

**ENVIRONMENTAL ASSESSMENT
REGISTRATION DOCUMENT**

**CITY CONCRETE LIMITED
PROPOSED CONCRETE BATCH PLANT**

Prepared by:

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123-127 McNamara Drive
PO Box 50042
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AIL 0J2

September 2011

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- 1.0 NAME OF UNDERTAKING** City Concrete Limited Batch Plant
- 2.0 PROPONENT**
- 2.1 *Name of Corporate Body* City Concrete Limited
- 2.2 *Address* 123-127 McNamara Drive
Paradise, NL
AIL 3H1
- 2.3 *Chief Executive Officer* Dave Hodder
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- 2.4 *Principal Contact Person* Dave Hodder
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3.0 THE UNDERTAKING

3.1 Nature of the Undertaking

The proposed project involves the installation of a portable concrete batch plant in the town of Paradise, Newfoundland and Labrador; the use of this land for concrete batch plant operations is an approved use by the Town of Paradise. The site is located within an established industrial park, Octagon Industrial Park; site access will be via an established roadway, McNamara Road.

3.2 Purpose/Rationale/Need for the Undertaking

The purpose of this project is to produce ready mix concrete product for local markets.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 Geographic Location

The proposed project will be located in an area known as Octagon Industrial Park, at 123 - 127 McNamara Drive. The site is approximately 4 acres in size and is currently cleared and grubbed. It is located ~ 1.2 km southeast of Topsail Road and within the town of

Paradise, NTS Map Sheet 01N10. Refer to Figure 1: Proposed Site Location and Figure 2: Aerial Photo.

Adjacent land use is a mix of commercial/industrial businesses or undeveloped land. Commercial/industrial properties located approximately north of the site include Crown Paving Ltd. and Mount Pearl Paint. Parson's Contracting is approximately south of the site. To the west, across McNamara Road, is the site of a former steel mill. Undeveloped lands exist to the east of the site.

4.2 Physical Features

The proposed site is located within the *Maritime Barrens Ecoregion*, Southeastern Barrens Subregion (see Appendix A). A detailed description of the Subregion is not included here because the proposed project will be located within an existing industrial park and an established town, and contact with, or effects to, wildlife, forested areas, or rivers/streams are not expected.

4.2.1 Project Site Description

The physical features for this project will include the batch plant and associated components, including a waste water recycler (composed of three concrete, water tight chambers) and waste concrete pit, and three portable buildings (Lunchroom, Main Office, and Batch House). Refer to Figure 3: Site Plan, Figure 4: Waste Water Recycling Chambers, Figure 5: Waste Concrete Pit, Figure 6: Portable Buildings for details. Currently, the site is grubbed and cleared, with one portable office unit serving as the main office.

4.3 Construction

Construction will be as per approved site plans from the Town of Paradise (see Figure 3) and will consist of the following main components:

- Installation of components necessary for connection to town water and sewer, completion to sub-grades, and paving (Figure 7: Sections and Details);
- Installation of concrete pad for batch plant;
- Installation of site fencing;
- Installation of the batch plant itself and associated components, including Waste Water Recycler; and
- Installation of portable office buildings and lunchroom.

4.3.1 Site Access

Access to the site will be from McNamara Road, via an existing access road that will be paved (asphalt) prior to site completion.

4.3.2 Site Development

The proposed site covers a total area of approximately 4 acres. Initial construction activities will involve site upgrades, including servicing from McNamara Drive (water and sewer), and placing of sub-grades, granulars, asphalt, fencing, etc., followed by installation of the batch plant components, including Waste Water Recycler, and finally

