NAME OF UNDERTAKING: **Glovertown Marina Development**

PROPONENT INFORMATION

Proponent

(i)	Name of Corporate Body	Glovertown Yacht Club Incorporated 10 Station Road, Glovertown NL Canada, A0G 2L0
(ii)	Chair and Executive Officer	Name: Sam Butt Official Title: Chairman Address: Box 453, Glovertown, NL, A0G 2L0 Telephone No: 709 533 2754
(iii)	Principal Contact Person for purposes of environmental assessment:	Neil Dawe TRACT Consulting Inc. 100 LeMarchant Rd St. Johns, NL A1E 5N7 (709) 738-2500, neil@tract.nf.net

THE UNDERTAKING

(i) Nature of the Undertaking:

Being that Newfoundland is a marine province it is understandable that people look to the sea for both their livelihood and a venue where they can spend much of their leisure and recreational time. Traditionally, their livelihood came from the exploitation of the rich fish resources that so identifies Newfoundland and gives it much of its character. However, with the growth of tourism in the province, especially marine-related tourism, there is the realization that there is considerable potential in exploiting the marine environment with respect to the marine recreational industry. Newfoundland and Labrador is rich in its protected bays, quiet anchorages, scenic views of coastline, marine life, and uncrowded waters, which offers much to the marine tourist.

The Glovertown Marina Market Study (2006) suggests a rational approach to developing the marine tourism industry in Newfoundland and Labrador, and more specifically in the greater Glovertown geographical area. There are two major components to the study:

a) A market assessment that looks at the growth of the marine recreational industry, on a local, national, and international basis, and its relevancy to the Newfoundland and Labrador market.

b) A marina concept plan that takes into consideration the needs of the marine and recreational boater industry.

The marina concept plan envisions a significant-built marina infrastructure in the water of Glovertown as well as on-shore structures.

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

The Glovertown Marina Market Study arose from the vision of the Glovertown Yacht Club Inc., and proposes that:

a) A modern, well-designed marina will be able to capitalize on the growth in the recreational boating industry; and,

b) The community of Glovertown, which lies in the central part of Bonavista Bay just north of Terra Nova Park, is strategically placed for boats transiting the north east coast.

In addition, the research findings in the study give strong support to the long-term viability of the Glovertown Marina concept:

a) Superports and mega-marinas are increasingly being built in Canada, the U.S.A., and the U.K.
b) Most marinas in U.S.A. and U.K. contain restaurants, pubs, and entertainment chandleries.
c) Marine destinations worldwide market themselves in international sailing magazines.
d) International demand for berths, like the demand for berths in NL, exceeds supply.
e) Flotillas, rendezvous, races, and regattas have significant economic impacts on the success of a marina.

DESCRIPTION OF THE UNDERTAKING:

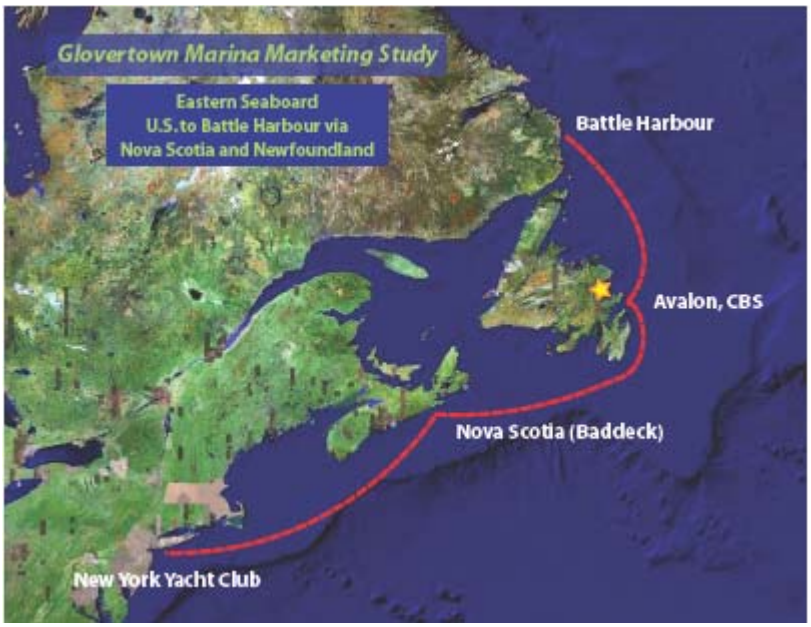
(i) Geographical Location:

The community of Glovertown is found in the SW corner of Alexander Bay in Bonavista Bay and just North of Terra Nova National Park. The following two aerial photographs of the community give a view of its location relative to Terra Nova Park, the Trans Canada Highway and the airport town of Gander as well as the proposed work area.

