they draw a significant crowd each weekend. Understanding that snowmobiling is a major attraction here in Labrador, the GRSC works hand-in-hand with the Provincial Department of Tourism, Culture & Recreation during the annual Sno-Break event held in March to assist them in attracting additional tourism activity by punctuating the start and the finish of the week-long event with race

events. One of these events involves participants from Labrador West, Churchill Falls and Fermont – called the “Tri-City Cup” - which attracts racers from all over Labrador. It is this event in particular that will certainly benefit from the proposed new site location and its much improved accommodations; the current location leaves competitors in the cold for hours at end without any sort of shelter or warm-up area, which we feel is a deterrent for many would-be travellers.

In closing, the general goal of the project is to improve these already popular events for both spectators and competitors by offering a better, more consistent track and much improved fan & family accommodations on-site. We trust that the Provincial Department of Environment & Conservation (i.e. Crown Lands & Environmental Assessment) will facilitate this development upon seeing the financial and community value of the event to the surrounding area as well as the responsible manner by which we have proposed to undertake the project.

Appendix B:
Comments from the Dept. of Natural Resources

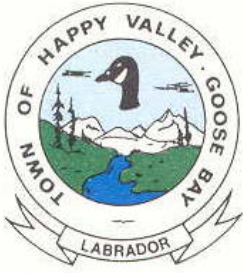
Pilgrim R@Serco@Goosebay

From: Kirk Greening [kirkGreening@gov.nl.ca]
Sent: Monday, 19, September, 2005 11:45 AM
To: Pilgrim.R@forces.gc.ca
Cc: Bruce Hewlett; Keith Deering
Subject: Re: GRSC - Aspen Drive Race Track Project

Hello Rob,

Regarding your inquiry, as per Provincial regulations under the Forestry Act, the removal of any timber from lands, other than private land, will require a permit (domestic or commercial). In your particular case, a commercial permit is required and royalties are required for each class of Crown timber harvested as per the Provincial Royalty Rates for Timber. These regulations are available online on the Provincial Govt Website www.gov.nl.ca if you require further details. Or feel free to contact me if you require anything further. Hope this is of some help to you. Regards! Kirk

Appendix C:
Municipal Approval Documentation



Town of Happy Valley-Goose Bay

P.O. Box 40 Station B • Happy Valley-Goose Bay, Labrador, Newfoundland • AOP 1E0 • 709-896-3321 • Fax: 709-896-9454

September 8, 2005

Grand River Snowmobile Club Inc.

P.O. Box 1748, Station B
Happy Valley-Goose Bay, NL
AOP 1E0

Dear Mr Pilgrim:

Re: Request for Permission to Occupy Land Behind Aspen Road

Your request for permission to occupy land behind Aspen Road was received at the Town Office. As I understand the request, the Grand River Snowmobile Club plans to operate snowmobile races during the winter seasons. It is understood that the Grand River Snowmobile Club has held a public information session and the proposed plan was positive with no negative response being expressed.

At the 57th meeting of Town Council held on August 23, 2005, your request was approved subject to the following conditions:

- Grubbing to be disposed of in a manner approved by the Town;
- All necessary permits must be obtained prior to start up;

Please be advised that this approval is for temporary occupancy only and will be terminated once the Town of Happy Valley-Goose Bay continues the development of this area.

If you have any questions or concerns please call me at 896-3593.

Regards,

Basil Linehan, CTech
Municipal Technologist



GOVERNMENT OF
NEWFOUNDLAND AND LABRADOR
Department of Environment and Conservation

**MUNICIPAL RECOMMENDATION FORM FOR
CROWN LAND APPLICATIONS WITHIN
MUNICIPAL AND PLANNING AREA BOUNDARIES**


TO BE COMPLETED BY APPLICANT - Part A

NAME OF APPLICANT <u>GRAND RIVER SNOWMOBILE CLUB INC.</u>		DATE OF APPLICATION <u>AUGUST 19, 2005</u>
MAILING ADDRESS <u>P.O. Box 1748, STATION B</u>		
CITY/TOWN <u>Happy Valley - Goose Bay</u>	PROVINCE <u>NL</u>	POSTAL CODE <u>A0P 1E0</u>
HOME TELEPHONE	BUSINESS TELEPHONE <u>709 896 5983</u>	FACSIMILE <u>709 896 3888</u>
LAND TO BE USED FOR <u>SEASONAL SNOWMOBILE RACES (Temporary)</u>		
LOCATION OF LAND <u>SEE ATTACHED MAP</u>		DIMENSIONS OF LAND <u>SEE ATTACHED MAP</u> FRONTAGE _____ DEPTH _____