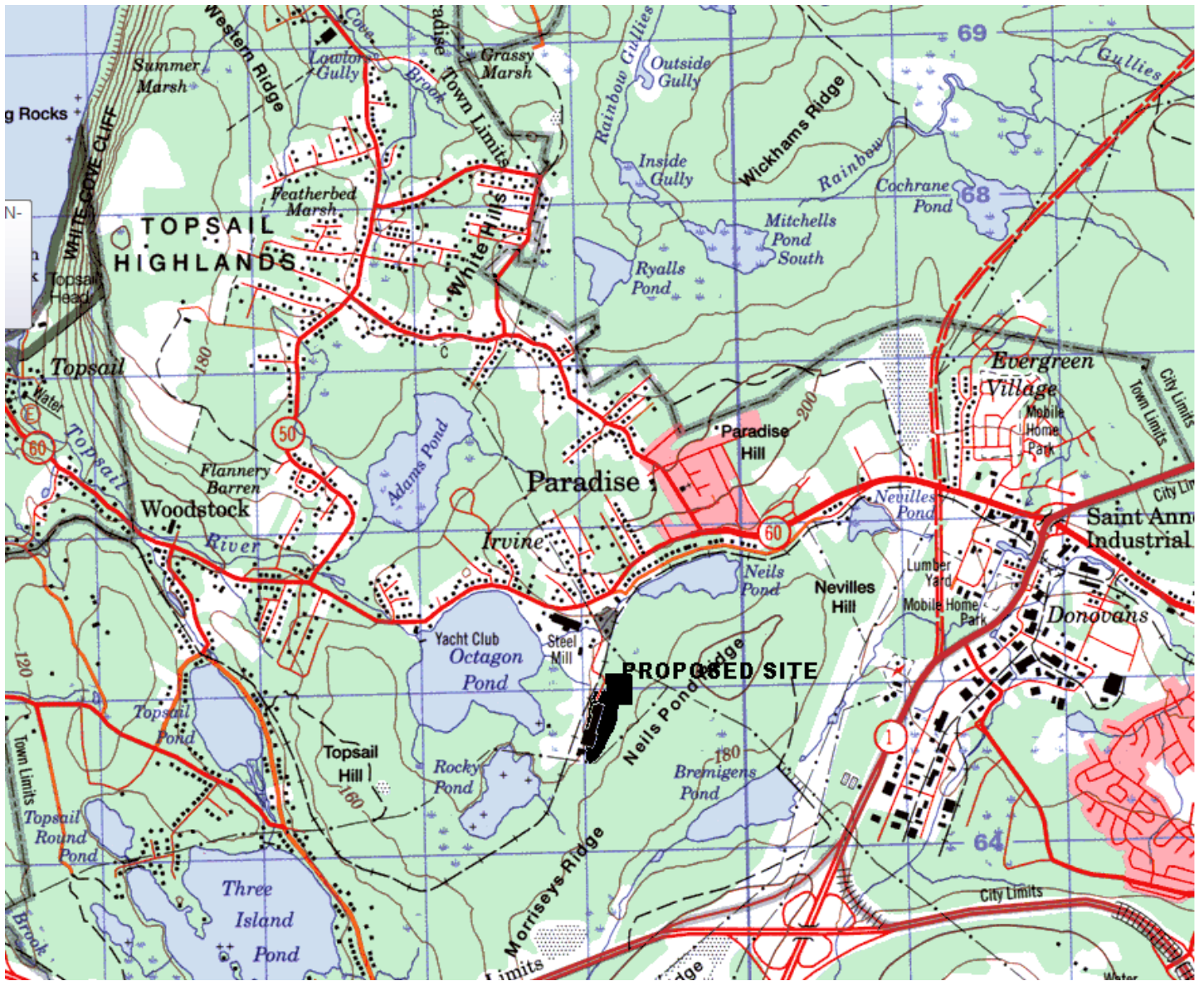


Figure 1. Proposed Site Location



