

COLINET- ROCKY RIVER ZIP LINE AND ADVENTURE PARK
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EPR SUBMISSION
January 26, 2017

ATTENTION: MR BASS CLEARY (DIRECTOR)

DEPARTMENT OF ENVIRONMENT AND CONSERVATION
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1.0 NAME OF UNDERTAKING

Colinet- Rocky River Zip Line and Adventure Park

2.0 PROPONENT

(i) **CORPORATE BODY**

Company to be formed: "Rocky River Zip Line and Adventure Park Inc".

(ii) **CORPORATE ADDRESS**

PO BOX 101 Colinet, NL
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(iii) **CHEIF EXECUTIVE OFFICER**

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3.0 THE UNDERTAKING

3.1 Nature of the Undertaking

Colinet- Rocky River Zip Line and Adventure Park are proposing a year-round operation capitalizing on the high numbers of tourists and residence traveling within Newfoundland each year. The proposed development represents an investment the adventure/tourism development within the town of Colinet and surrounding areas. Attached to the Proposal in Appendix 0 there is a map of the park proponents and all associated information for reference.

3.2 Purpose/Rational/Need for the Undertaking

The proposed Colinet-Zip Line and Adventure Park will help assist with the economic growth and development highlighting adventure tourism. According to our market research study from the 2012-2016 tourism reviews and 2011 Exit Survey which were published by the Department of Tourism NL it has been identified the need for this proposed adventure park. A market analysis's was conducted to determine the feasibility of such a park which is attached in Appendix 1 of this document. Not only will the proposed Rocky River Zip-line and adventure park assist in stimulating economic growth and development it will also help decrease the unemployment rate in the town and surrounding areas, create other business opportunities, and increase traffic flow to support existing businesses. With support from the local RDA in which is attached in Appendix 2 of this proposal, and over 5000 supporters via signed petition. The public has spoken that this is a venture they stand behind.

4.0 DESCRIPTION OF THE UNDERTAKING

Colinet-Rocky River Zip Line and Adventure Park is that of an Eco-Tourism Destination, therefore all design work will incorporate "Green" initiatives. Its goal of being Newfoundland and Labradors's premier Eco Friendly Tourism Adventure Destination. All design work will be stamped by licensed Architect and Engineers of Newfoundland and Labrador adhering to all Provincial and Federal Regulations. A Zip Line Designer is presently on board and ready to begin on approvals. Colinet-Rocky River Zip Line and Adventure Park is expected to be the state of the art Eco Tourism Destination while being a model for future Eco Tourism endeavours in the province. Keeping in mind with nature and Eco tourism all structures are to be completed with natural wood, post and beam, and Log construction. Using only environmentally safe products, materials that have natural properties will be given preference during the design process. Bio-filter waste disposal system is one example of the environmentally safe systems that the park intends to incorporate into its design . In appendix 3 of this proposal there is reference to a sample bio filter design. Full time grounds and maintenance personnel will keeping the property clean, and maintenance up to date.

4.1 GEOGRAPHIC LOCATIONS

Colinet-Rocky River Zip Line & Adventure Park will consist of a Zip Line course consisting of 11 lines, 14 towers which will start on the RDA leasehold and end at the bay of Colinet. The first 3 zip line towers, and two Zip Lines are located on RDA Leasehold. The RDA has given Right of Usage in which is attached in appendix 4 of this proposal.

Tower 1 is located at the entrance of the RDA Property which is located on the west side of the Rocky River Falls, tower 2 and 3 are located on the other side of Rocky river where the RDA holds another leasehold. This property has a existing walking trail that loops the property. Attached in Appendix 5 of this proposal there is a map for further reference. The remaining 9 zip lines and 11 towers are register at Crown Lands under application 1031722. A map of these towers can be referenced in Appendix 6 of this proposal. Each Zip Line will vary in length and height due to elevation and distance variations. Upon Approvals the Zip Line Designer will a Structural Engineer from the province will complete a full set of plans for the zip line. Each Tower Location will have land size of 15m x 15m (0.0225 hectars). The towers are located 10 meters back from banks of the Rocky River, down the the bay of Colinet. A structural engineer will determine ground stability and provide base anchoring, tower plans to meet all code requirements.

A section 7 was issued to local papers and Gazette as well an application was made at crown lands as per the Law (land act) for tower locations. Between Tower 3 and tower 4 a gully crosses. It is named Black Duck Gully, a walking bridge will be constructed to connect the two sides. A topical view of tower 3 & 4 with location of the rope bridge can be referenced in Appendix 7 of this proposal. Between Tower 6 and Tower 7 there is a power line, users will have to descend the stairs of tower 6 and climb stairs of 7th tower to continue the course. A topical map of tower 6 and tower 7 locations, showing power line location is attached in the appendix 8 of this proposal for further reference.

Neighbouring properties are discussed in Areas to be Effected Section later in this proposal. These properties are all identified in the Appendix 9 of this proposal for further reference.

The 1.95km walking trail applied for under Crown Land Application #144214 is located in the community of Colinet boundaries and takes up the land between the Rocky River Falls, the community housing, rocky river and the Old Mal Road. A 200 meter buffer was added on the community housing side to provide adequate privacy for the resident neighbours . Trees are to be also planted to provide trail protection and additional privacy.

Attached in Appendix 10 is a topical map illustrating this buffer zone and tree planting plan. The walking trail follows south along the tower locations, the trail does not cross over any water ways or rivers and is inside all other reservation set forth. The Trail is free to use, donations will be suggested to charitable organization donation box. These Boxes will be present at the ticket office and at start of the trail. Recreations programs will be in place to bring Health and Wellness into the Park.

The Chalet Grounds situated on 1.7 hecters of land, for under application #144215 The Chalet located inside the walking trail boarding the Rocky River, Black Duck Gully, Old Male Road, and Crown Lands. Attached in Appendix 11 of this proposal there is a map that outlines the layout of the chalet and cottages. In Appendix 14 a map is attached outlining the chalet grounds. The 30 meter reservations set forth for sensitive water foul area up Rocky River has been taken into an account during the design and placement of structures. A map of this reservation is attached in appendix 15 for further reference. The property will consist of one eastern white cedar log chalet , 5000 square feet with the scenic view of the Rocky River falls. The Chalet will consist of a restaurant/pub with large enough room for party rentals, weddings and conferences. The lower floor plan can be referenced in appendix 16 (1) of this proposal. The second level of the Chalet will house 5 efficient units approximately 480 square feet each, and one executive suite 1700 square feet. For further reference a second floor plan is attached in Appendix 16 (2)). In this proposal there is also plans for 4 duplex rental cottages, all constructed of eastern white cedar log. A floor plan layout for further reference is attached in Appendix 17. The Cottages are backing onto the Black Duck Gully outside the 15 meter reservations set by provincial and federal regulations which can be found in appendix 18. In order to access the Chalet area the Old Male Road will be used for access and exit of the park grounds. A road will be constructed from the the Old Male Road to the Chalet, connecting the cottages also. The new Chalet road is 236 meter in length road. A map of this new road can be referenced in Appendix 19 of the proposal. An Existing Concrete Bridge is still present and will be modified by certified structural engineer for use. The location of this bridge and the Old Male can be referenced in Appendix 20 of this proposal.

Festival Area/ Drive in Movie Theatre applied for under Crown Land application #144215. The parcel of land is 1.012 hecters, and is adjacent route 91, Old Male Road and The Black Duck Gully. There will be a chain link fence that will surround the festival grounds. For further reference a map is attache in Appendix 21. The fencing along the Black Duck Gully will be located on the 10 meters from the banks edge, this is set forth by provincial and federal regulations. A map referring to this reservation is attached in Appendix 22(I) of this proposal. Because the Old Male Road is not a register road the fencing can be installed adjacent to the access road which will allow to maximize the grounds size to host concerts, festivals and shows for up to 5000 people. There will be four concerts slated per season, also allowing rental of grounds for additional venues to promoters and groups. Concessions and souvenirs to be offered at each show. Attached in Appendix 22 (2) is a map illustrating additional parking, over

flow parking for future development. This is applied for under a separate application and have not received documentation from crown lands on status of application.

The Old Male Road was once a part of route 91 back in the 1950's. After modifications to the highway this section was cut out. The road is still in tack today but has grown in approximately 50 percent, some clearing and upgrading required. The Road is 713 meters in length, widening of the road will not required as it will be used for one way traffic only. The entrance is located at the falls side of the Old Male Road and exiting at the community of Colinet side. This is illustrated in Appendix 23. Road/Bridge max tonnage signage will be present at start of trail and at entry to bridge to prevent road and bridge overloading.

One of the key aspects to making the Rocky River viable is that RDA infrastructure that is presently in place and available for use. Walking trails, Chalet, Washrooms create a established base until the park is fully developed. The existing tourism attraction of the DFO salmon ladder being a neighbour is certainly a benefit adding more for the public to enjoy and learn. There is also an RV Park with is under construction that will compliment the parks accommodations. A map of the existing infrastructure and trails, and salmon ladder, etc.. is attached in Appendix 24 of this proposal for further reference. With all this in place it was identified a Eco Tourism business would not only attract new tourism potential but increase local usage as well.

In the Original Proposal there was an ATV TRAIL and MARINA proponent. It has been decided to withdraw these proponents from this application at this time. A member of the community has expressed interest in taking on the Marian and Boat Tour portion.

4.2 CONSTRUCTION

Construction Period

Colinet-Rocky River Zip-lines and Adventure Park has based the project around being an eco-friendly park, promoting and preserving nature. All the proponents have been planned to fall under the classification of "GREEN BUILD" using natural stone, raw materials to build our structures. Latests technology will be incorporated into the park through Wind and Solar Energy, and Bio Filter Designs for waste disposal. The duration of the full construction schedule will be over over a 5 year period. Starting in winter of 2017- and ending in 2021. During the Construction phase a monitoring system will be implemented with staff who will be employed to identify and report potential environmental risks or potential damage. This monitoring program will be a part of the hiring orientation and followed up on weekly tool box meetings .This monitoring detection system will consist of daily visual inspections thought the park before work starts each shift. If a nesting area is identified all work is to stop in that area, report the

issue to wildlife, mark off area for no passage , await instruction from department of wildlife. Construction is to begin before the nesting begins in spring. The presence of human and noise of the construction should assist in preventing the birds from nesting in the park area while under construction. Placement of decoys to deter nesting is an option to be discusses with wild life officials.

During Construction waste will be collected weekly and disposed of at the Robin Hood Bay Facility. Recycling and materials that can be reused for other building applications will be stored on site in sea container until needed which will aide in keeping the Site clean from debris also. The Chalet, Rental Cottage, Public washrooms at the festival ground will all have bio-filter septic systems. These systems are know as environmentally friendly and also prevents less of a foot print on mother nature.

Chalet and Rental Cottages

The Chalet is scheduled to begin construction in 2018 completing in 2019. A construction schedule is attached in Appendix 25 for further reference indicating Year one will consist of clearing of area, site grading, road construction to chalet, and rental cottages clearing and grading. As discussed previous the chalet will consist of two levels, the building size is 50 feet x 100 feet (5000 sq ft). The building will be located outside the 30 meter Department of wild life reservation area along Rocky River and the 10 meter Department along Black Duck Gully . The second Level will be built into the roof to provide rental units while maximizing the use of the space. The Chalet will consist of Eastern White Cedar Logs Construction. Interior of the Chalet will consist of interior v-joint pine finish, exposed beams, natural stone for first floor and Birch solid flooring for second level. Roofing material to be cedar shake construction, Cedar wood windows ,trim and furniture to be of solid wood construction also including cork washroom flooring, along with custom wood washroom partitions in the public restrooms. Water conserving fixtures will be used in our facility to maximize efficiency as well better waste management steps will be taken to use more natural products in the deign stages. Bio-Filter Waste disposal, Geo Thermal Heating are a few of the options we are trying to incorporate into the design, including wind and solar power. Mitigating the risk of natural disaster such as ice and wind, the option of Timber Frame and Log provide stronger structures than the standard framed structure. Water excessive run off is not a concern as the elevation of the chalet grounds are 40 ft plus above water mark. The Black duck gully water line is 10 ft lower than the foundations.

A site specific plan outlined in Appendix 25 (2) was reviewed by Clarity Bio Filter Systems and deemed adequate for septic and waste fields. Use of a Bio-Filtered septic system is preferred and they reduces the size of the leeching field needed, thus reduces the foot Print required for each unit. Based on the 1.7 Hectors There is adequate room for the structure to fit. Based on the desired configuration, positioning will be determined by septic requirements. All systems approved by provincial and federal departments, Installed by certified installer.

The Rental Cottages will be of the same construction materials listed above reducing the environmental impact not only on the local area but also the world. The construction of the Rental Cottages is scheduled to start 2019 and be completed by 2020. A construction schedule for the Cottages is attached in Appendix 26

These structures have a life expectancy of 150 years plus being made of natural eastern white cedar log construction. Regular maintenance through ground/maintenance department will ensure whatever is required will be handled immediately to insure public safety and extended life expectancy of the structures. At time of decommissioning the structures can be disassembled and disposed of at an approved waste disposal site. All piping and fittings can be recycled and all water supply and septic systems can be systems capped off after proper decommissioning. The log structures with natural materials create less waste than conventional build leaving mostly wood to decompose at landfill sites versus multiply assortment of manufactured products made with harmful chemicals.

Zip Lines and Towers

The first 2 Zip Lines and 3 Zip line towers will be located on the RDA lease holds as previously discussed and referenced. The zip line construction is slated to begin the winter of 2017 allowing it to be opening summer of 2017. A construction schedule of the first year is attached in Appendix 27 the remaining 9 zip lines will be constructed over a 5 year period. Tower 4-7 will be constructed in year 4 Attached in Appendix 28 is a copy of the year 4 zip line & tower construction schedule. Tower 8-11 is scheduled to take part in year 5. Attached in appendix 29 is the construction schedule for year 5 of the zip line and towers. The zip line cables and anchor points are designed, installed, tested and commissioned by Zip Line designer also ensuring that all stopping breaks and associated materials will need to have certifications for compliance. Zip Line Towers are to be made of Natural wood post and beam construction, treated with natural lemongrass oil, stairs and railings will incorporate the tower design to allow exit, safety as well as medical response if required. Attached in Appendix 30 is an example of a typical zip line tower for further reference. The Base of the Zip Line tower and Anchor points to be of concrete pier construction protruding 12" above grade to allow for easy decommissioning. The life expectancy life of the towers are 100 year, cables to be inspected daily inspection will identify when new lines are required. At decommissioning cables to be taken down and recycled, Towers being of post and beam construction allows for ease of dismantling. Ice and wind damage, sun exposure are some of the important aspects in designing the tower and selecting the proper cables, materials and protective coatings. Regular maintenance will ensure prolong life expectancy of the structures. In the design process the weight factor of ice build up will have to be factored into the load factors, wind will help keep cables free from ice build up, daily inspections and maintenance will also prevent additional ice build up. The zip Line towers will be for a framed construction only, allowing the wind to pass through the structure and not hold up

the wind for potential damages. The Grounds/ Maintenance employees will be responsible for all aspects of the tower maintenance, issues to be identified and repaired immediately for public safety and company capital investment.

New and Upgraded Roads

During the construction process a newly build road will be constructed into the chalet from the Old Male (former route 91), The Road on the west side of rocky river is partially upgraded due to the RV park construction but will need to be completed. The Old Male (former route 91) will need to be upgraded also. During construction/operations the road ways will be watered down to mitigate the dust on a daily basis with the intention to pave the roads if the budget allows. Guard Rails are to be installed on both sides of the bridge allowing for public safety. A map of the location of guard rails is attached in appendix 31 for further reference. The entrance to the park is at the Falls side of the Old Male Road with one way traffic only in which Exit of the park will be at the community of Colinet side of the Old Male Road. In upgrading the road, the elevation will be raised to a minimum 300mm above existing grade, allowing access water run off, ease of snow clearing, and make ditching easier where needed along exiting road. This is the case for the lower area of the old road approx. 200 meters where the remainder of the road is sloped as the land raises it gets closer to the town of Colinet. A map viewing the upgrading is attached in Appendix 32 of this proposal for further reference. Small trees surround the road, wind/Ice damage would be minimal with this protection. In the event of Access flooding the road will be closed until deemed safe.