Area Concept "Bubble Diagram"

This overall concept identifies the key features that are in the area that can and will impact the proposed marina. While the design focus is on the marina site, it is very important that the marina is developed around other community amenities.

The above diagram gives a visual indication of the scope of the work to be done in developing the marina infrastructure and its relative impact on the environment. There are several aspects to the project that will occur during the construction stages.



(ii) Physical Features:-

The above diagram gives a visual indication of the scope of the work to be done in developing the marina infrastructure and its relative impact on the environment. There are several aspects to the project that will occur during the construction stages.

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(a) The white line on the diagram represents the perimeter of the water side of the marina when completed. The area behind the perimeter wall will be backfilled with appropriate aggregate. On the south side of the marina, the backfill will create a lay down area (65, 000 sq. ft / 6,038 m^2) for boats using the marina and for winter storage. The GYCI has had test holes dug, and a description of the type of aggregate material found in each test hole described. The approval to use the aggregate material for backfill has been given by Provincial Government Services.) The shoreline edges are generally made of consolidated aggregates and building shoreline retention systems such as are proposed should not be a problem. Tract Consulting has assessed the advantage and disadvantages of the various systems available. The detailed geotechnical assessment will confirm the appropriate shoreline retention system based on shoreline characteristics.

(b) A breakwater or coffer dam will be constructed across the mouth of the marina, with the intent of reducing the affect of wind, wave action and winter ice on boats

and docks within the marina. Generally the marina is well sheltered but as sited the marina would be vulnerable to north east winds and wind driven ice especially in the fall and winter months.

(c) Penney's Brook flows into Alexander Bay at the marina site. This site has a thick layer of sediment and will require significant dredging to accommodate the marina. Historically, the area was used for boat building and large schooners would berth up near the mouth of the river. It should be noted as well that as the Town grows, it will be very important to ensure that any upstream development practices did not add silt load to the brook and consequently the marina site. Tract Consulting would encourage Glovertown Yacht Club Incorporated (GYCI) to ensure that a vegetated buffer is maintained along the edge of the brook from the outlet to its headwater.

The site should be easily dredged and sediment loading, infill and the need for frequent dredging should not be a concern. This will be confirmed by a thorough geotechnical assessment needed as part of the detailed design for the Marina.

(d) A proposed building site is identified where a multipurpose clubhouse will be constructed to service the marina users, whether they are local boaters or boating tourist. Please note that, in this image, the RCMP building is improperly located and should be to the right of the location shown.

(e) Traditionally this has been a working harbour and without doubt the construction of the retaining wall around the perimeter of the marina and the dredging of the bottom will have both an environmental and biological impact on the area. Much of the dredging will be to remove the accumulated years of siltation normally brought down by Penney's Brook and deposited in the water. Natural siltation is in itself destructive to habitat and alters the ecological parameters that exist in the mouth of the brook. The removal and disposal of dredging material will be a performed in an environmentally appropriate manner. Suspended silt as a result of the dredging and infill of the retaining walls will be affectively dispersed into Alexander Bay by the normal flushing affects of tidal action and Penney's Brook. This process will be augmented by the channelling affect of the retaining walls enclosing the harbour.

(f) It is unlikely that fish populations within the harbour are large or varied to the point that they would be significantly at risk, especially from dredging activity. As well any interference with movement of salmonoid species between Penney's Brook and the harbour can be minimized as much as reasonably possible.

Many knowledgeable people believe that the presence of floating docks and boats will significantly enhance the growth and development of salmonoid species in Alexander Bay. Fish returning from the sea need to adjust to fresh water after being in salt water and they do so be traveling up the brook for awhile and returning to sea for awhile. The docks and boats will provide the needed safe-from-birds in shallow water resting areas during the adjustment period. GYCI has already obtained approval from DFO for the marina to go ahead.

(iii) Construction:

As the proposal, which gives rise to the registration of this project, is a marketing study that proposes the development of the Glovertown Marina, and will be used to seek funding partners to undertake the actual construction and development, there is no direct construction involved. However, the successful outcome of this proposal envisions considerable construction during the implementation and phased stages of the project.

The following summary illustrates the major construction activities that will take place during the three phases of implementation.

Phase I: Concrete retaining wall, Infill, Concrete boat launch, Breakwater, Concrete cribbing, Dredging, Construction of floating docks.

Phase II: Concrete retaining wall, Dredging, Landscaping, Construction of additional floating docks, Pedestrian bridge, Road work, Sewage disposal, Marine storage and repair building.

Phase III: Club house construction, Construction of floating docks, Chain link fence, Landscaping, Road work, electrical services and security facilities.

(iv) Operation:

The time period of the construction phase of the marina development will largely depend on funding, but completion of phase 1, in year one would see a functioning marina in place. But final completion would be a multiyear project.