Figure 2. Aerial Photo

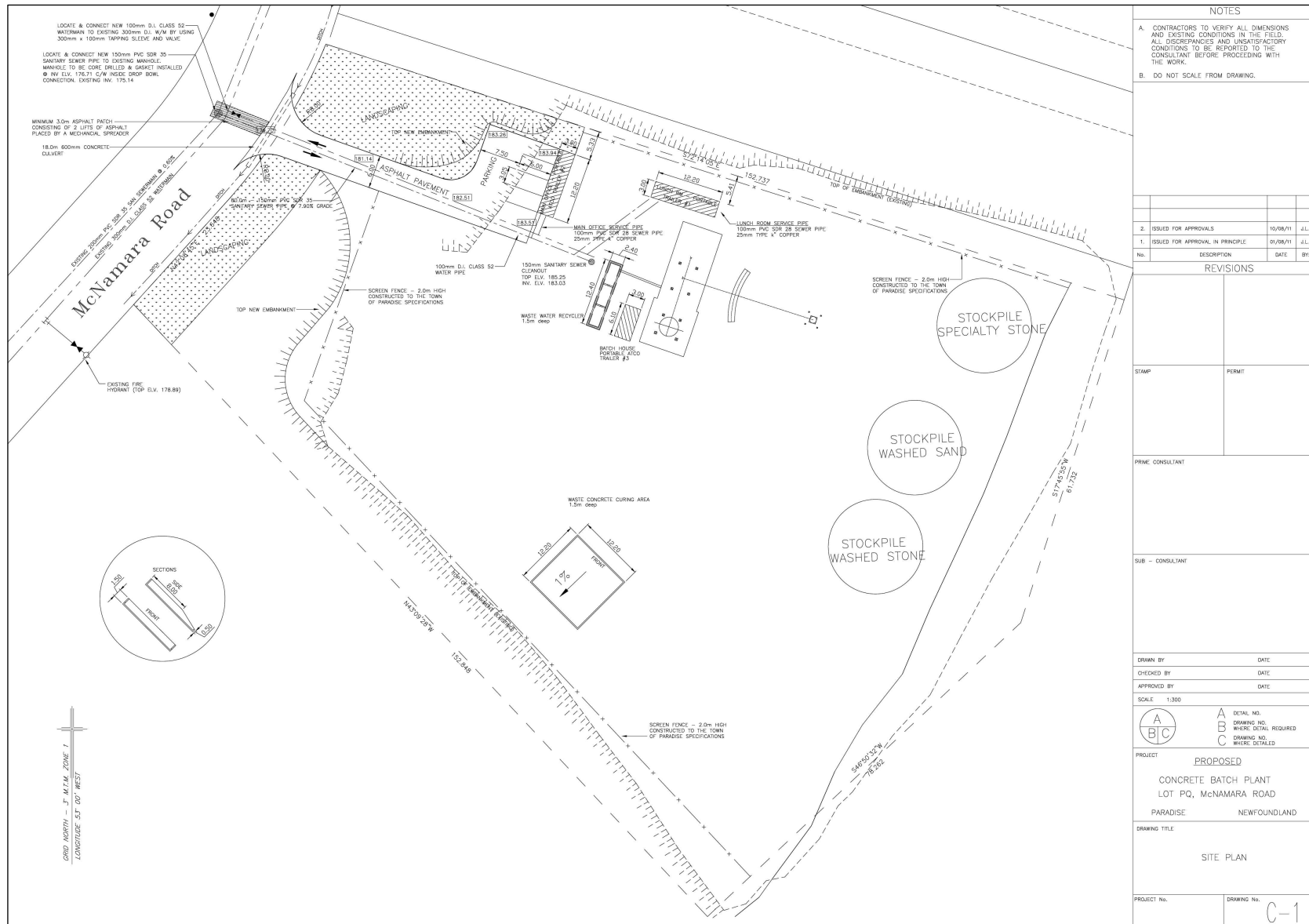


Figure 3. Site Plan