Entering the Old Mal Road there is a 160 meter sight view to turn onto the road coming from Colinet direction which can be found in Appendix 33 for further reference. It is our recommendation that brush be cleared from the route 90 to create a larger viewing distance. We have asked the town to lower the speed limit in the town to 40 km/h for public safety. At the exist of the Old Male Road, there is a line of site 165 meters toward the Rocky River Falls, and 250 meters line of site toward the town of Colinet. A map is attached in Appendix 34 illustrating the distances for further reference.

Festival Area/Movie Theatre

In Year One of the construction schedule the Festival Area/ Dive in Movie Theatre will be grubbed , cleared, topsoiled and seeded. The Parking area will be Cleared and filled with class a stone. There will be an installation of the chain link fence around property, installation of conduit for electrical to stage, property lighting, sound, and video. Year one construction schedule is attached in Appendix 35 of this proposal for further reference. In year two the Stage/ Drive in Movie Theatre will be constructed. The stage area will be made of post and beam construction and follow the same style as the chalet for having cedar shake roofing, and the use of raw and natural materials. The concession / public

washrooms will also be constructed, and installation of the holding tanks for Port a Potty rentals during concerts and events. The Construction schedule for year two of the Festival Area/Movie Theatre is attached in Appendix 36 for further reference. Layout of all structures/ tanks for the festival area/movie theatre is attached in Appendix 37 of this proposal for further reference. To avoid any natural disaster and damage the screen for the movie theatre will be motorized to be taken down after each show. During the design process of the theatre and stage area wind and ice damage will be taken into consideration. . Much like the zip line towers they are of a skeleton frame allowing the wind to move through the structure with minimal flat surfaces to pick up access wind and create damage to the structure or property. Regular maintenance will ensure prolonged life expectancy of the stage/theatre structure. A Bio Filter Waste Disposal Field will be installed on the grounds for public washrooms and concession building. The layout of the septic disposal location and size has been reviewed by Bio Clarity Filter Systems and deems acceptable. For further reference the septic layout can be accessed in Appendix 37 (2).

Walking Trail

The walking Trail is slated to begin construction in 2017. Attached in appendix 38 is a map of the walking trail for further reference. The construction of the 1.95 km walking trail is set to begin in year one with the clearing of the pathway. Attached in Appendix 39 is the Construction Schedule for year 1 for further reference. In Year two the pathway is start by installing environmental barriers are place before starting construction. The walking trail is set to use 150 mm plus/minus minus rip rap for base of trail with a weed barrier between the rip rap and the class A finish material. Attached in Appendix 40 is the walking trail construction schedule year 2 for further reference. Initially timber cribbing was to be used for the sides of the trail but upon further mitigation measures and maintenance issues it was decided a raise bead walking trail with sloped edges would work better, look ascetically pleasing to the eye, would not block small animals, and maintenance free compared to timber edging. The walking Trail is set to be 6ft wide. Attached in Appendix 41 is the trail detail for further reference. Water run off, ice and wind damage are all factors to consider when designing the walking trail. This is the reason why the base is of 150 mm plus minus rip rap, to allow ease of flow of ground water, elevating the path 300 mm from natural grade will also assist in wash outs. Culverts are needed to be inserted along the trail and be designed for max water run off, disaster conditions will be taken to account in order to prevent such damage. An engineering firm will establish distance between or installations in specific locations. Attached in Appendix 42 is a culvert detail for further reference. De commissioning at time of life of trail expectancy would consist of grading off material and infilling with natural surroundings. Peat, Soil, etc. Along the Rocky River and old male road the trail will have to be cut through the wooded area. Along the south side of the trail fill will have to be installed also as this is brush and marsh combination. Attached in Appendix 43 is a walking trail infill/ cutting map for further reference.

4.2 AREA TO BE AFFECTED BY THE UNDERTAKING

(i)

With existing infrastructure in place such as the road west side of Rocky River, Old Male Road, existing concrete bridge, the former bridge used by highway 91 over rocky river, existing trails of the RDA, and Chalet for ticket sales remove last of risk from the development. The Adventure park will compliment ongoing business and tourism attractions by attracting a larger number of tourists and larger local attendance with the variety of activities offered at the park and concerts. The Adventure Park would compliment what products and services that are presently offer such as the local RDA has been operating the chalet for a number of years acting as a tourists information centre, arts/ craft store. The Adjacent RV Trailer Park presently under construction and will also benefit from the attractions and park itself being at its front door making it a very popular RV destination. The local stores and gas station will experience an increase in traffic flow resulting in increased business. Population increase is a positive for the community of Colinet and surrounding area, the increase of students is much needed in the local education system, and for the economy as a whole.

This project also has committed to donating 5% of the zip line profits back to the town of Colinet which will help promote community base tourism. It is undetermined what group or association will manage these funds as the intent of the funds are to be used for community improvements and beautification. This itself will have a huge impact on the local area.

(a) Geology

The proposed project is located in the St Mary's Bay Inlet in the Bay of Colinet. The Adventure Park begins at the start of the second falls on rock river continuing down the river to the bay of Colinet. Attached in Appendix 45 there is a map of the bay of Colinet for further reference. The Rocky River Falls which consists of mostly shale rock which is visible to the eye due to the elevation difference between water level and properties applied for.

(b) Climate

The climate in the vicinity of the proposed development is characterized by cool temperatures, as compared to the interior of the island. temperatures ranging from a summer mean of 24° to a winter mean of -12°. The area receives moderate amounts of precipitation as compared to the rest of the island. Most mornings are calm with wind picking up in early morning. The effects of global warming have had an effect on this area like the rest of the world. With temperatures rising, sea levels rising due to ice cap

melting, and erosion to the waterways with excessive rain pour.

(c) Vegetation

The proposed project is located in an area with some forest present. The Tree Line Running predominately down the Black Duck Gully and Rocky River. Consisting of Balsam Fir, Spruce and Juniper. Much of the original forest is virgin. It is expected that along the Old Male the forest was harvested at some points. The Ground is covered with moss in the wooded areas changing into Pet and Bog outside the tree line. Small shrubs inhabit higher regions for the land mass in open areas on the marsh. The area around the walking trail is covered with marsh berries, bake apple berries, Picture Plants, and other species of. The marsh being very wet provides the needed nourishment for this eco system to flourish.

(d) Fish and Fish Habitat

Rocky River flows into the Colinet Arm and is a scheduled Atlantic Salmon River with population of sea trout, german brown, salmon and fresh water eals. All work associated with this project will adhere to the Federal Department of Fisheries and Oceans Canada regulations and guideline to ensure as little impact as possible on the salmon populations. The Adventure Park has no direct contact with the water line, have mitigation measures put in place for avoid direct impact of the salmon river (Fencing at tower locations). All structures with exception to the Zip Line Towers and Trial lie outside the 30 meter reservation set for Rocky River and the 10 meter reservations set forth for the Black Duck Gully.

(e) Mammals and Fur bearers

The proposed development is located outside the moose hunting area, and in the Town of Colinet, The Moose Season runs from mid September to mid December outside the peak and busy tourism season.

The surrounding area supports fur bearing animals such as beaver, lynx, snowshoe hare, muskrat, mink, otter, seal, weasel, red fox, coyote and martin. With the constraints to the geography of the area (steep banks rocky river, lack of access, no food source down stream of black duck gully) the proposed land applied do not seem a desirable nesting habitats for these animals.

(f) Waterfowl and Raptors

Surveys of Rocky River shows the presence of a variety of Duck species, and Canada Geese in the area. With no ponds in the applied land foot print and the large current of Rocky River not to many of these species frequently use this area directly attached to the parks grounds. Small birds such as chickadee, blue jay are present along the tree lines and game birds like partridge and grouse are present in the marsh area.

(g) Human Activities

The Rocky River Falls is a stepped falls having two levels. Between the two levels there is a local swimming hole that has been use since the early 1900's. There is one home on the upper fall, and another on the Colinet side of the falls which are both located on the upper falls away from this Proposal. There is one cabin owner that is next to our proposed zip line, all efforts in our design have been to minimizing our impact on this persons privacy as indicated the Zip Line don't cross the property in any way and follows the opposite side of the river for 3 zip-line to not interfere in any manor.

(h) Neighbouring Properties

At the start of the zip line adjacent to the RDA property there is one residential cabin owner, the design of the zip line was done so that it does not encroach on the property. Across the Road from the RDA Entrance is a home owner and one property owner as well located on the East side (Colinet there is one home owner and one property owner. The RDA has two Lease holds that are to be used by the park. An RV Park is presently under construction that runs down the west side of Rocky River Access road.

4.2(ii) CONCEPTUAL DRAWINGS

The attached Appendices has all related topical maps identifying each proponent site location and layouts . Conceptual drawings are also attached in the appendix identifying the chalets, cottage rentals, stage area drawing, and sample tower detail.

4.3 OPERATIONS AND MAINTENANCE

Zip-Line course and Tower

Colinet-Rocky River Zip Line will operate on a time band system verses a tour setting. Zip Line tickets can be purchased through the Parks website or at the base of tower one located on the RDA leasehold (year one and two operations) but we plan on to be selling all the amusement and ride tickets from the Chalet by year three. The client will choose from one of the selected time tables 9am-12, 1pm - 4pm, and evening 6pm - 9pm. Where each zip line session will consist of three hours allowing an hour in between for scheduled inspection and maintenance. . Each of the zip lines towers will have a trained staff present at all times. After the zip line users purchases their time band they would then proceed to the harness fitting station located also at the base of tower one on RDA leasehold where the signing of a liability release form (mandatory to ride the Zip Line) takes place. After being fitted with a harness by a qualified staff the user is now ready to begin the zip line course . The user climbs to the top of tower one via stairs where a tower staff member re-inspects the harness before attaching the rider to the zip line in which the user will than proceed to decent from tower one to tower two. The process continues to the end of the second zip line where the client then would be disengaged from the line by staff member keeping there harnesses on. The user then would exit the last tower and

enjoy a short walk back through the RDA existing trail (324m) to tower one to start the zip line course over again. Attached in Appendix 46 of this proposal for further reference. Tower one will have a time clock to identify the band session has ended at this point the tower attendant will inspect all zip lines and tower infrastructure, lock up there tower location and proceed to main office with inspection reports in which operations manager are to review inspections after each band session and to sign off reports. This will help to identify potential issues and provide insight to preventive maintenance where needed and if needed ground keepers and maintenance will be dispatched. If in any case that the line would be deemed not safe the zip line would be shut down until proper repair and commissioning has taken place.. Regular maintenance and inspections on the structures, lines ,and harness will be conducted also by maintenance and ground keepers at the end of every shift. Inspection reports are to be issued to operations manager for review and sign off each time . The cable inspection will be inspected each session, the end of each shift, and weekly/monthly general inspections.The life cycle for the towers is expected to be 100 years, zip line cables will have to be replace over this life span in which inspections will help identify when this is needed along with the regular maintenance of the towers. Maintenance will be mostly preserving the wood once a year to increase the life of the structure. When the life cycle of the towers have been reached the towers being of natural wood can be dismantled easily being post and beam construction with little impact to its surroundings. The pier bases of the structure can be covered with fill to complete the decommissioning. All demolition material to be disposed of at the Robin Hood Bay Facility.

Festival Area/Movie Theatre

Colinet-Rocky River Zip Line and Adventure Park has planned for 3 concerts per season which will allow the opportunity for other promoters to rent the facility for other shows and concerts. Tickets for each event will be available for purchase on the parks website, also at the chalet up and until the day of the event, concessions will also be offered thought the chalet souvenir store. With the Festival Grounds being fenced, this will help security and mitigates risk to public safety as well as cleanup as it acts as a trap for any waste left behind by concert participants. Security will be handled by an professional security firm for each event, Port a potties will be rented and placed inside the fence surrounding the property. It is expected for each concert additional staff will be hired for these events to assist in grounds keeping, additional park security, parking attendants, and concessions. 12-16 people in total will be hired.

When the theatre is not in use the stage area will be utilized as a drive in movie theatre airing shows both Friday and Saturday at 9.30 pm. A motorized roll up screen will be secured to the stage structure, where at the end of each screening the screen is retracted as this will mitigate damage and as which is a part of a preventive maintenance program. Five Staff are anticipated to be needed for each show one employee for ticket booth, one employee to take tickets and direct traffic to each parking spot, and two for concession

stand. Staff will arrive as per shift schedule 1 hour before showtimes and prepare for that night. Prior to each shift there will be a group meeting to discuss aspects of that nights show and also the past nights viewing and also to review safety . At the end of each shift staff members are responsible to clean the work stations, and surrounding area dispose all waste to the temporary sea can storage for disposal, conduct end of shift inspection report and check list, return it to office before leaving shift.

The Chalet is slated to open at end of year two and the development of the Cottages will begin in year 3. The Chalet will be a focal point of the park as it will serve as the main washroom location, restaurant (open 11:30 - 9 that can seat 50 people), and a Convention Centre/Wedding Reception Banquet room. For normal operations it is anticipated needed 2 employees per shift in the kitchen, with one staff member for cleaning and grounds work, and one waitress. One office staff member will be needed for ticket and information counter where zip line time bands and accommodations will be purchase at this location.

The Chalet will be open 8am each morning to 9pm at night, ground keepers will take care of daily maintenance and scheduled building maintenance and property cleaning .

The walking trail is slated to be opened mid summer of the second year of construction and will be free of cost to the public to use at there own risk as there are no path lighting Proper signage will be posted at the start of the trail notifying walkers of the walking trail park rules. Regular maintenance and inspections daily to ensure park cleanliness and address issues related to the trial.

4.3(ii) Potential Sources of Pollutants

Zip Line & Towers

During the construction phase of the Zip Line and Adventure Park areas will be needed to be cleared and pathways constructed to the tower locations (east side of rocky river) On the Colinet side of rocky river the walking trail will cross along each tower to the bay of Colinet. During the clearing chain saws will be used to clear the brush and trees isolated fuelling station will be set up on both sides to mitigate contamination, emergency spill kit will be present at feeling station. Brush and grubbing are to be removed and disposed of at Robin Hood Bay whereas Trees that have to be cut down are being donated to the elderly of the local area to assist in winter heating. Clearing of the Brush and Grubbing is set to be completed by mini excavator, keeping the foot print of the developed area restricted to the foot print of the path way. Spill kits for hydraulic leaks will be present to mitigate chances of ground contamination. In the event that this does happen Department of the Environment will be contacted to assess and direct measures to be taken. All efforts

will be put in place to avoid this situation from happening.. An sample of of slit screening dealt is attached in Appendix 47 for further reference.Silt Screening is scheduled to be installed 75ft across the front of the towers on both sides of the Rocky River to avoid ground water carrying silt and debris into the Rocky River. Attached in Appendix 48 is a layout plan map for installation of silt screening for further reference. Dust is another concern during construction, water will be sprayed on the dirt roads to mitigate dust from traveling and getting into the natural surroundings as per shift schedule will be developed for the construction phase. Construction Debris is another concern when developing the park we have indicated that all debris to be removed daily from site and stored in secure sea can as each week or more frequent when required the debris to be disposed of at the Robin Hood Bay Disposal Facility.