TO BE COMPLETED BY MUNICIPAL COUNCIL - Part B

DOES YOUR COMMUNITY HAVE <input checked="" type="checkbox"/> AN APPROVED MUNICIPAL PLAN <input type="checkbox"/> CONCEPT PLAN <input type="checkbox"/> NEITHER		
ACCORDING TO THE DEVELOPMENT REGULATIONS THE AREA APPLIED FOR IS ZONED AS:		
IS THE PROPOSED USE A <input type="checkbox"/> PERMITTED USE <input type="checkbox"/> DISCRETIONARY USE <input checked="" type="checkbox"/> A USE NOT INCLUDED IN THE DEVELOPMENT REGULATIONS (attach copy of zoning map showing location of site)		
DOES THE PROPOSED USE CONFORM TO THE STANDARDS AND CONDITIONS SET OUT IN THE DEVELOPMENT REGULATIONS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
DESCRIBE THE LAND USE IN THE SURROUNDING AREA <input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> UNUSED <input checked="" type="checkbox"/> OTHER _____		
NORTH SIDE <u>RUR</u>	EAST SIDE <u>RUR</u>	
SOUTH SIDE <u>AC1-C</u>	WEST SIDE <u>RUR</u>	
IF THE PROPOSED USE WILL CONFLICT WITH EXISTING LAND USE IN THE GENERAL AREA, PLEASE EXPLAIN		
INDICATE WHICH OF THE FOLLOWING MUNICIPAL SERVICES ARE AVAILABLE AT THE SITE <input type="checkbox"/> WATER & SEWER <input type="checkbox"/> WATER ONLY <input type="checkbox"/> SEWER ONLY <input checked="" type="checkbox"/> NO SERVICES		
DESCRIBE TYPE AND CONDITION OF THE ROAD TO THE SITE <u>Access Road Only (SAND)</u>		
IS THE ROAD PRESENTLY MAINTAINED YEAR ROUND <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO BY WHOM <input type="checkbox"/> COUNCIL <input type="checkbox"/> WORKS, SERVICES & TRANSPORTATION <input checked="" type="checkbox"/> APPLICANT		
WILL ROAD EXTENSION OR IMPROVEMENTS BE NEEDED IF THE APPLICATION IS APPROVED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
IN THE OPINION OF THE COUNCIL, THE LAND APPLIED FOR IS <input checked="" type="checkbox"/> CROWN <input type="checkbox"/> PRIVATE <input type="checkbox"/> OWNERSHIP UNCLEAR IF PRIVATE OR OWNERSHIP UNCLEAR, EXPLAIN IN COMMENTS BELOW		
IF SITE IS PRESENTLY OCCUPIED, PLEASE GIVE DETAILS		

CL-0010/11-02

THE COUNCIL OF	Happy Valley - Goose Bay	TELEPHONE NUMBER	709.896.3321
APPLICATION IS	<input type="checkbox"/> APPROVED	<input type="checkbox"/> REFUSED (GIVE REASONS)	<input checked="" type="checkbox"/> APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
<input type="checkbox"/> DEFERRED (GIVE REASONS)			
COMMENTS			
See ATTACHED LETTER FOR Approval AND Conditions.			
* Please NOTE THAT THIS Approval IS FOR TEMPORARY OCCUPANCY ONLY.			
 SIGNED		September 8, 2005 DATE	
Municipal Technologist TITLE			

INSTRUCTIONS**A. APPLICANT:**

1. THIS IS NOT A CROWN LANDS APPLICATION FORM
2. This form provides Council's recommendation only. Final approval decision on your application is the responsibility of this Department and no occupation or development of the site is permitted until a formal title document has been issued by the Department.
3. Complete part A of this form and include an accurate sketch of the area requested or attach a map.
4. Submit this form to the office of the Council in which the Crown land you would like to obtain is located.
5. When the Council has completed its recommendation you may submit your application along with this approval form to the appropriate Government Service Centre or Regional Lands Office.
6. This form provides Council's recommendation only. Final approval decision on your application is the responsibility of this Department can accept your Crown Lands Application Form.