The operational period of the marina, would begin with the completion of phase 1, and the boating season would run between boat lift-in in May and lift-out in October, although larger boats may opt to remain in the water throughout the year. However, there may be some winter operations that are land based, i.e. repair work / maintenance to boats. During the first and subsequent years, the most likely sources of pollutants in the marina will come from normal marina operations, such as accidental fuel spills and the use of marine heads within the marina. The risk factor for such events occurring can be met with appropriate marina policies and adherence to a code of best practices. This policy would apply to the service side of the marina industry such as boat painting, the use of antifouling, engine repairs, etc.

The policy can address two stages:

(a) Prevention: The methodology for preventive approaches toward the accidental introduction of pollutants may be addressed in a policy document.

(b) Reactive: This can be addressed by the development of a procedural manual outlining the equipment needed and the steps to be taken, from reporting to clean-up.

(v) Occupations:

The occupations anticipated for this project fall into several categories from landscape architects, civil engineers, office support staff, heavy equipment operators to general labourers. The nature of the work which will be harbour dredging, construction of retaining walls and floating docks are relatively normal construction in a province with a marine history. In the context of the National Occupational Classification 2001 and the 2006 update, this includes:

(a) 0212 Architecture and Science Managers

(b) 2152 Landscape Architects

(c) 2131 Civil Engineers

(d) 1221 Administrative Officers

(e) 7421 Heavy Equipment Operators

During the operations stage of the Marina the occupational component will be different from the construction phases, as reflects the different task expectations.

(a) 0721 Facility Operation and Maintenance Managers

(b) 1411 General Office Clerks

(vi) Project-Related Documents:

***Glovertown Marina Market Study Final Report* - Tract Consulting Inc**.

The following documents were referenced regarding boating trends in Newfoundland and boating trends in general as part of the marketing survey.

- *Atlantic Boating News*, September / October 2005
- *Canada Boating Business Report*, International Boating Industry Magazine, April / May 1995
- *Canadian Yachting*, Summer 1999; Winter 1999
- *Cruising World*, March 1997, April 1997, October 1997, November 2004
- *GAM on Yachting*, July/August 1997 and 1999
- Industry Canada, Business Information by Sector, Recreational Boats, Export
- Product Distribution 1997
- Industry Canada, March 25, 2003 (www.strategis.gc.ca)
- *Latitudes and Attitudes*, October 1997
- *Lewisporte Marina Study*, 1997
- MSI Marine Services International Ltd., 2004
- NMMA Boating Statistics, Challenges Opportunities, 1999
- *Pacific Yachting*, May 1994
- *Round the Bay, Cruising Newfoundland and Labrador*, Cantick Quoin Marketing Inc.,
- 1997
- *SAIL*, January 2005
- *Spin Sheet*, October 1997
- *Springdale Marina Proposal*, 2000
- *Super Marinas*, by Rowland Stiteler (pamphlet)
- *The Super Ports*, Boat International Publications, 1997
- *Yachting Monthly*, February 1995, April 1995, August 1995

APPROVAL OF THE UNDERTAKING:

Permits for marina related work and construction may be obtained from the following:

(a) Department of Environment and Conservation, Lands (crown lands), Newfoundland Labrador;

(b) Department of Environment and Conservation, **Water Resources Management,** Newfoundland Labrador;

(c) Department of Government Services, Newfoundland Labrador

(d) Fisheries and Ocean Canada, Area Habitat Office, Eastern and Southern Newfoundland;

(e) Transport Canada, Navigable Waters (NWPD); and,

(f) Town of Glovertown

SCHEDULE:

The earliest starting date would follow the normal times for starting construction in the province; generally construction can start in late April or early May. Actual time of marina construction would be weather and ground condition dependant; as well the possibility of ice in the harbour may delay an early starting date.

Mid-to-late summer would be the latest starting date, given the amount of work that would need to be completed before the onset of high winds from the north east, which start in early fall. Fall storm conditions and wave action may preclude completing the project to a point that it may over winter without risk of winter storm damage.

FUNDING:

A local businessman Austin Burry, has agreed to contribute in-kind services valued at $ 600,000 to the development of the proposed marina. Additional funding sources for this project are being sought through both the Federal and the Newfoundland Labrador provincial governments.

Funding Agency	Address
Federal government: Atlantic Canada Opportunities Agency (ACOA) (Innovative Communities Fund)	John Cabot Building, 11th Floor 10 Barter's Hill PO Box 1060 St. John's, NL A1C 5M5

Government of Newfoundland Labrador: Innovation Trade and Rural Development (ITRD) (Regional / Sectoral Diversification Fund)	Viking Building 136 Crosbie Road P.O. Box 8700 St. John's, NL A1B 3K3

Total project cost estimate $3,034,720

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Date Signature of Chief Executive Officer