Washrooms facilities during the construction stage will be rented, cleaned and serviced from a certified waste disposal company as well the temp washrooms will be removed when each section work is being completed. Completely removed when work in that area is completed. Air Bourne and Noise pollution is another factor when designing the the Adventure Park. Noise from machinery, air compressor tools, and construction activities itself create noise levels that could effect its surroundings due to this issue or this the Park construction was divided into phases to keep and contain noise in confined areas to mitigate impact on other areas of the park. All equipment hired to complete the work mentioned above will be required to provide proof that equipment is up to industry standard and not a potential hazard to the natural surroundings. Inspections of equipment to be completed on each shift and reported to main office which will provide guidance in identifying and managing potential issues with equipment. All equipment to be cleaned before bring to site, to allow for easy inspection, and avoid cross contamination of soils.

During Operations there are potential pollutants that could pose an impact on the environment. Dust stirred up from traffic on the existing roads and newly constructed road will be watered down daily and will be incorporated in the daily maintenance schedule. Noise is another one of the key concerns when addressing the design and park activity. As people climb the towers and use the zip lines there is always the potential for items to fall from their pockets, or debris from the persons shoes. In an effort to mitigate this from happening the park intends to make signage at each tower and in corporate the checkpoints to prevent this from happening. During initial orientation and harness fitting each person will be instructed to remove all items from pockets. Keyed storage bins will be available for people who do not have storage. Located at tower one there will be a boot cleaner , each person will have to use to remove rock, dirt, and other possible toxic items. Attached in Appendix 49 is an example of a boot cleaner for further reference. The tower attendant will inspect each user before they start the course. Zip line Noise is another potential source pollutant, with the roar of the falls in the background it is sure to tone down the noise of excited zip line users. There is one zip line users on the line at one time only. Mitigating the grouping of people that create louder noises. Tower attendants will have head sets to communicate to each other giving instruction, safety protocol and end of shift changes. This will be linked to head office and assist in security, the safety to

the public and prompt response to medical help if needed.

Chalet and Rental Cottages

In the construction phase of the Chalet and Rental Cottages there are many potential source pollutants in which each will have mitigation measures to not effect the environment. The initial work would be to clear the area to be developed and the road to the chalet in which during this phase fuel/oil spills are of the highest of source pollutants. Designated fuel stations will be established with emergency spill kit available as well dust is also an potential pollutant that must be addressed. As indicated above each shift will have inspection and watering/wetting of road ways to keep dust from traveling into the near by ecosystems. Heavy Equipment will be required to make road ways and prepare foot prints for chalet and rental cottages as well all equipment to be certified for usage and inspected each shift. Before construction is to begin silt screening will be construction down the side of Black Duck Gully 10m back from the backs edge this will also assist in determining setback put forth by provincial and federal regulations and discussed in previous sections in this report, with making reference. Silt screening will also be installed on the rocky river side of the property 30m back from edge of the bank which will also allow for set backs set forth by Provincial and Federal Regulations. The silt screen will prevent ground water run off from transporting silt and debris into the Rocky River. With the Chalet and Rental Cottages being close to both Rocky River and Black Duck Gully it is of upmost importance in the design process to establish the safest system available providing no impact to the surrounding eco systems. Bio-Filter waste systems are to be installed avoiding contaminated waste from entering into the water stream. The water that leaves the bio filter system is clean and not harmful to the environment resulting in a “greener” application.

During the building of the structures extra mitigation will be taken to prevent construction debris form entering the attached water bodies. Wind can easily carry these items for long distances if not mitigated properly as well it is the intention of the park to have netting installed in front of the structures to catch anything that can blow off with wind. Fuel stations will be present for all hand tools and generators that will need fuel to mitigate fuel contamination and spillage. Attached in Appendix 50 is an example of a fuel tray that will be used on site to midget spills.

The construction of the Restaurant within the Chalet will be of All Provincial and Federal Standards, using with suppression system, range hoods and grease traps with all approved labeling and inspections . Filters will be installed for exhausts to mitigate smell and effects to the environment.

The chalet and cottage rental area are to take these potential pollutants to be taken into account in the initial design phase. Mitigation measures will be put in employee daily job tasks such as inspections and reporting measures One potential pollutant is the leaking of

fuel from park users vehicle. The park intends to have signage at the beginning of the entrance stressing the importance of the environment and rules of the park where as any vehicle showing signs of fuel or oil leak will be asked to remove their vehicle from the premises. An emergency spill kit will be located at the parking area in the ticket booth for such emergencies. Dust is another potential pollutant which will be the responsibility of Ground maintenance personnel to help maintain dust control on an per shift basis. It is the intent to eventually pave these areas in the future to mitigate this completely.

The Chalet and Cabin sanitary waste is very important as the close proximity to both Rocky River and Black Duck Gully. Installing a Bio-Filter septic system is a step forward in the right direction, but regular maintenance and care is very important also. The Grounds/ Maintenance personnel will be trained in monitoring, assessing and taking corrective measures to dealing with the Bio-Filter septic systems. This will keep the system working as it should and not malfunction causing potential risk of contaminations. Garbage and Public use is another potential pollutant. Signage will be posted indicating Littering in the park is not permitted along with garbage disposal/recycling containers will be located throughout the property and along the walking trail. These waste/recycling containers will be secured containers not to provide easy access to animals, etc. Attached in the Appendix 51 is a map illustrating bin/ recycling locations throughout the park for further reference. Ground Maintenance will be responsible at the end of every shift to collect and store in the temporary holding container until weekly disposal to Robin Hood Bay.

There are no fires permitted in the park and no smoking in any of the buildings as per Provincial and Federal Regulations. Designated smoking areas will be present with disposal bins for cigarette butts. The operation of the kitchen with produce potential pollutants, scheduled maintenance tasks will be completed each shift by grounds/ maintenance personnel. Inspections completed per shift from kitchen staff and maintenance personnel will assist in identifying, monitoring, and providing proper service and attention to detail where needed. Cleaning of grease trap and disposal of restaurant waste to be done by a certified contractor under waste recovery licensed in the Province of Newfoundland and Labrador. All Food waste produced is to be used in compost to recycle into flower beds and ground maintenance. Water collected by gutter system from roof will be stored and used in ground maintenance and dust control.

Festival /Theatre Area

During the construction phase there will be potential pollutants, mitigation measures are to be put in place as to decrease this potential. The property being situated in adjacent to the back duck gully a 10m reservations set forth by provincial and federal regulations . Silt fencing will be erected along the 10m boundary to identify this boundary during construction and to also protect the gully from silt and debris entering the water way. The Use of Heavy Equipment will also pose a potential, fuel station will be set up and emergency spill kit will be available if needed. Certified cleaned equipment will used for construction only mitigating pollution and noise, also making it easier to identify

potential hydraulic or oil leaks during construction. The vegetation is set to be removed completely from this area with grading and infill required. Public toilets will be present on this location for daily use. Installation of a Bio filtered septic system will be completed by a certified installer. For the Temp washrooms that would be rented for concerts and social events a storage tank will be installed for waste. This unit is to be sealed when not in use to prevent unwanted smells and possible bacteria growth in undated areas.

During Operations the festival grounds will be used for concert, movie showings, and initial park parking we have applied for over flow parking in a separate application. Park Customers will most likely arrive in vehicle and require parking, or while viewing the Theatre. This creates the potential for fuel leaks, over idling pollution, and waste disposal. It is the parks intention to remove any vehicles that has a fuel/oil leak from the property as well there will be signage posted indicated not to have vehicles idling for extended periods of time. There will be garbage/recycling bins thought the property to allow for easy disposal as well grounds keeping will clean the property end of each shift and take garbage and recycling to temp storage container until disposed of at Robin Hood Bay. All Recycling from the Park is set to be given to local school for group fund raising efforts. Attached to the ticket/ front office on the festival/theatre grounds there will be public washrooms for normal day use. These systems will be set up on a bio-filter septic system and be located to the entrance of the park. During Events and Concerts these washroom will be closed and temp washrooms will be rented for usage. Waste being contained in a holding tank and disposed of the following day by a certified disposal contractor.

Walking Trail

During the Construction of the 1.95 Walking trail clearing of the area with saws and the potential for fuel and oil pollutants is one concern. Fuel filling stations previous discusses and an emergency spill kit will be present as the trail progresses along. Only 1/3 of the trail area is expect to have to be cleared the remaining will require grubbing and infill. A mini excavator, bobcat, UTV and trailers will be used in the construction of the trail where all equipment will be inspected prior to each shift and after each break to identify potential leaks and a spill kit will be present in case it is required. All equipment cleaned prior to bring to site to avoid cross contamination of soils and to make identifying leaks easier. The use of this small equipment lowers the noise pollution in comparison to other heavy equipment. The impact being on the foot print of the path way itself only. Using washed Blasted 150 mm plus minus rip rap with mitigate the cross contamination of different soils also.

During the Operation of the Trail there are a few potential pollutants to consider. The trail being a walking/ Skiing trail only no motorized vehicles will be permitted mitigating all air pollution, major ground disturbance, and noise that would effect the nature

surrounding the trail system. Foreign tourist and locals could have potential having unwanted materials that are attached to their footwear from previous adventures that could be harmful to the park walking trail eco system. A boot cleaner will be installed at the beginning of the trail to promote intact eco systems. Visitors from afar or locals that may have potential toxic material that could be hazardous are asked to use this boot cleaning brush as a precaution. Garbage/ Recycling self contained bins will be installed throughout the park to promote clean environmental practices. This mitigates waste and food getting into the trails natural ecosystem. Animals are permitted on the parks trails if on a leash and waste produced by animals are the owners responsibility to clean up where bags will be available at each of the Garbage/Recycling stations if needed. Grounds and Maintenance personnel will also inspect trail each shift to clean any unwanted waste behind.

4.3(iii) Resource Conflicts

(a) Integrity of the site

In an effort to maintain the integrity of the site in its natural setting, only areas that are required for placement of infrastructure, roads, be disturbed.

(b) Mammals and Fur bearers

There is a possibility that some fur bearers may be displaced from their habitat during the construction of the project. No long term effect is anticipated on the disruption or movements of big game animals or fur bearers. The area being proposed is mostly inside the community of Colinet. while there is presence of small animals such as rabbits, the area is too close to the community for large animals to take up residence. The Lack of shelter would also be a factor where the tree line only follows the river for approximately 10 -15 meters wide the remainder of the land is brush and barren. There is evidence of moose traveling through the area, the annual would have access only from the north west side of the park as the banks of the rocky river are steep with large body of water running through at all times. The banks of the Rocky River also make habitat for most forbearing animals impossible due to no access to the water. On the Black Duck Gully side the water is very low and a small volume of water runs down. It is possible fur bearing animals would use this for drinking water. For food purposes the fish would have to come from up stream Black Duck Pond. It is impossible for fish to enter up the 40+ft drop to rocky river. It is known to have fox in the area, hunting rabbits, etc.. It is unlikely for a fox to take up residence in the proposed development due to the geological restraints and lack of shelter. Along the West side of rocky river the towers sit between the banks of the rocky river and the access road. the vegetation is minimal ranging from 2m in some areas to 15m as it goes down the river. The bank of the river is very steep also with large body of flowing water constantly moving. With the lack of shelter and food along this area it is deemed that this would not make a most mammals or fur bearing animals would nest.

(c) Waterfowl and Raptors

Waterfowl and Raptors are present in the area, but do not seem to be present along rocky river or Black Duck Gully. This is mainly due to the banks of the Rock river and lack of shelter. There is minimal tree coverage on both side of the river with an access road that passes along one side. The property also runs very close to route 91 and the traffic and noise create would prevent nesting in most cases. During the Construction phase inspection of the area to be worked on that day will be surveyed for nesting or presence of waterfowl or raptors. In the case that one is encountered. The site will be closed down and wildlife officials will be notified to assess situation and recommend a course of actions. The work will not continue until the area has been deemed safe to work in for both workers and nature alike. The reservation set for sensitive waterfowl raptors will be hearted to (30m) with exception to the zip line towers and walking trail.

(d) Human Activities

During the construction phase of the park personal will be hired to preform tasks such as brush clearing, earth moving, installation of environmental mitigation barriers, construction of structures. Interaction with other area of the park will not be permitted , the work and activity are isolated to these work area which will aid in any interference with nature.

During the parks construction it is expected to employ a relatively small work force, there should not be an influx in work to create a shortcoming or workers available. Since most of the work force will be from the local area the project will not negatively impact but positively impact labour resources in turn providing positive economic benefits. The project during the construction phase should not impact the transportation network as most of all the work is performed inside the boundaries of the park

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4.5 Occupations

4.5(i) Construction

During the construction of the proposed adventure tourism development, it is expected that ten (10) people will be employed as a direct result of the project. The number of positions anticipated during the construction phase of the project, using the National Occupational Classification System are as follows:

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Based on NOC 2001

NOC

Occupational Title Code Title # of Positions Anticipated

0015 Senior Managers 1
0711 Construction Manager 1
7215 Contractors and Supervisors, Carpentry Trades 1
7271 Carpenters 4
7612 Other Trades Helpers 4
Total 10

4.5 (ii). Operation

For the operation of the proposed adventure tourism development it is expected that three (3) people will be employed as a direct result of the project in the first year of operation. At full peek it is expect to employ up to 12 employees. The number of positions anticipated for the operation of the project using the National Occupational Classification system are as follows:

National Occupational Classifications based on NOC 2001
NOC Occupational Title code
Title # of Positions Anticipated
6441 Tour and Travel Guides 3
6434 Sales Agent (Counter) 1
Total 4

5.0 APPROVALS REQUIRED FOR THE UNDERTAKING

The following permits, approvals and authorizations may be required:

APPROVAL REQUIRED APPROVAL AUTHORITY

Approval for the Undertaking Minister, Environment and Conservation
Authorization for work or undertaking affecting fish habitat
Department of Fisheries and Oceans Canada
Department of Transportation
Department of Wild Life and Conservation
Permit to cut Newfoundland Forest Services
Certification of Guide/Operator
Facility Inspection Government Service Center
Public Safety Government Service Center

6.0 SCHEDULE

The proponent plans to start construction of project in the winter of 2017 and complete in 2021. The Construction schedules are attached in the appendices and referenced in the Construction section of this document under each proponent.

7.0 FUNDING

Funding for this project has been acquired from private sources as well as several Federal and Provincial Agencies; namely:

Atlantic Canada Opportunities Agency
Innovation Trade and Rural Development o
Community Business Development Corporation

8.0 PUBLIC INFORMATION SESSION

A Public notice was ran in the shoreline newspaper for two weeks and posted in the Colinet Post Office for a period of 3 weeks. There is overwhelming support for the project being proposed. At the start a petition was circulated to all the local stores for people to show there support. With over 5000 signatures we decided to remove the petition as it was clear that the local public was in support of the Adventure Park. An information meeting took place on April 29, 2015 7:00 pm. There were 7 people in attendance. The presentation included handouts and a large site plan displayed in the front of the presentation room, and a slide show. There responses from the presentation were very positive, with all member attending supporting the venture. There were are couple of question raised during the Q & A secession. They are also follows.

1. When would the project start construction and when would the first zip lines be open for business?

Answer: As soon as we can get approvals

2. What is DFO's position on the venture being they are established as a tourism based identity in the Rocky River Falls?

Answer: In the initial Epr review meeting we meet with various government department to address any concerns. We have not had any negative feed back to date.

3. How many jobs would be created?

Answer: Hoping to Create 10 positions for summer employment for 5 year period During operations put to 12 people.

Overall the session went very well, the attendants seemed pleased on what we had presented

8.0 Archaeological Study

Based on the EPR review an archaeological study was conducted by Mr Gerald Penney and Associates and submitted to the provincial government. The conclusion of this study found no evidence of First Nation activity or historical importance. Attached in Appendix 44 is the study conducted by Mr Gerald Penney and Associates for further reference.