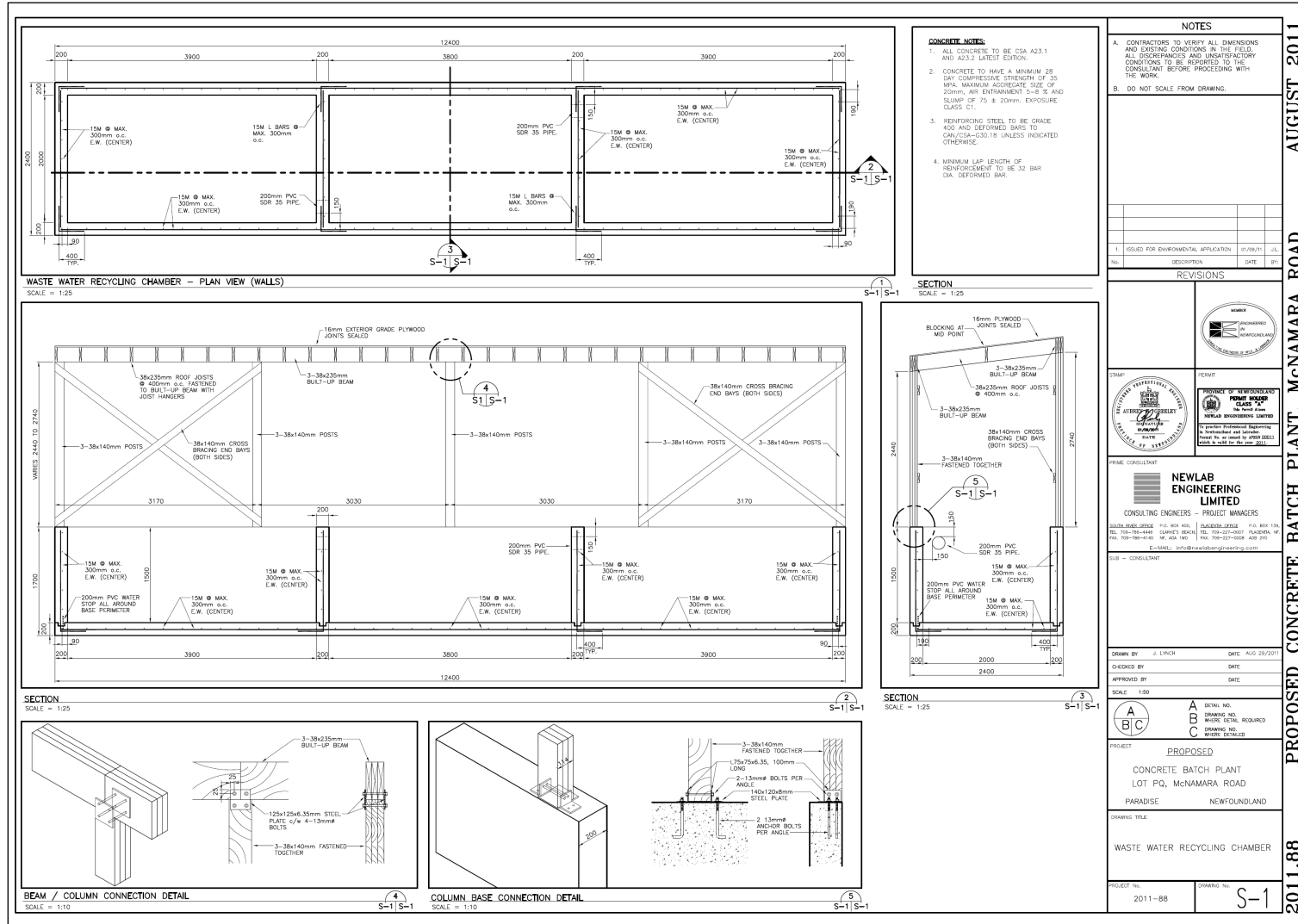
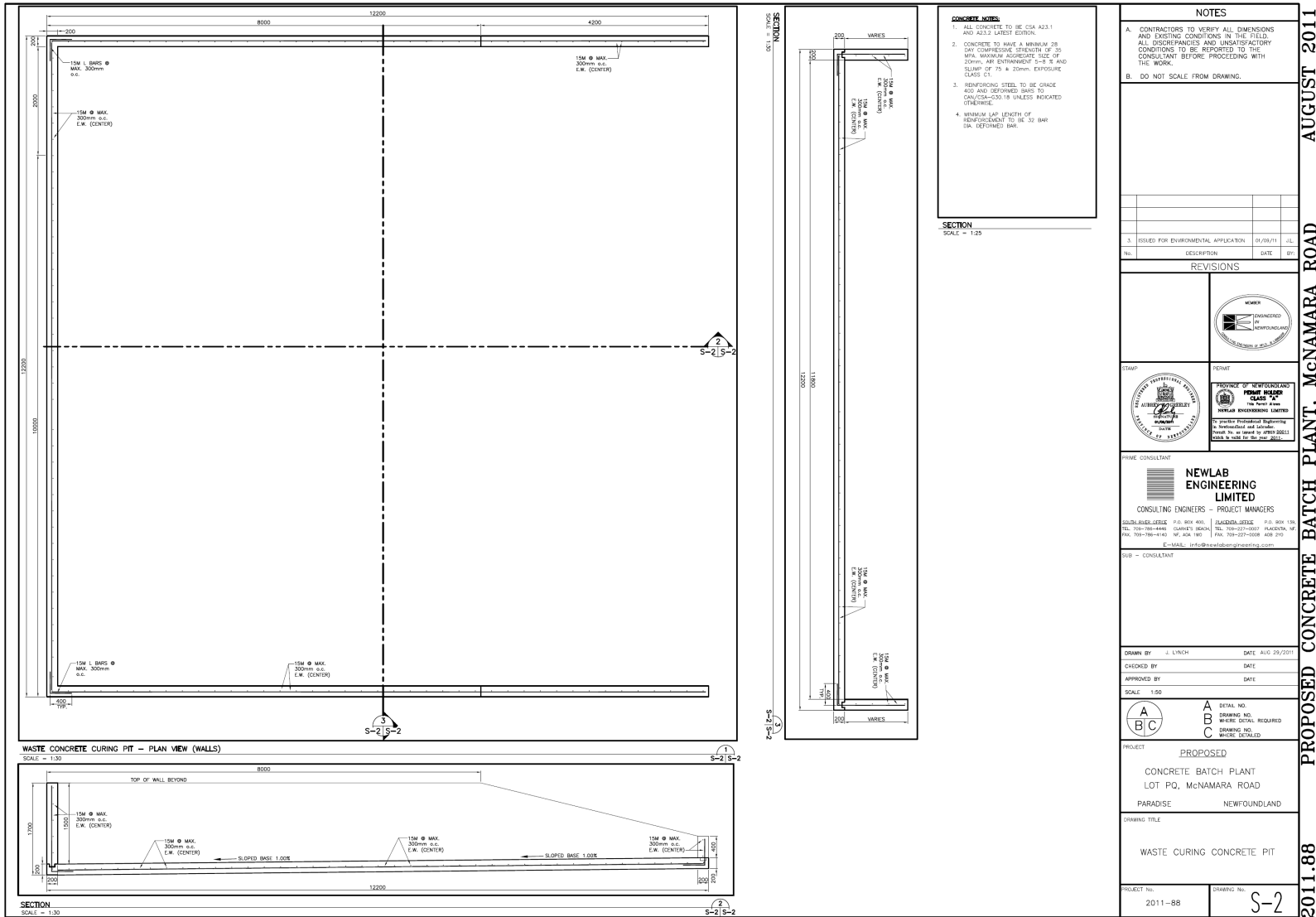