B. MUNICIPAL COUNCIL:

1. Please complete this form and return it to the applicant. A copy may be taken for your records.
2. This form must be completed for all requests for Crown land within your Municipal planning area boundary.
3. If you have any questions on the proposed development, please contact the applicant directly.
4. Questions pertaining to the processing of applications may be made to the nearest Regional Lands Office.
5. The Department reserves the right to accept an application without an approved Municipal Recommendation Form, when, in the opinion of the Department, the Recommendation Form had not been processed by Council in a timely manner. In such cases, the Regional Lands Office will proceed with referrals in the normal manner, including a referral to the Municipality.

GOVERNMENT SERVICE CENTRES/REGIONAL LANDS OFFICES

Department of Government Services
Government Service Centre
5 Mews Place, P. O. Box 8700
St. John's, NL A1B 4J6
Telephone: (709) 729-3699
Facsimile: (709) 729-2071

Department of Government Services
Government Service Centre
McCurdy Complex, P. O. Box 2222
Gander, NL A1V 2N9
Telephone: (709) 256-1420
Facsimile: (709) 256-1438

Department of
Government Services and Lands
Government Service Centre
The Noton Building, P. O. Box 2006
Corner Brook, NL A2H 6J8
Telephone: (709) 637-2387
Facsimile: (709) 637-2905

Department of Government Services
Government Service Centre
The Thomas Building, P. O. Box 3014, Str. "B"
13 Churchill Street
Happy Valley-Goose Bay, NL A0P 1E0
Telephone: (709) 896-2661
Facsimile: (709) 896-4340

Department of
Environment and Conservation
Eastern Regional Lands Office
5 Mews Place, P. O. Box 8700
St. John's, NL A1B 4J6
Telephone: (709) 729-2654
Facsimile: (709) 729-0726

Department of
Environment and Conservation
Central Regional Lands Office
McCurdy Complex, P. O. Box 2222
Gander, NL A1V 2N9
Telephone: (709) 256-1400
Facsimile: (709) 256-1095

Department of
Environment and Conservation
Western Regional Lands Office
The Noton Building, P. O. Box 2006
Corner Brook, NL A2H 6J8
Telephone: (709) 637-2392
Facsimile: (709) 637-2905

Department of
Environment and Conservation
Labrador Regional Lands Office
The Thomas Building, P. O. Box 3014, Str. "B"
13 Churchill Street
Happy Valley-Goose Bay, NL A0P 1E0
Telephone: (709) 896-2488
Facsimile: (709) 896-9566

Department of Government Services
Government Service Centre
2 Masonic Terrace, P. O. Box 1148
Clareville, NL A0E 1J0
Telephone: (709) 466-4060
Facsimile: (709) 466-4070

Department of Government Services
Government Service Centre
9 Queensway
Grand Falls-Windsor, NL A2B 1J2
Telephone: (709) 292-4206
Facsimile: (709) 292-4528