DATE: January 26, 2017

Signature

Trevor Linehan

Rocky River Zip Line & Adventure Park

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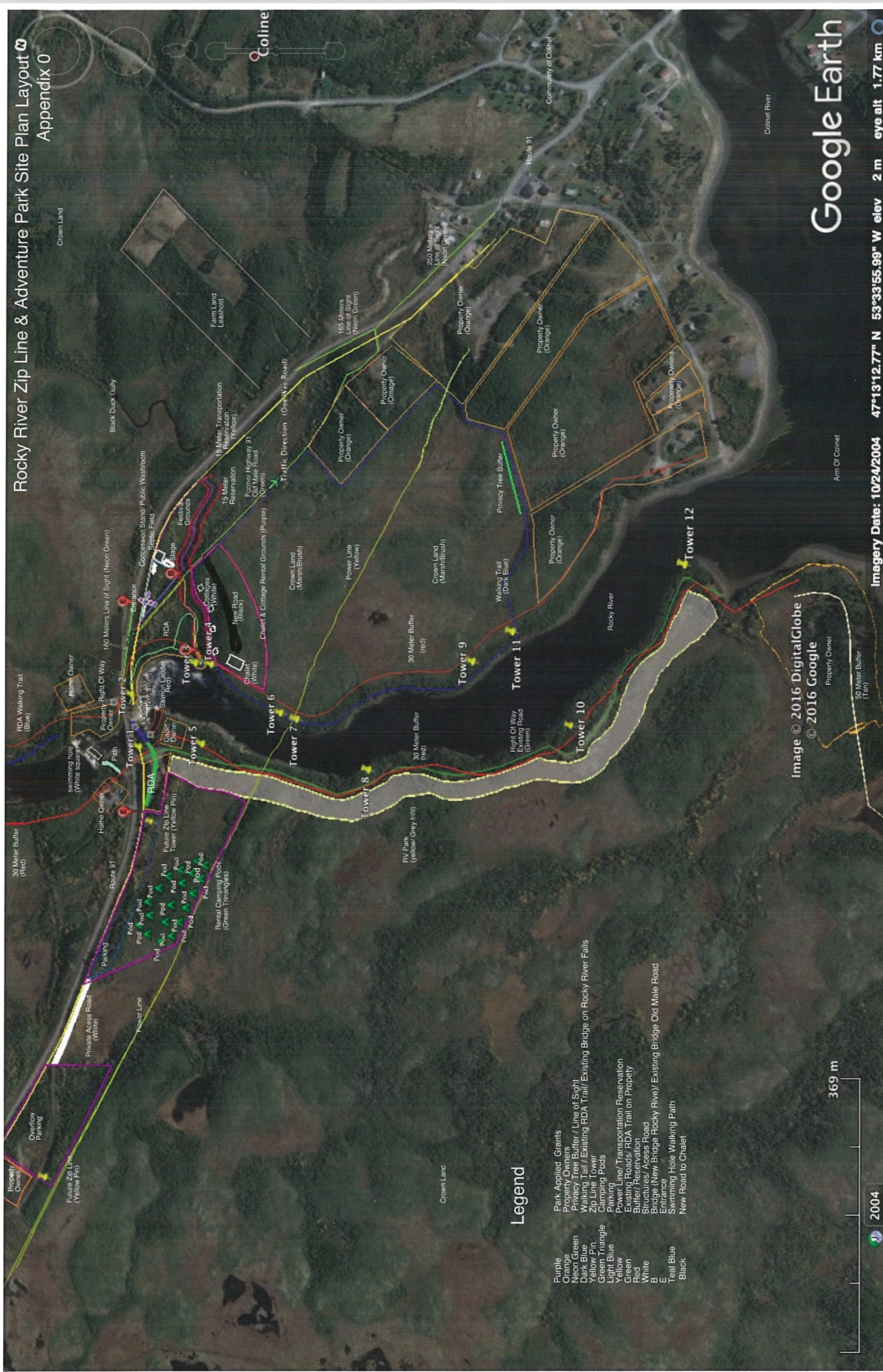
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Rocky River Zip Line & Adventure Park Site Plan Layout

Appendix 0



Google Earth

Imagery Date: 10/24/2004 47°13'12.77" N 53°33'55.99" W elev 2 m eye alt 1.77 km

Image © 2016 DigitalGlobe
© 2016 Google

Legend

- Purple Park Applied Grants
- Orange Property Owner
- Neon Green Privacy Tree Buffer / Line of Sight
- Dark Blue Walking Trail / Existing RDA Trail / Existing Bridge on Rocky River Falls
- Yellow Pin Zip Line Tower
- Green Triangle Camping Pods
- Light Blue Power Line / Transportation Reservation
- Yellow Existing Roads / RDA Trail on Property
- Green Buffer/Reservation
- Red Structures / Access Road
- White Bridge (New Bridge Rocky River) / Existing Bridge Old Male Road
- E Existing Bridge
- Teal Blue Swimming Hole Walking Path
- Black New Road to Chalet

369 m

2004

Market Analysis

For the Purpose of establishing a market analysis for the Colinet- Rocky River Zip Line and Adventure Park the 2011 Exit Survey and the tourism review for 2015 and 2016 were used. (Department of Tourism, Culture and Rural Development. REF: http://www.tcr.gov.nl.ca/tcr/publications/Visitor%20Exit%20Survey/2011_Provincial_Visitor_Exit_survey_summary_updated_april%2013.pdf.)

There were an average of 500,000 people visited the province each per year. Spending an average 460 million dollars. • Non-resident spending generally represents 40-45% of total tourism spending. The residents of Newfoundland and Labrador represent 55%-60% of all tourists dollars spent in the province. Making the local market just as important as the tourists.

Based on this and the Department of Tourism's 2011 Exit Survey we have derived the following:

14% visit Avalon. Totalling 70,000 visitors
35% visit St John's totalling 175,000 visitor.
Making our total potential market of 245,000 visitors.
Which equals 220 Million dollars of Potential Purchasing.

In the 2011 exit survey visitors are said to have a value as a major decisioning factor in purchases, The Adventure Park will offer combo packages to maximize the clients savings and giving them the satisfaction that they are getting the best bang for their buck.

The 2011 Exit Survey indicates that couples with no children and singles make up 73% of all visitors. These visitors are looking activities that are adventurous. The survey indicates that these individuals enjoy taking in the Scenery (67% of visitors), Trails (64% of visitors), and provincial parks (30% of visitors).

Visiting families make up 14% of visitors in 2011. The Adventure Park will focus part of its marketing campaign on families that live on the Avalon Peninsula. Local Families frequently visit parks and activities multiple times a season. This places the youth in a strong influence position on purchasing power. The Adventure Park Identifies this and has developed the park to offer endless activities for children and parents alike, at a value rate. St John's being Newfoundlands capital many residents of the province visit the city. It is our intention to market provincially to maximize on all traffic coming to at the avalon.

The 2011 Exit Survey also indicates an significant increase in the money spent for accommodations during there visit.

Recent Economic factors have seen a small decline in visitors for 2016 but not enough to warrant concern. The weaker Canadian dollar attracts larger numbers of international visitors balancing the market.

From: **Marjorie Gibbons** marjorie.gibbons@holyrood.ca
Subject: land use
Date: November 4, 2016 at 4:45 PM
To: Trevor or Al Linehan omegacontracting@hotmail.ca
Cc: Pj.lor pj.lor@inf.sympatico.ca, Karen Walsh karen.walsh@live.ca

God Evening Trevor

Just a quick update.

I met with Crown land on Thursday and the request for change in use is not completed, but is under consideration

I have now made a written request for direction on going forward with making accommodation for your towers and I hope to have a reply very shortly via email

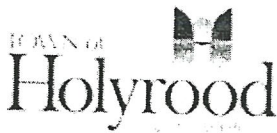
I also spoke to our insurance carriers and they have the information regarding this matter as well and will have a written response by Mid-week next week (Wednesday or before)

I have also asked for clarification on the exchange of assets as it relates to a non-profit organization as the RDA and again that response has been requested by mid-week.

All in all I am satisfied we are getting attention to the issues and there seems to be a commitment by the various agencies to respond in a timely manner.

I will keep you up-dated

Thanks
Marjorie



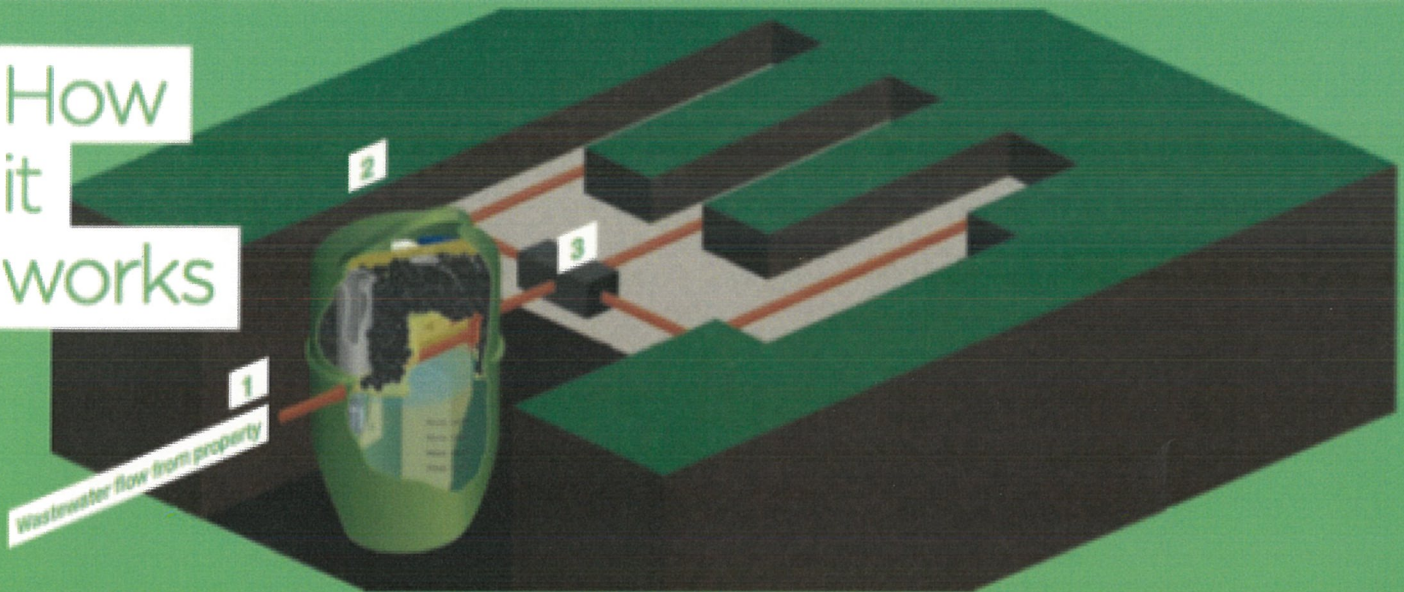
Marjorie Gibbons
Economic Development Officer

P: 709.229.7252 ext. 205
F: 709.229.7269

www.Holyrood.ca



How it works



1 Wastewater from the house flows into the biofilter where all the solids settle on the bottom and organic matter begins breaking down.

2 The remaining diluted organic material is then processed over the media where naturally occurring bacteria break it down further. A UV disinfection system disinfects the wastewater as it leaves the biofilter.

3 At this point the wastewater has been cleaned to a standard that exceeds those required by Service NL. The wastewater then flows into a diffuser which disperses it into the soil.

Why choose a Clarity Biofilter?



St. Mary's Bay North regional Development Association – Colinet- (709) - 521-2790

October 27, 2016

OMEGA Contracting

Colinet, St. Mary's Bay

Attention: Trevor Linehan

Dear Mr. Linehan

Further to our discussion at the meeting with the Board of Directors of the St. Mary's Bay Regional Development Association on Tuesday, October 25, 2016 I have been directed to follow up the file as it relates to land use for your proposed Zip Line Business Opportunity.

As stated in our previous correspondence in 2014, the Development Association supports your business idea and looks for ways where there can be a mutually beneficial partnership developed which can translate to improvements in the area and region.

The St. Mary's Bay North Regional Development Association has taken steps to try and find solutions to the issues raised at the most recent meeting. To move forward, can you provide some indication from your lawyer the parameters of the land you require for your towers such as a description of approximately how many feet. The legal advice which we received to date also suggested that the terminology should reflect "right of land use" or easement of land use which would allow for the RDA to continue the lease and your company use the land for purposes of your zip line with a time frame and right to renewal clauses. The legal advice suggested there could be an agreement that allows you use of the land under our lease without causing liability issues for the RDA if it was clearly stipulated in the agreement.

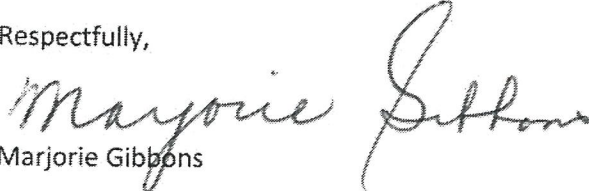
We realize time is important to you, so if you could talk to your lawyer and advise us on these points we can move forward to address your needs.

In terms of crown land usage on record for the RDA, I am traveling to Crown lands on Friday afternoon to clarify what is actually on file as we did request changes in 2014 and made application for that to happen. If further changes have to be made those changes will be requested on Friday.

The St. Mary's Bay North Regional Development Association is willing to work with you and your company to assist your business development and are seeking ways to satisfy your needs to use land which is already leased to the Association without incurring liability issues and/ or forfeiting our lease.

If there is anything else you need that has not been addressed in this letter please feel free to advise me at your convenience.

Respectfully,

A handwritten signature in cursive script that reads "Marjorie Gibbons". The signature is written in dark ink and is positioned to the right of the typed name.