Figure 4. Waste Water Recycler



PROPOSED CONCRETE BATCH PLANT, McNAMARA ROAD AUGUST 2011

Figure 5. Waste Concrete Pit

installation of portable buildings. Construction of the proposed facility will begin upon issue of approvals, with an anticipated construction period of at least one month.

4.4 *Potential Sources of Pollution during Construction*

The potential sources of pollution during the construction phase include waste and litter, air emissions, noise, dust, site run-off, and potential release of hydrocarbons.

Domestic waste generated during construction will be collected and disposed of at Robin Hood Bay Landfill, as per the *Waste Material Disposal Act*. Sewage will be handled by an approved portable facility during construction. The holding tanks will be emptied on a regular basis and disposed of in an appropriate manner.

All equipment will have appropriate emission controls. All vehicles will be properly maintained to minimize noise. All vehicles will have exhaust systems regularly inspected and mufflers operating properly.

Dust control measures, such as water applications, will be provided on an as-required basis.

Standard erosion and sedimentation controls will be employed during construction to avoid sediment laden runoff from leaving the property.

Petroleum products will not be stored on site during construction; petroleum products will be handled as per *Storage and Handling of Gasoline and Associated Products Regulations*, under the *Environmental Protection Act*.

4.5 *Operation*

The batch plant will operate year round, in accordance with demand for the product. Typical batching methods will be employed. Raw materials will be washed offsite, trucked to site and stockpiled for use as required at the proposed location.

4.6 *Potential Sources of Pollution during Operation*

The potential sources of pollution during operation include waste and litter, including waste concrete, air emissions, noise, dust, site run-off, and potential release of hydrocarbons or other hazardous materials, including concrete additives.

Domestic waste generated during construction will be collected and disposed of at Robin Hood Bay Landfill, as per the *Waste Material Disposal Act*.

Sewage will be routed to existing town infrastructure. All waste water, including water used for rinsing cement trucks, will be routed to the waste water recycler and reused in the batch plant; waste water will not be discharged to the environment. Standard erosion and sedimentation controls will be employed during operation to avoid sediment laden runoff from leaving the property.

Waste concrete will be dumped daily at the Waste Concrete Curing Area and removed from site for reprocessing and reuse at offsite crushing operations.

All vehicles will have exhaust systems regularly inspected and mufflers operating properly. All vehicles will be properly maintained to minimize noise.

Dust control measures, such as water applications, will be provided on a regular basis as required. Raw materials will be washed offsite prior to stockpiling at the proposed location, minimizing the potential for dust generation.

Vehicles and mechanical equipment will be maintained in good working order to prevent leaks and spills. All vehicles/equipment will be equipped with a portable spill kit. A larger spill kit (~45 gallon) will be strategically placed near refueling operations.

A 5000 gallon above-ground double-walled fuel storage tank will be installed on site. All fuel handling and storage will comply with The Storage and Handling of Gasoline and Associated Products (GAP) Regulations and Amendments and Dangerous Goods Transportation Act (2006). All waste oil generated will be disposed of by a licensed disposal agent and in accordance with Used Oil Control Regulations (82/02).

All hazardous materials will be handled according to the provincial Environmental Protection Act (2006) and disposed of in accordance with government laws and regulations at an appropriate off-site hazardous waste disposal facility.