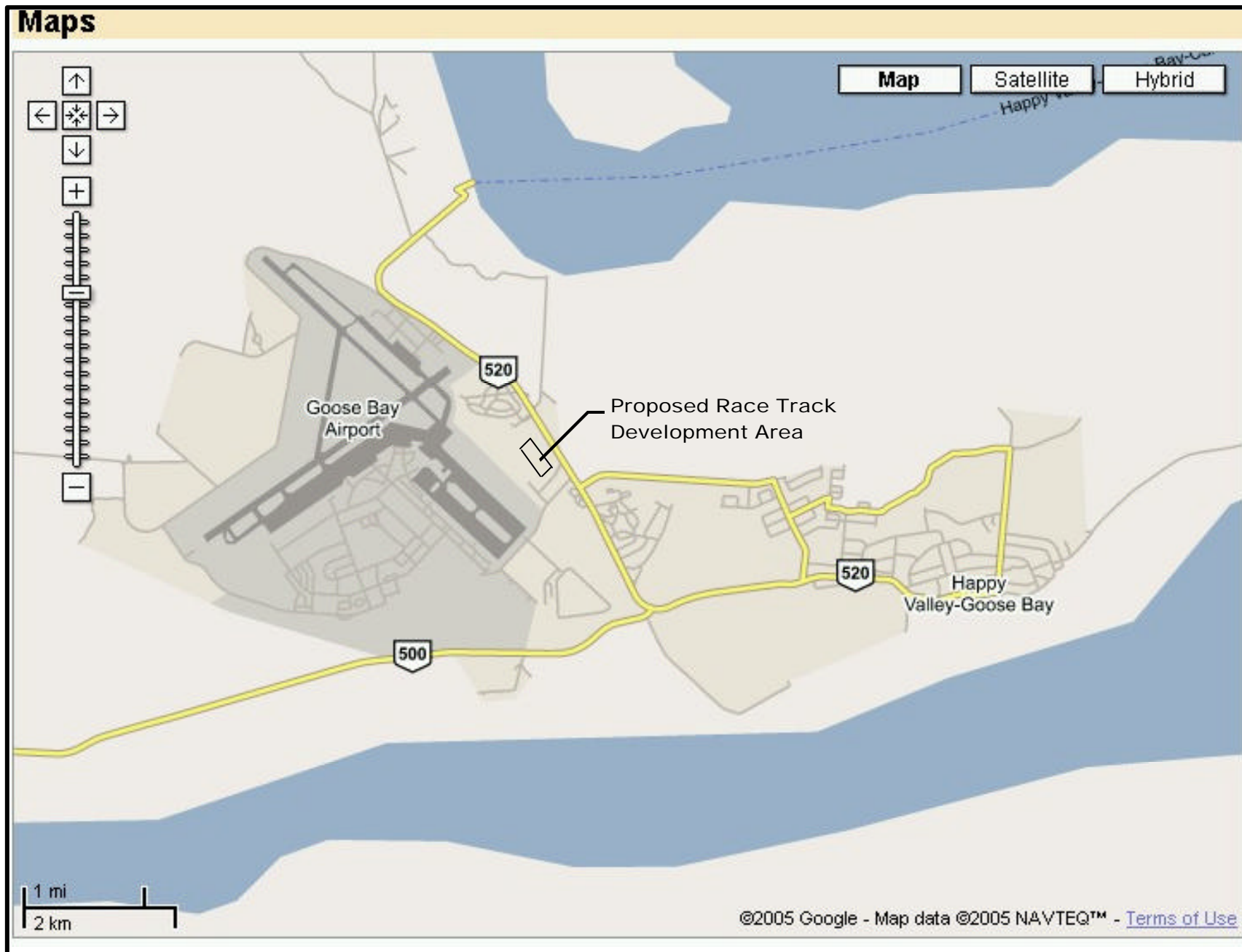
Appendix D:
Results of Verbal Conversations with each Business
Operating from Aspen Drive

Comments from all Aspen Drive Businesses that appear to be in operation:

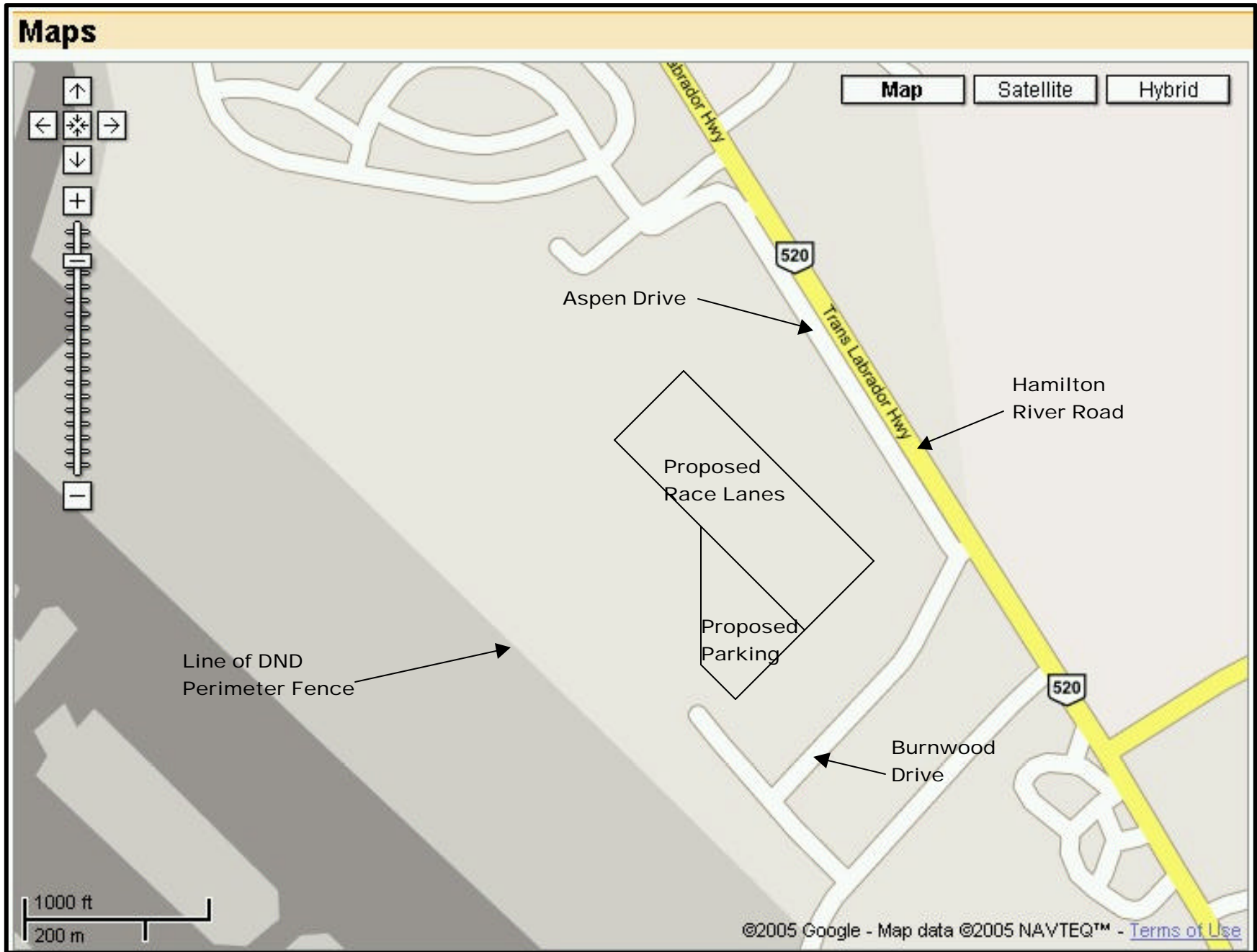
Business Name	Type	Contact Name	Tel	Comments	Date
Trapper's Cabin <i>1 Aspen Road</i>	Bar & Grill	Boyd Sellers	896-9522	No problem. Will accommodate you.	08-12-2005
Canada Coast Guard <i>3 Aspen Road</i>	Federal Office	George Andrews	896-2252	No problem. If it's not on our property, we are OK with it.	08-12-2005
Churchill Construction <i>5 Aspen Road</i>	General Contractor Head Office	Clayton Mitchelmore	896-8521	No problem. If it's not on our property, we are OK with it. You can also use our	08-12-2005
Enviro-Safe <i>15 Aspen Road</i>	Fab Shop / Fuel Recovery	Gill Simms	896-2033	No problem. If it's not on our property, we are OK with it.	08-12-2005
The Carpet Man <i>13 Aspen Road</i>	Carpet/Flooring W/house & Retail	Winston Hobbs	896-5960	No problem. If it's not on our property, we are OK with it.	08-12-2005
Sheppard's Dry Cleaning <i>17 Aspen Road</i>	Dry Cleaner	Christina Sheppard	896-2456	If it's not on our property and does not directly affect our business during	08-12-2005
Pressure Pipe Steel Fabrication <i>37 Aspen Road</i>	Heavy Fabrication Shop	Lionel Letemplier	896-0529	No problem. If it's not on our property, we are OK with it.	08-12-2005
Multi-Foods (NorLab) Ltd. <i>43 Aspen Road</i>	Bulk Foods Warehouse	Andrew Warr (& Head Office)	896-3543	No problem. If it's not on our property, we are OK with it.	08-12-2005
Fillatre's Funeral Homes <i>45 Aspen Road</i>	Funeral Home	Shawn Crann (& Head Office)	896-8200	No problem. If it's not on our property, we are OK with it, but we would very much appreciate a copy of your schedule before the season starts in order to plan around the bi-weekly noise.	08-12-2005