Marjorie Gibbons

Secretary- RDA

RDA LEASEHOLD PROPERTIES MAP

APPENDIX 5

WALKING TRAIL

CHALET GROUNDS

© 2016 Google

Image © 2016 DigitalGlobe

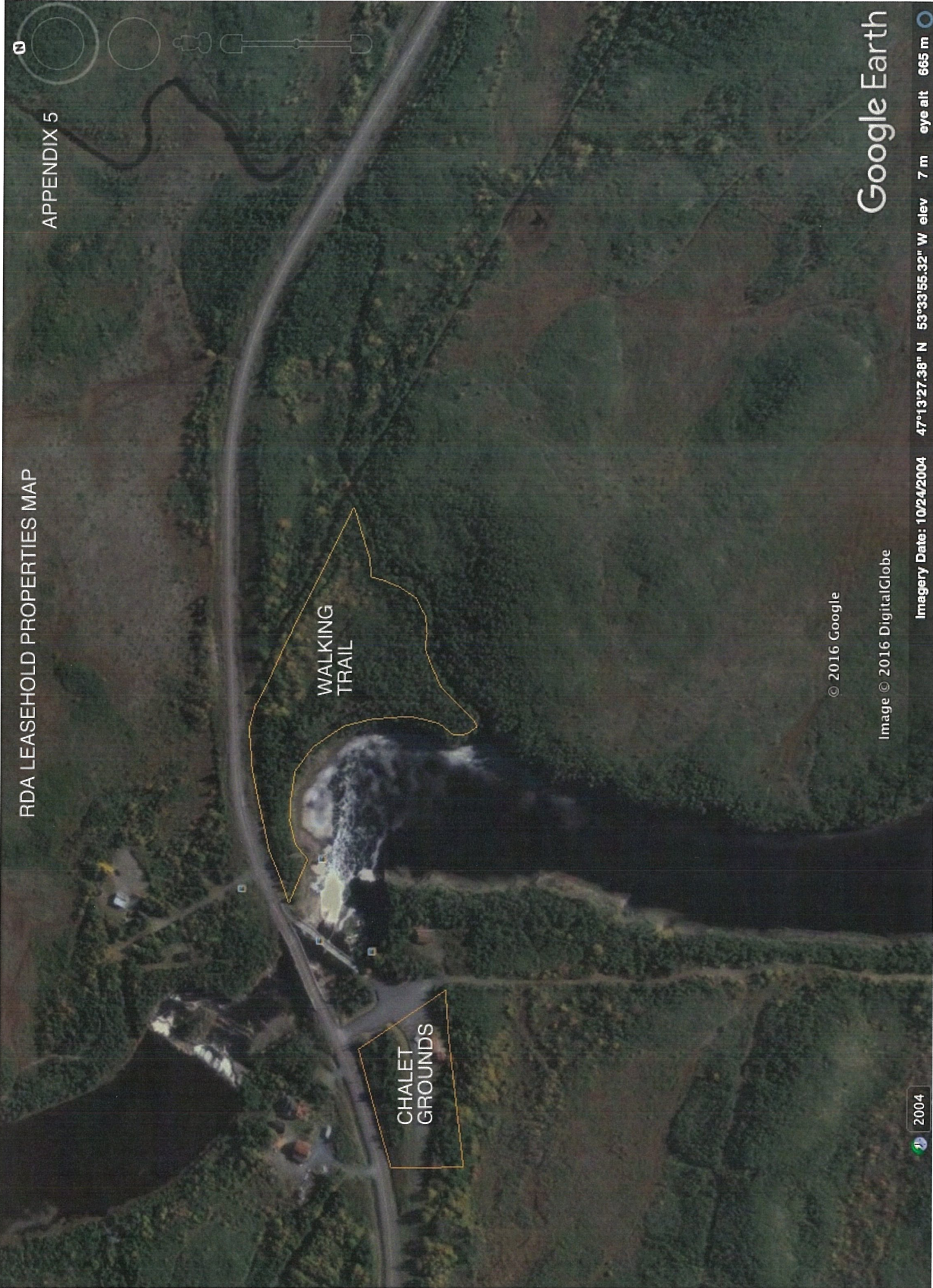
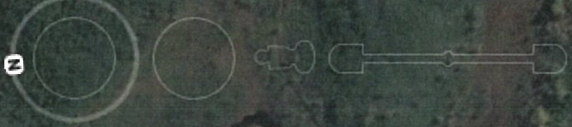
2004

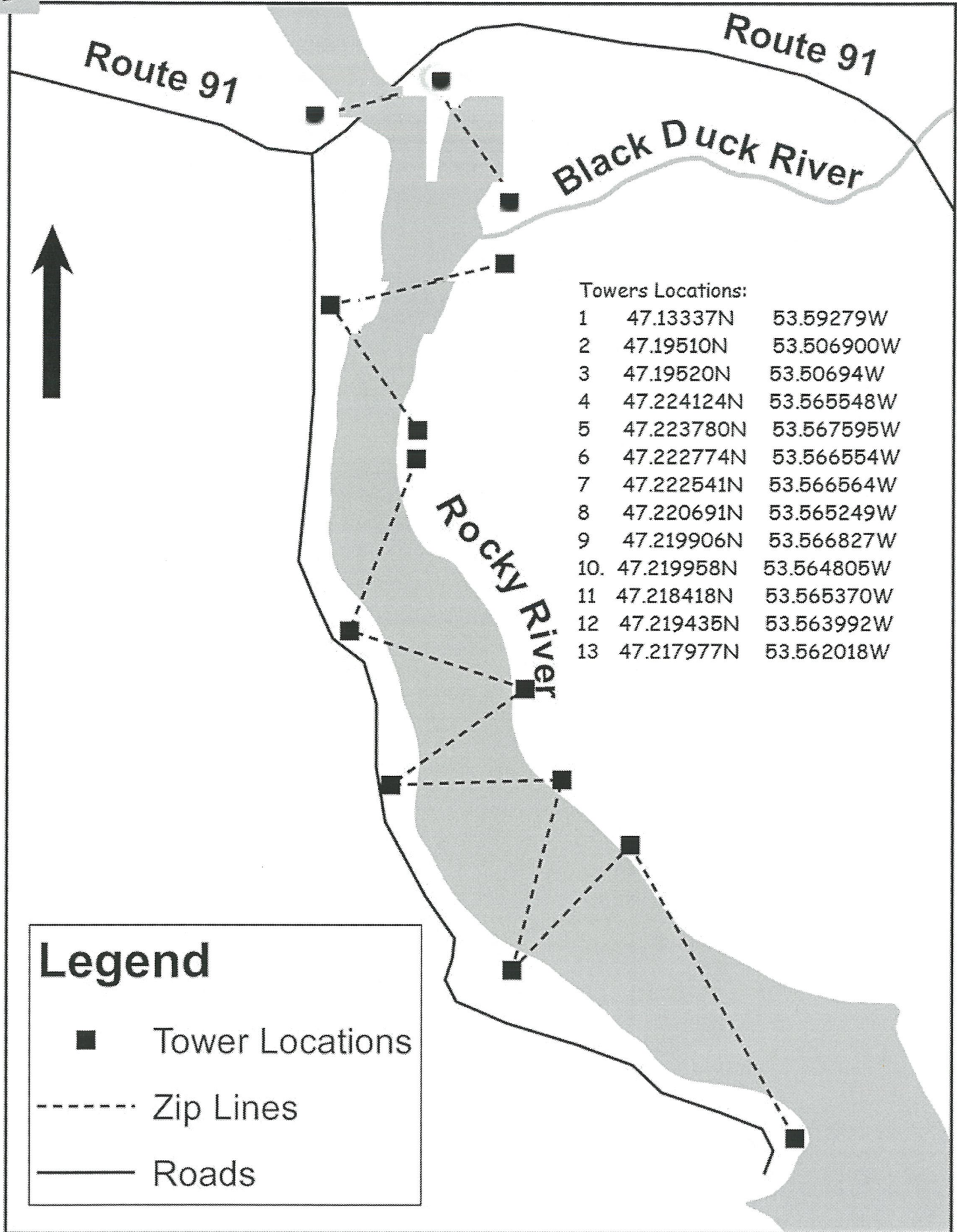
Imagery Date: 10/24/2004

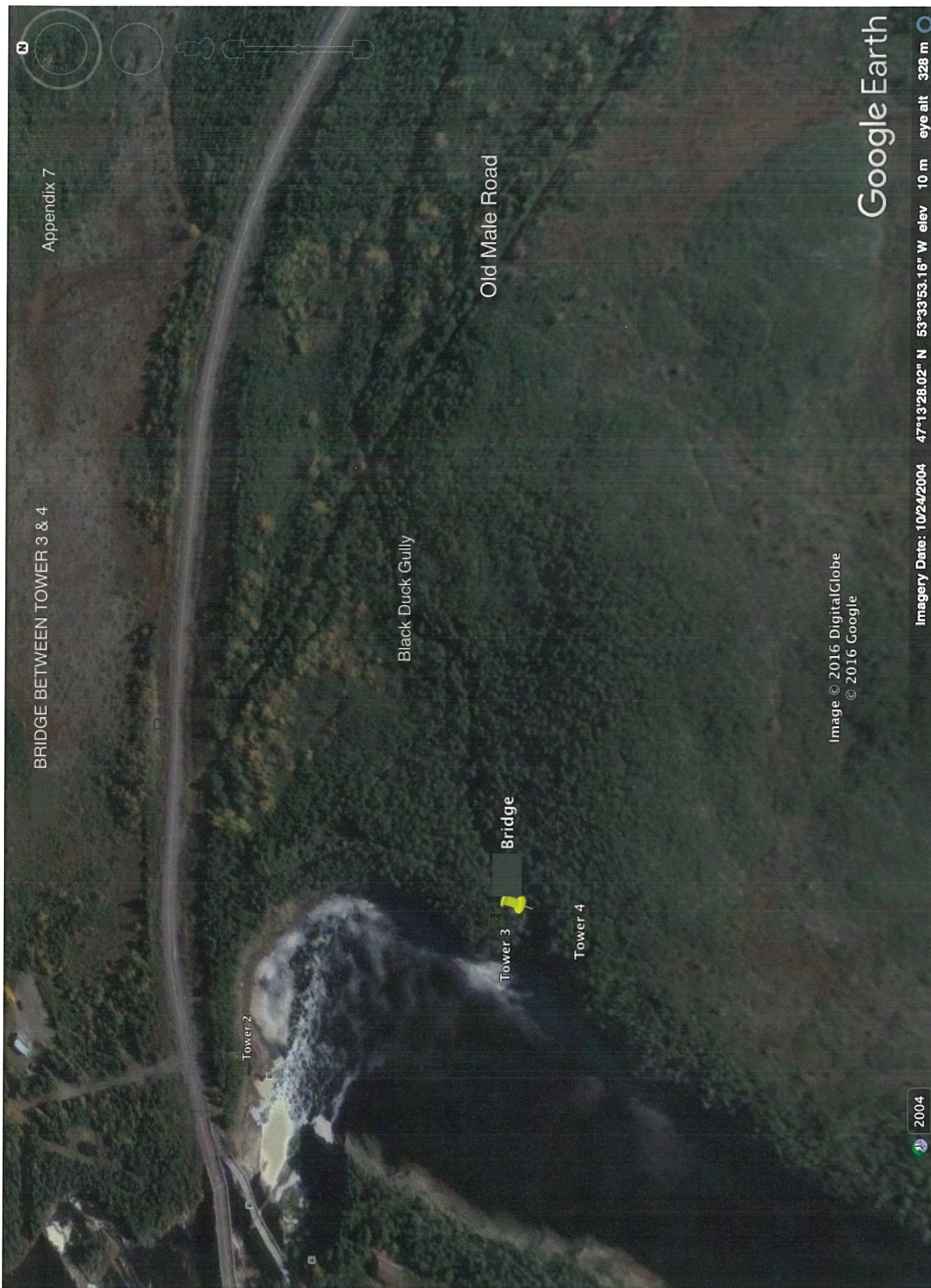
47°13'27.38" N 53°33'55.32" W elev 7 m

eye alt 665 m

Google Earth







Appendix 7

BRIDGE BETWEEN TOWER 3 & 4

Tower 2

Tower 3

Bridge

Tower 4

Black Duck Gully

Old Male Road

Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

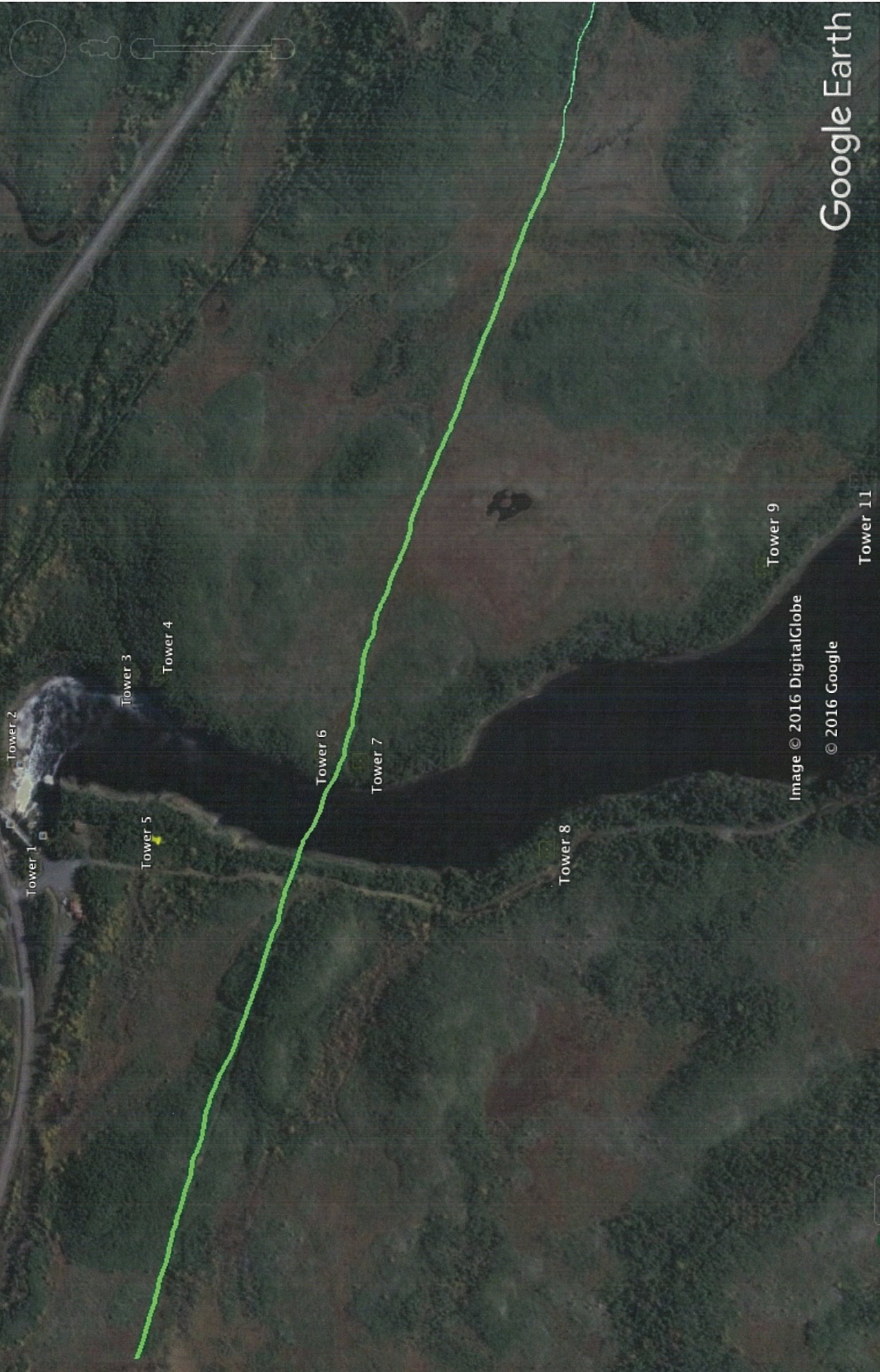
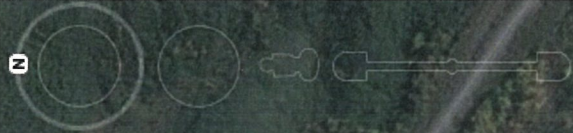
Imagery Date: 10/24/2004

47°13'28.02" N 53°33'53.16" W elev 10 m

eye alt 328 m

Collinet- Rocky River Zip Line and Adventure Park Power Line, Tower 6 & 7 Locations