Concrete additives and form release agents will be stored in sealed containers and transferred and used in a manner that avoids loss of material to the environment.

4.7 Potential Resource Conflicts during Operation

Resource conflicts are not expected as the proposed development is within an existing industrial park.

4.8 Occupations

Site construction and operations for the proposed concrete batch plant will include the following occupations, classified as per *National Occupational Classification, 2006*, and equipment.

Construction Phase

- 1 General Manager (0911)
- 1 Heavy Equipment Operator (7421)
- 2 Labourers (7611)

Operations Phase

- 1 General Manager (0911)
- 1 Office Manager (1411)
- 1 Dispatch/Batch Plant Operator (7421)

1 Heavy Equipment (Loader) Operator (7421)
8 Truck Drivers (7411)

4.9 Project Related Documents

There are no project related documents.

5.0 APPROVAL OF THE UNDERTAKING

Environmental Protection Act – Assessment Regulations: Permit to Proceed

6.0 SCHEDULE

Registration Document Submission	September, 2011
Government Review and Decision	October, 2011
Construction/Operations	October, 2011

7.0 FUNDING

The funding for this project will be provided by City Concrete Limited.

8.0 SUBMISSION

Date

*Name: Dave Hodder
Position: CEO, City Concrete Limited*

APPENDIX A
Description of *Maritime Barrens Ecoregion*,
Southeastern Barrens Subregion

General Information

The proposed site is located within the *Maritime Barrens Ecoregion*, Southeastern Barrens Subregion. This subregion covers the southern and central portions of the Avalon Peninsula, as well as most of the Burin Peninsula. It is characterized by cool summers, with frequent fog and strong southerly winds, and short, somewhat moderate winters. The mean annual temperature is around 5.5°C, with a mean summer temperature of 11.5°C and a mean winter temperature of -1°C. The mean annual precipitation ranges from 1200 mm to over 1600 mm. Elevations range from sea level to approximately 250 m above sea level. A mixture of sedimentary rocks and granites are most common. The uplands are rugged and rocky due to erosion, while lower areas have a rolling topography.

Vegetation

This subregion is characterized by extensive barrens, with scarce forested areas. On barrens, the plant community known as “dwarf shrub heath” is common, including sheep laurel, purple-flowering rhodera and blueberry bushes. Larch, dogberry, mountain holly and stunted balsam fir are also common on barrens in this subregion. Balsam fir is the dominant tree species, however forests are limited to isolated, protected pockets. Yellow birch is also present, but limited to moister areas. Historical fires have led to the replacement of fir by sparse stands of black spruce, tamarack, and shrubs, along with mosses and lichen. Dense thickets of mountain alder are common along the edges of brooks.

Wildlife

Several mammal species occur in Southeastern barrens subregion, including moose, snowshoe hare, red fox, and mink in the forest and shrub habitats, and beaver and muskrat near pond and streams. Other mammals, including the little brown bat, eastern chipmunk, masked shrew, meadow vole, and red-squirrel are also known to occur in the area. In addition, the Southeastern Barrens is home to the most southerly caribou herd in the world – the Avalon herd. This herd lives in an area known as the Avalon Wilderness Reserve located on the southeastern portion of the Avalon Peninsula, the closest boundary of which is approximately 10 km south of the proposed development.

Migratory bird species found in forested areas of the subregion include ruby-crowned kinglet, northern waterthrush, hermit thrush, white-throated and fox sparrow, and yellow-rumped warbler. Dark-eyed junco and pine grosbeak are found year-round in forested areas. On barrens, partridge (“willow ptarmigan”) are present year-round, while the American pilot, savannah sparrow and horned lark appear as migratory species. Swamp sparrow and shorebirds, eg. common snipe, greater yellowlegs, and least sandpiper, are migratory breeders found in wetlands in the subregion.

A number of seabird colonies occur on offshore islands in the Southeastern Barrens subregion, however these are far removed (~ 25 km SE) from the proposed area of development.

Inland Fish

The rivers and ponds of the Southeastern Barrens subregion are host to a number of fish species, including stickleback (three-spine and nine-spine), brook trout, brown trout, rainbow smelt, American eel, and Atlantic salmon. In addition, the banded killifish, which is designated “special concern” in Newfoundland, has also been recorded in this subregion, but only on the Burin Peninsula.

Reptile/Amphibians

There are no reptiles recorded for this subregion. One species of amphibian has been recorded in the subregion in low numbers, the green frog.