Appendix E:
General Aerial Views of Existing Site

General View Indicating Project Area with Reference to Town of Happy Valley-Goose Bay



Basic Map showing location of Proposed Race Track with reference to Local Roads

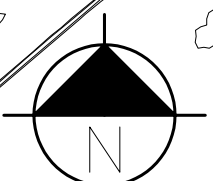


Satellite Image of Proposed Race Track Area



Appendix F:
Specific Working Drawings

SPRUCE PARK SUBDIVISION



PROJECT NORTH

FILLATRES

MULTI-FOODS

PRESSURE PIPE

ASPEN ROAD

Race Area
Parking Area

5 WING PERIMETER FENCING

BURNWOOD DRIVE

LORING DRIVE

HAMILTON RIVER ROAD

CHURCHILL CONSTR.

COAST GUARD

TRAPPERS

9/28/2005 11:37:40
404

Aerial View and General Site Plan

Scale = 1:450

3B

3

3A

398

282

389000

KING CRES.

WESTERN DR.

PETUNIA

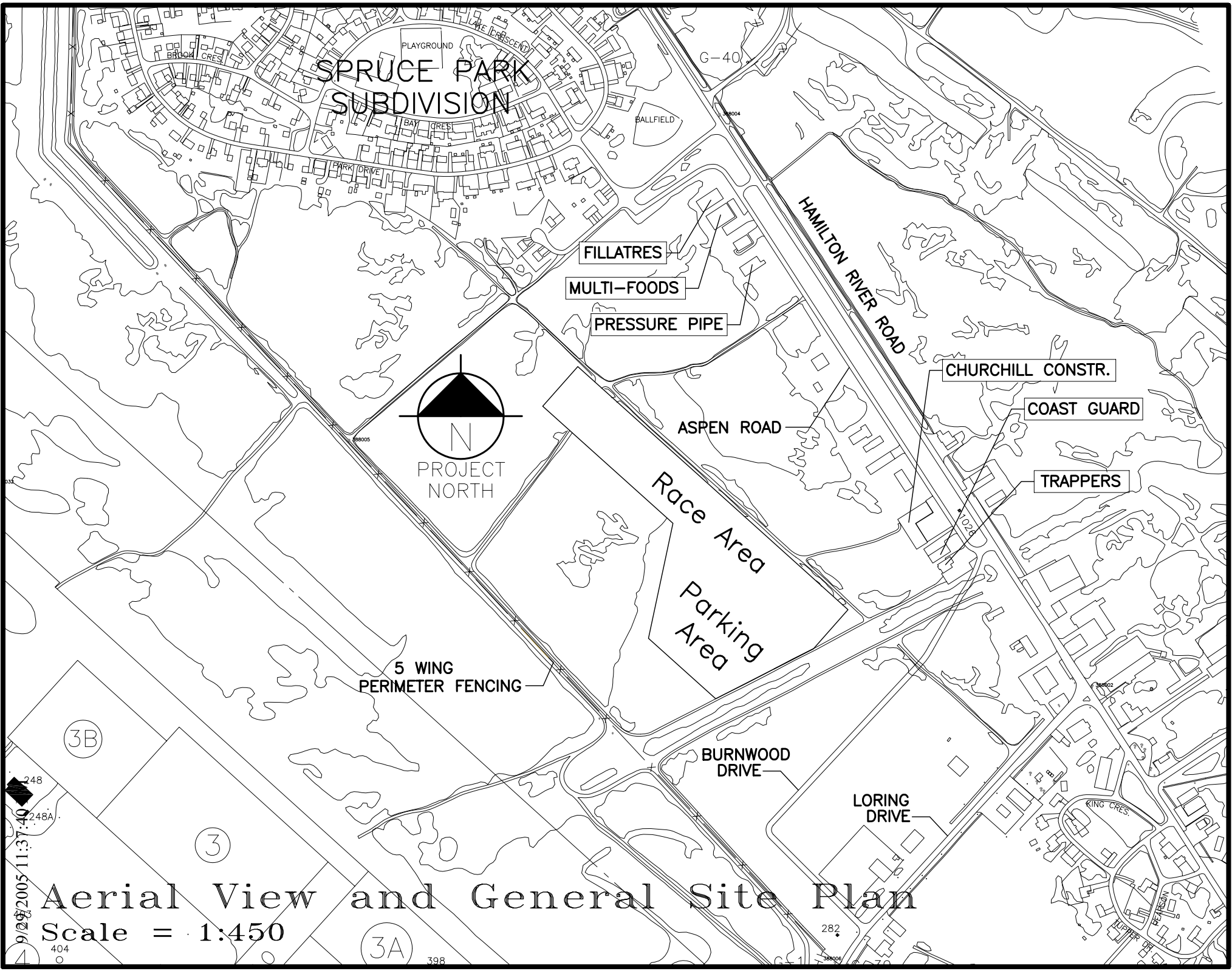
G-40

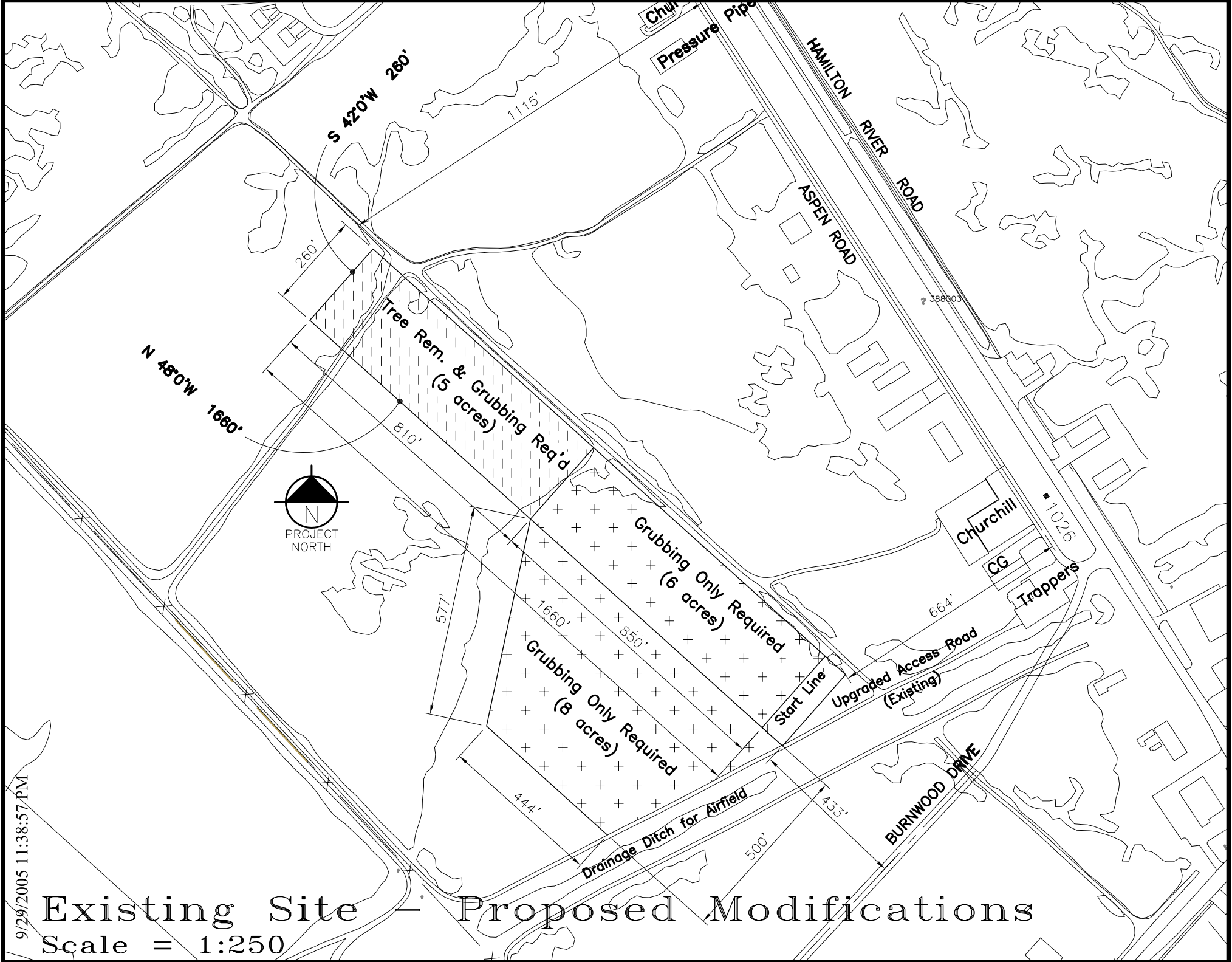
289004

288005

1024

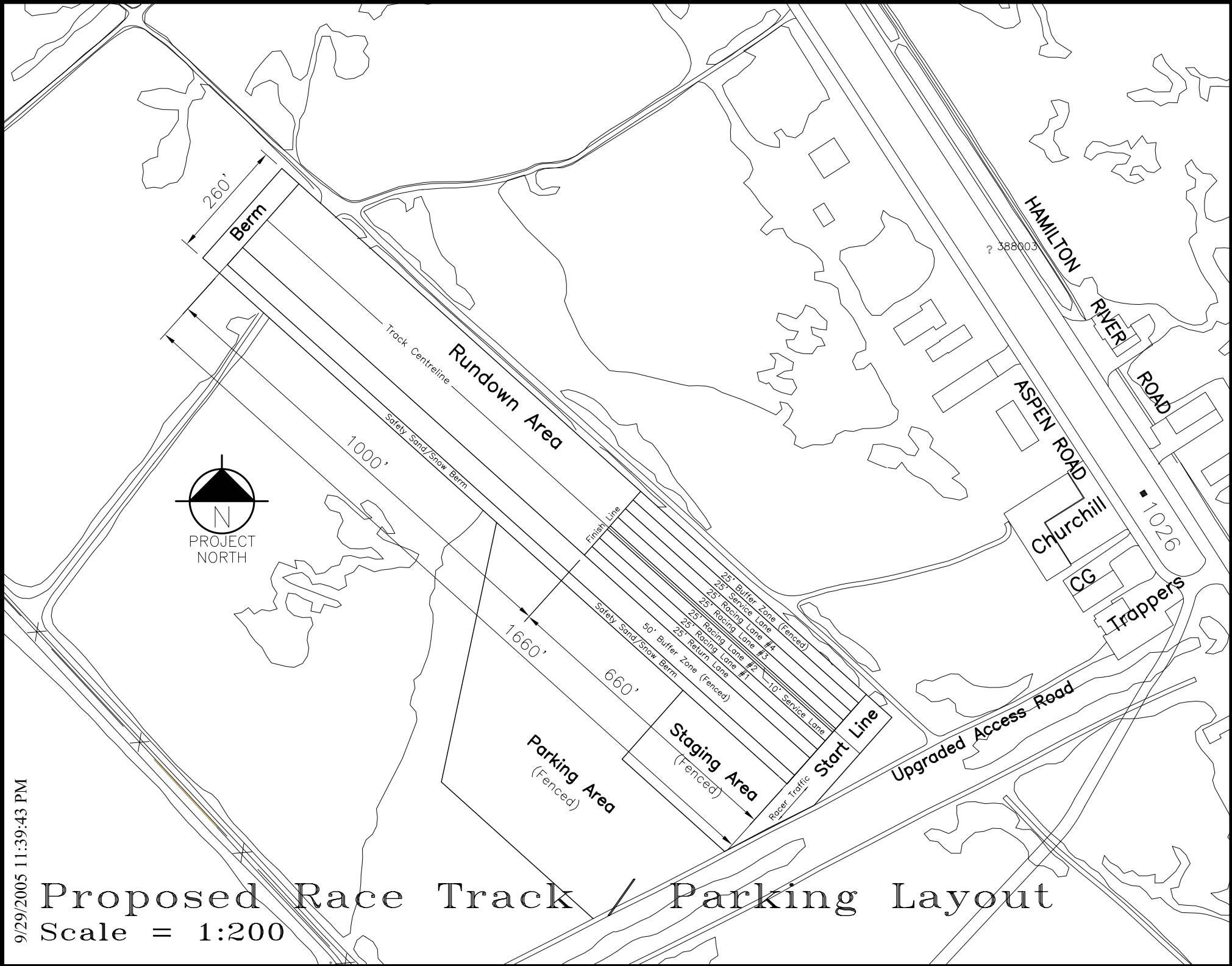
289000





9/29/2005 11:38:57 PM

Existing Site — Proposed Modifications
 Scale = 1:250



9/29/2005 11:39:43 PM

Proposed Race Track / Parking Layout

Scale = 1:200