Appendix 8



Tower 9
Tower 11

Image © 2016 DigitalGlobe

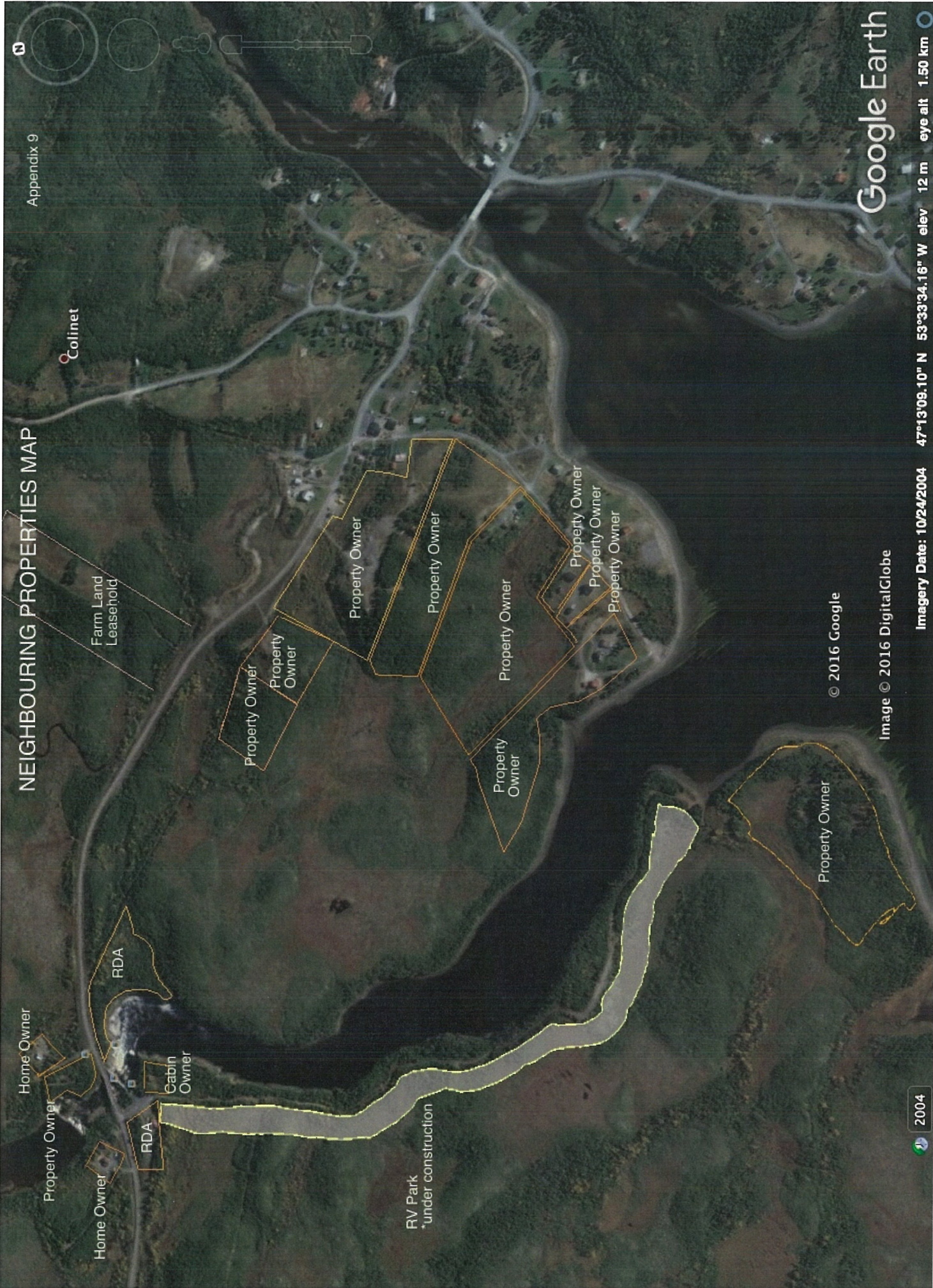
© 2016 Google

2004

Google Earth

Imagery Date: 10/24/2004 47°13'19.86" N 53°33'58.18" W elev 4 m eye alt 868 m

NEIGHBOURING PROPERTIES MAP



Appendix 9

Collinet

Farm Land Leasehold

Home Owner

Property Owner

Home Owner

RDA

RDA

Cabin Owner

Property Owner

Property Owner

Property Owner

Property Owner

Property Owner

Property Owner

Property Owner

Property Owner

Property Owner

RV Park
"under construction"

Property Owner

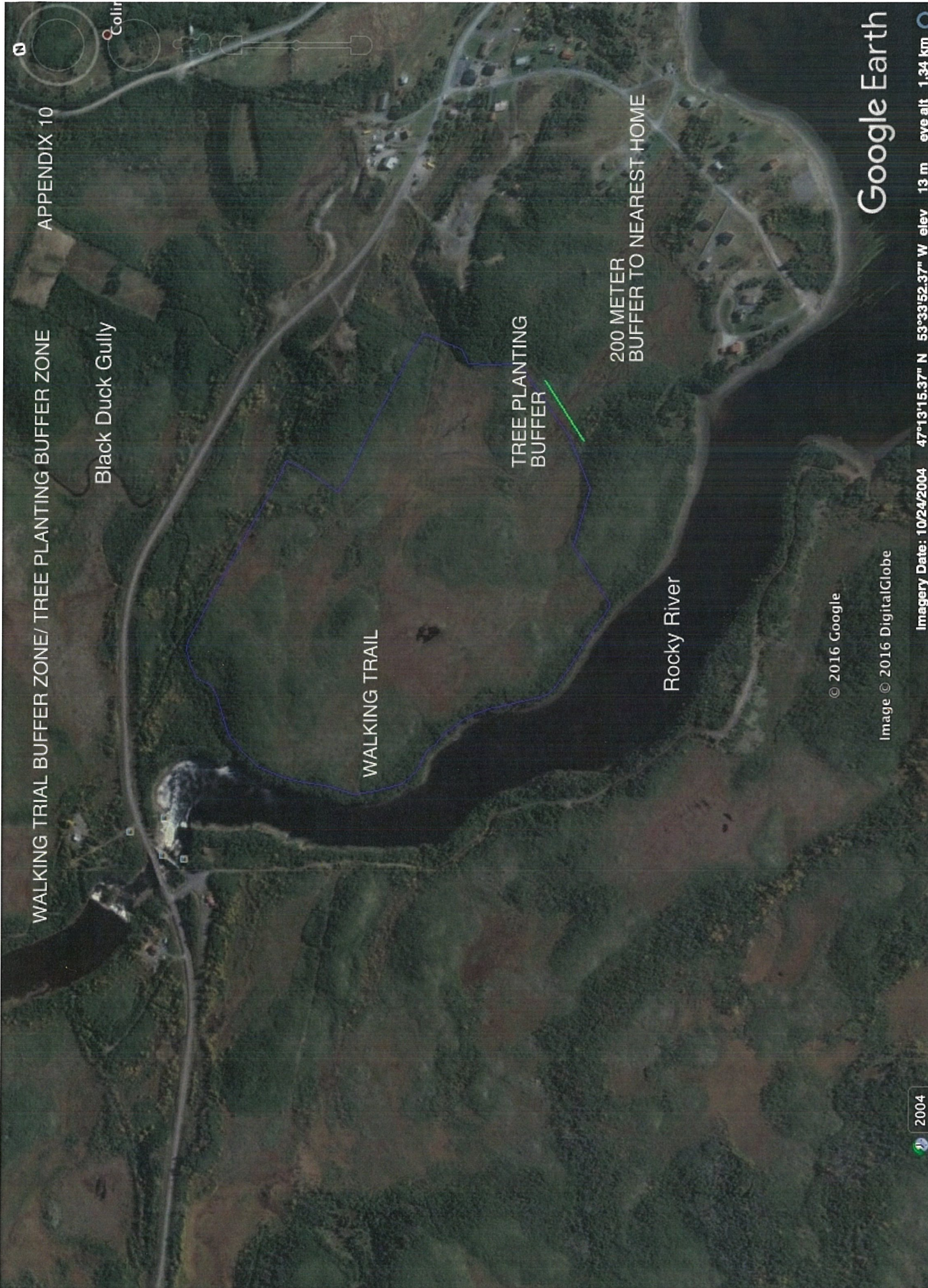
© 2016 Google

Image © 2016 DigitalGlobe

2004

Imagery Date: 10/24/2004 47°13'09.10" N 53°33'34.16" W elev 12 m eye alt 1.50 km

Google Earth



WALKING TRAIL BUFFER ZONE/TREE PLANTING BUFFER ZONE

Black Duck Gully

WALKING TRAIL

TREE PLANTING
BUFFER

200 METER
BUFFER TO NEAREST HOME

Rocky River

© 2016 Google

Image © 2016 DigitalGlobe

Google Earth

2004

Imagery Date: 10/24/2004 47°13'15.37" N 53°33'52.37" W elev 13 m eye alt 1.34 km

APPENDIX 10

Appendix 11

Chalet/ Rental Cottages Waste Disposal Layout Plan Map

Appendix 11



Image © 2016 DigitalGlobe

Google Earth

Imagery Date: 10/24/2004 47°13'25.98" N 53°33'52.52" W elev 17 m eye alt 320 m



2004

FESTIVAL/ DRIVE IN MOVIE THEATRE

CHALET/ RENTAL COTTAGES

© 2016 Google

Image © 2016 DigitalGlobe

Google Earth

2004

Imagery Date: 10/24/2004

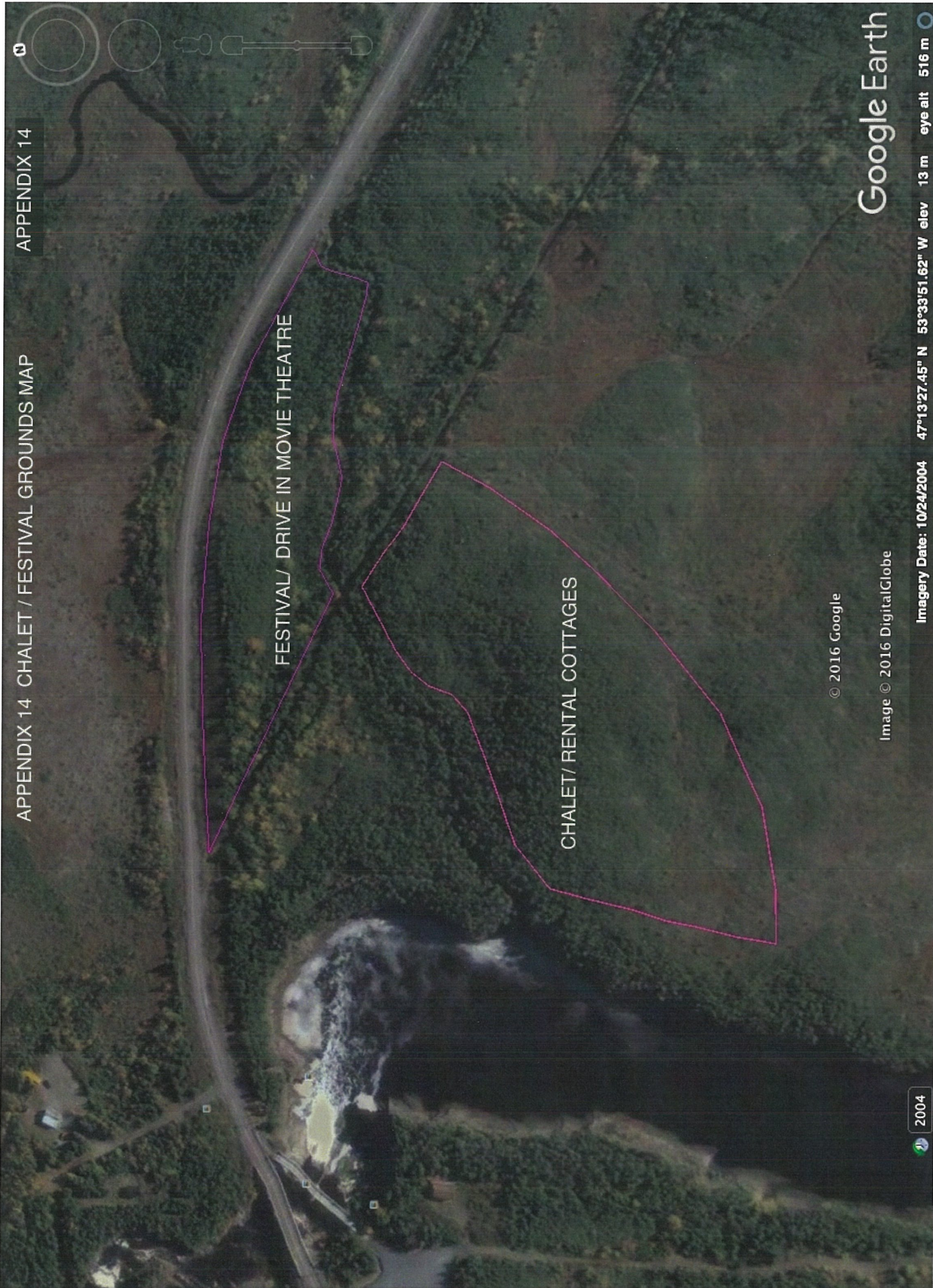
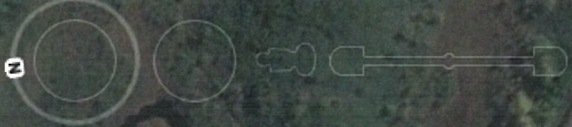
47°13'27.45" N

53°33'51.62" W

elev 13 m

eye alt

516 m



RESERVATION MAP

15 METER RESERVATION

10 METER RESERVATION

30 METER RESERVATION

30 METER RESERVATION

Tower 1

Tower 2

Tower 3

Tower 4

Tower 6

Tower 7

Tower 8

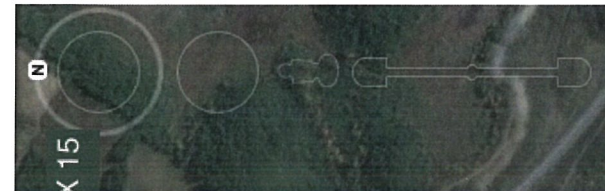
Tower 9

Tower 11

Tower 10

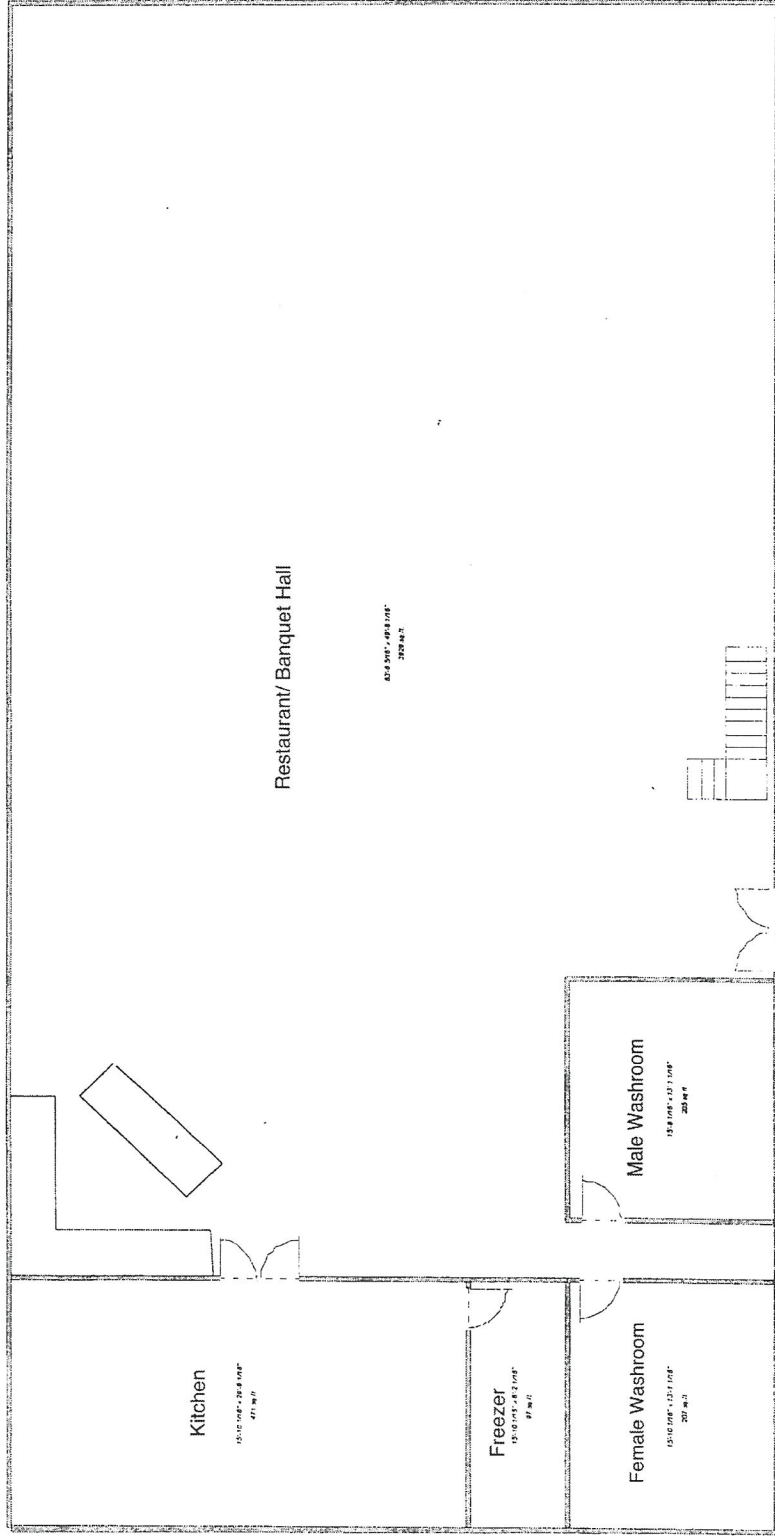
NOTE: 50 METER BUFFER ZONE ALONG BAY OF COLINET.

Image © 2016 DigitalGlobe
© 2016 Google



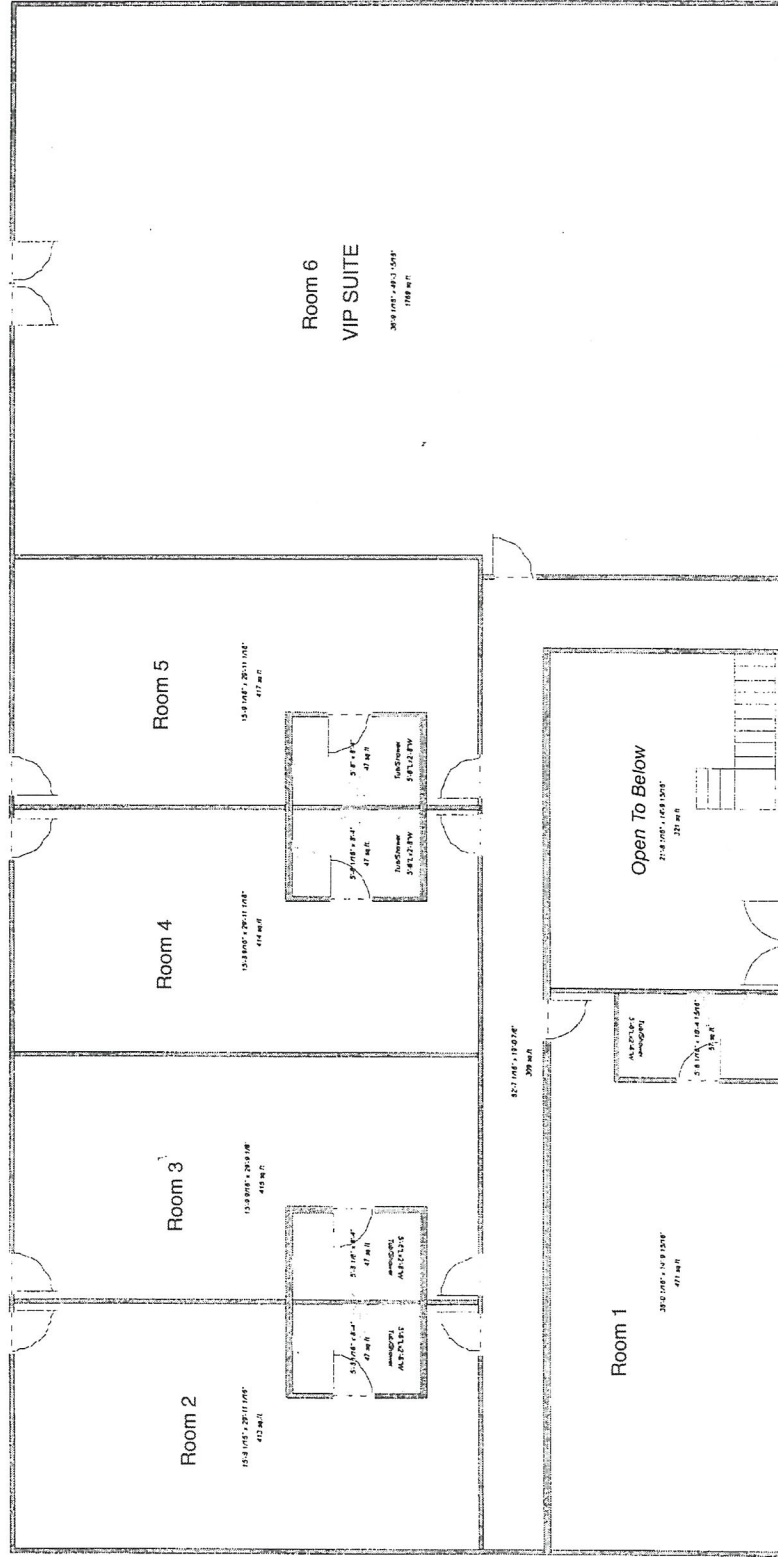
Chalet Design Main Floor Plan

Appendix 16 (1)

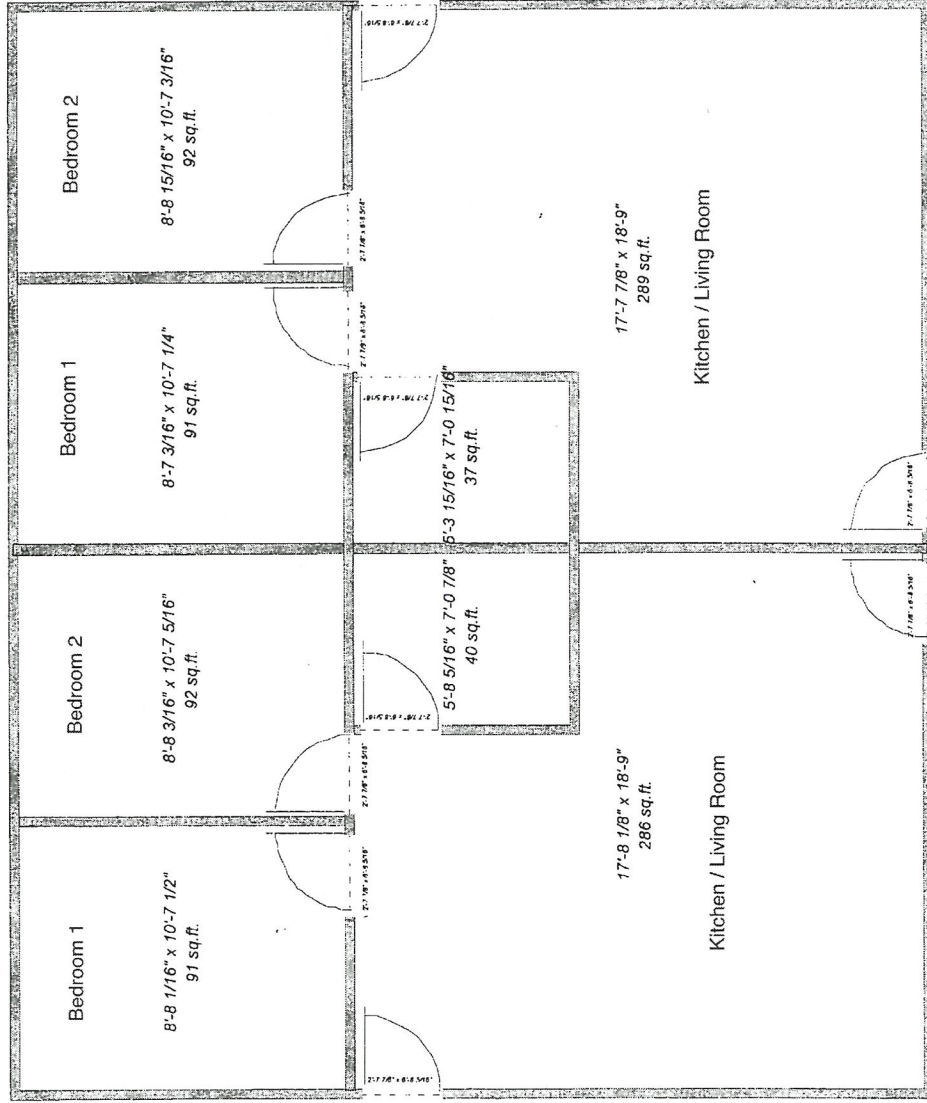


Chalet Design Second Floor

Appendix 16 (2)



Cottage Design
Floor Plan (Duplex) Appendix 17





RESERVATION MAP

15 METER RESERVATION

10 METER RESERVATION

30 METER RESERVATION

30 METER RESERVATION

Tower 1

Tower 2

Tower 3

Tower 4

Tower 6

Tower 7

Tower 8

Tower 9

Tower 10

Tower 11

NOTE: 50 METER BUFFER ZONE ALONG BAY OF COLINET.

Image © 2016 DigitalGlobe © 2016 Google

CHALET AND RENTAL COTTAGE MAP

APPENDIX 19

4 DUPLEX RENTAL COTTAGES
34 FT X 30 FT

NEW ACCESS ROAD
TWO LANE TRAFFIC

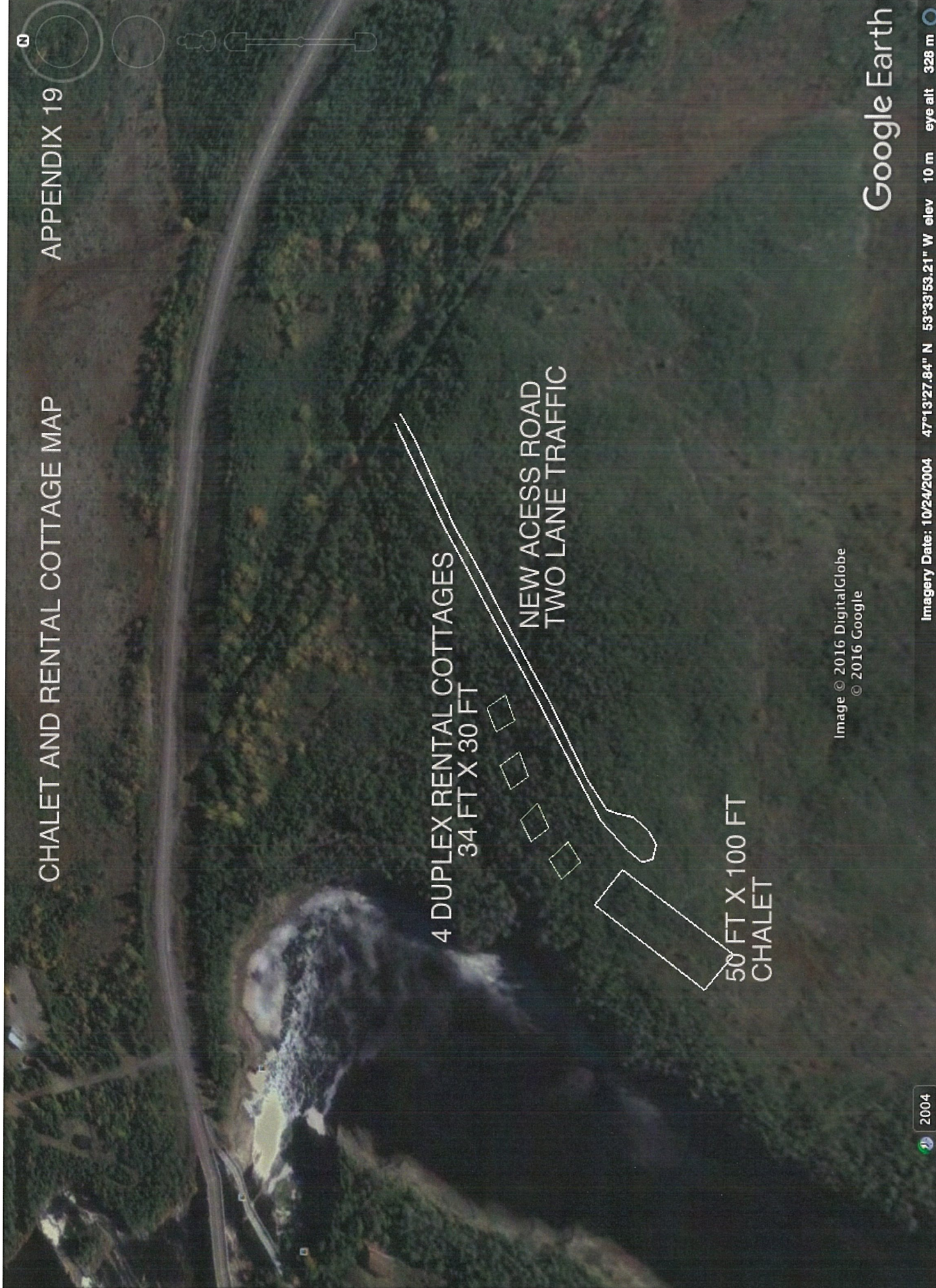
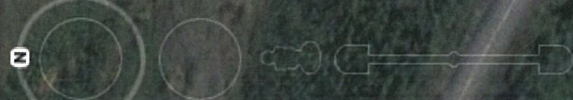
50 FT X 100 FT
CHALET

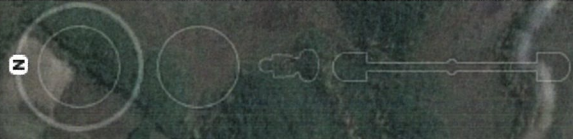
Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

Imagery Date: 10/24/2004 47°13'27.84" N 53°33'53.21" W elev 10 m eye alt 328 m





APPENDIX 20

OLD MALE/ BRIDGE MAP

OLD MALE EXISTING BRIDGE

Old Male Road

Tower 1
Tower 2

Tower 3
Tower 4

Tower 6
Tower 7

Tower 8

Tower 9

Tower 11

Tower 10

Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

Imagery Date: 10/24/2004 47°13'15.28" N 53°33'51.66" W elev 15 m eye alt 863 m

FESTIVAL GROUNDS MAP

APPENDIX 21

Black Duck Gully

Route 91

Rocky River

Old Male Road

FESTIVAL/ DRIVE IN MOVIE
THEATRE GROUNDS

CHALET/ RENTAL COTTAGE
GROUNDS

© 2016 Google

Image © 2016 DigitalGlobe

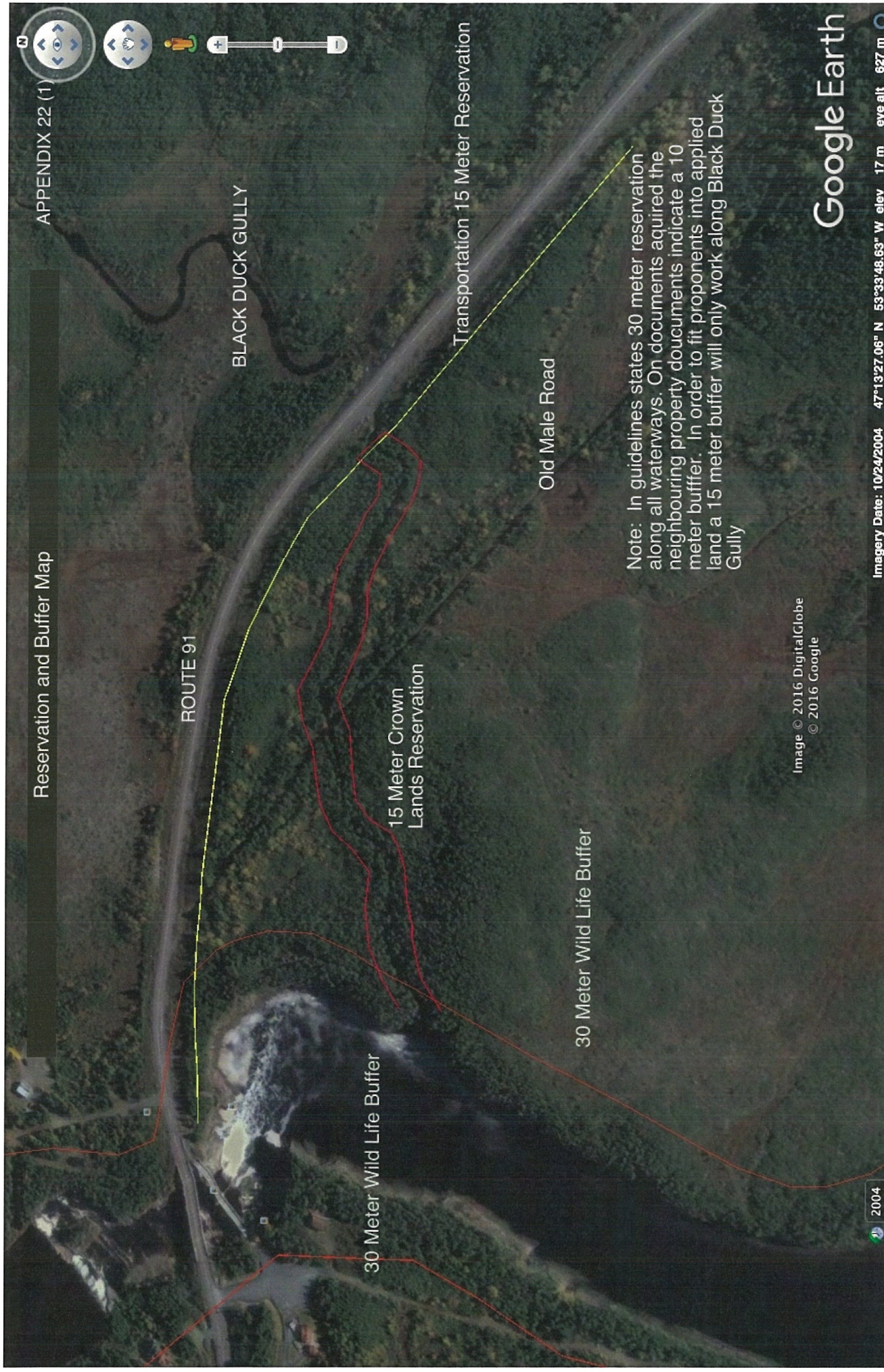
Google Earth

2004

Imagery Date: 10/24/2004 47°13'27.38" N 53°33'55.32" W elev 7 m eye alt 665 m

Reservation and Buffer Map

APPENDIX 22 (1)



Note: In guidelines states 30 meter reservation along all waterways. On documents acquired the neighbouring property documents indicate a 10 meter buffer. In order to fit proponents into applied land a 15 meter buffer will only work along Black Duck Gully

Image © 2016 DigitalGlobe
© 2016 Google

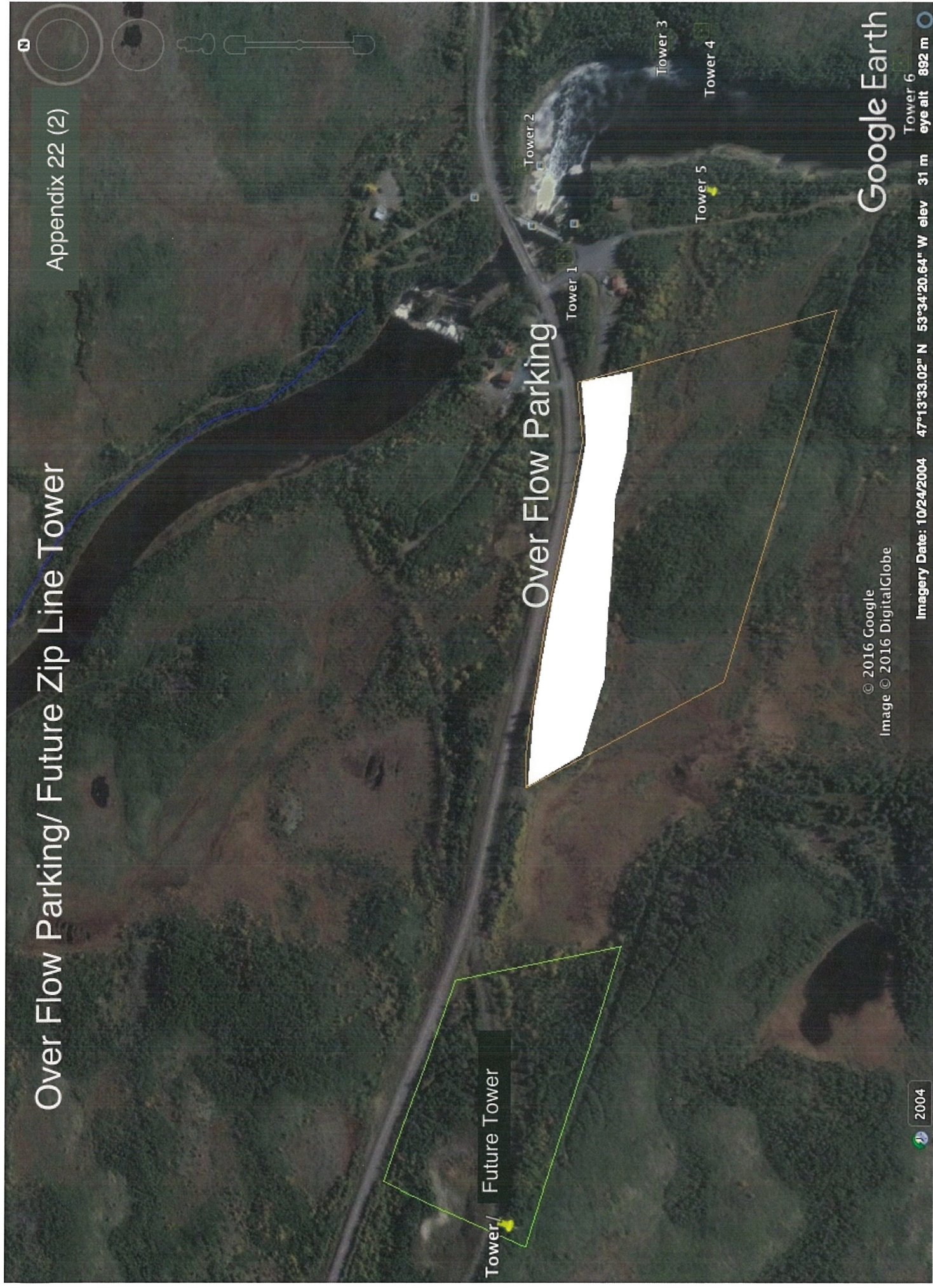
Google Earth

Imagery Date: 10/24/2004 47°13'27.06" N 53°33'48.63" W elev 17 m eye alt 627 m

2004

Over Flow Parking/ Future Zip Line Tower

Appendix 22 (2)



© 2016 Google
Image © 2016 DigitalGlobe

Google Earth

Tower 6
eye alt 892 m

31 m

W elev

53°34'20.64" N

47°13'33.02" N

Imagery Date: 10/24/2004

2004

Traffic Flow/ Entrance & Exit Map

Appendix 23



Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

Imagery Date: 10/24/2004 47°13'15.45" N 53°33'32.40" W elev 18 m eye alt 1.19 km

EXISTING INFRASTRUCTURE MAP

APPENDIX 24

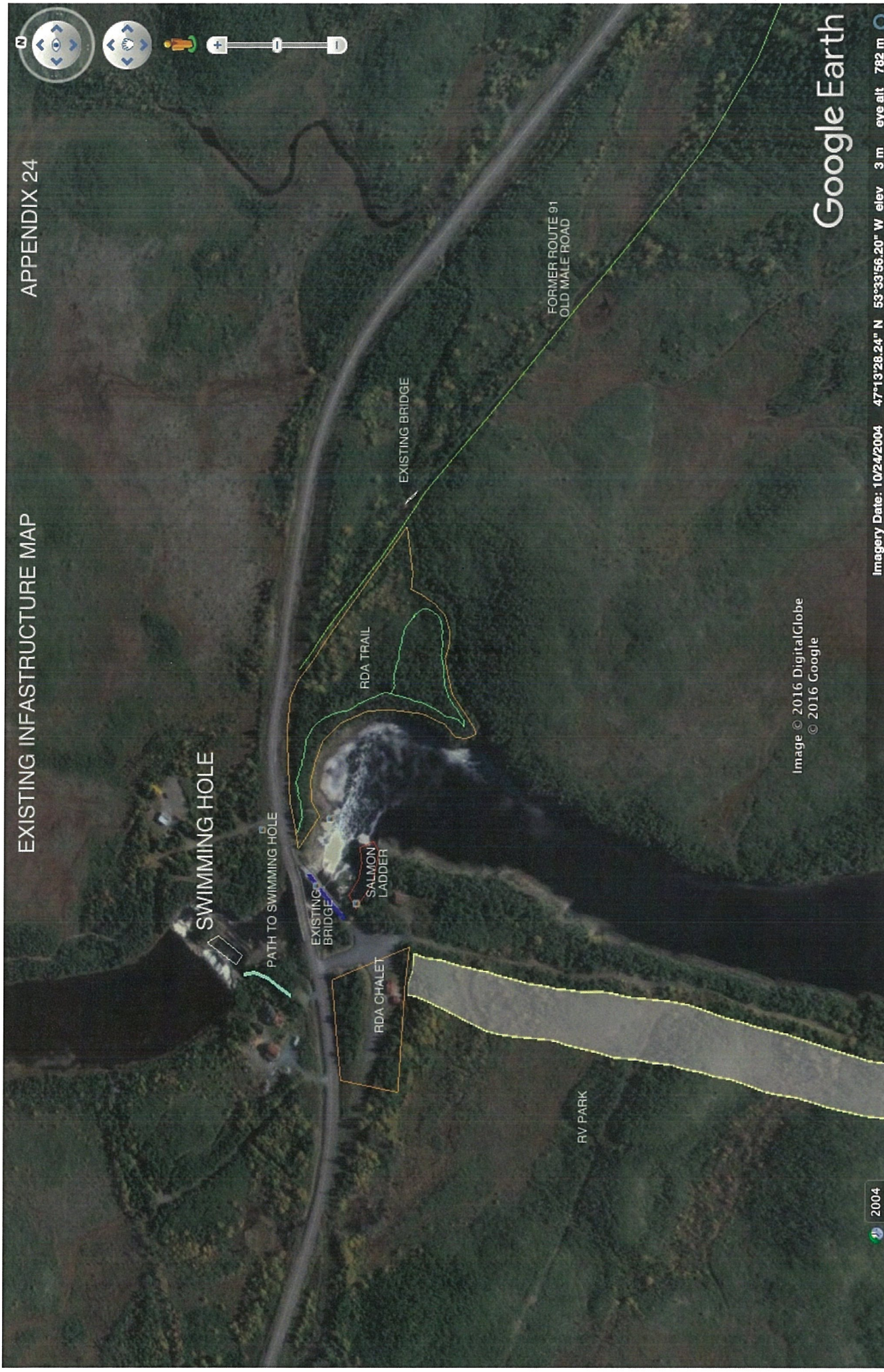


Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

Imagery Date: 10/24/2004 47°13'28.24" N 53°33'56.20" W elev 3 m eye alt 762 m

2004

Chalet/ Rental Cottages Waste Disposal Layout Plan Map

Appendix 25 (2)



Image © 2016 DigitalGlobe

Google Earth

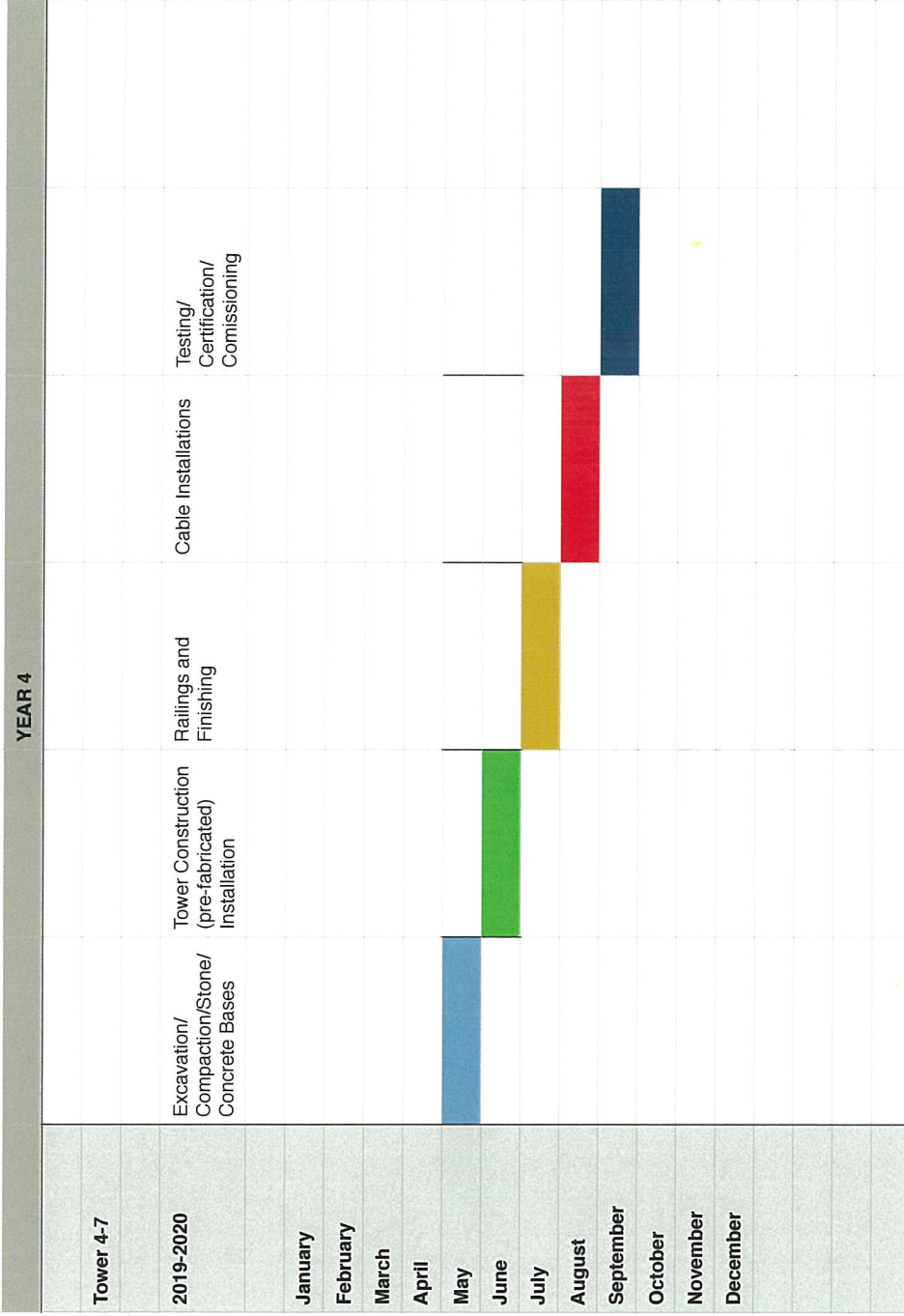
Imagery Date: 10/24/2004 47°13'25.98" N 53°33'52.52" W elev 17 m eye alt 320 m

78 m

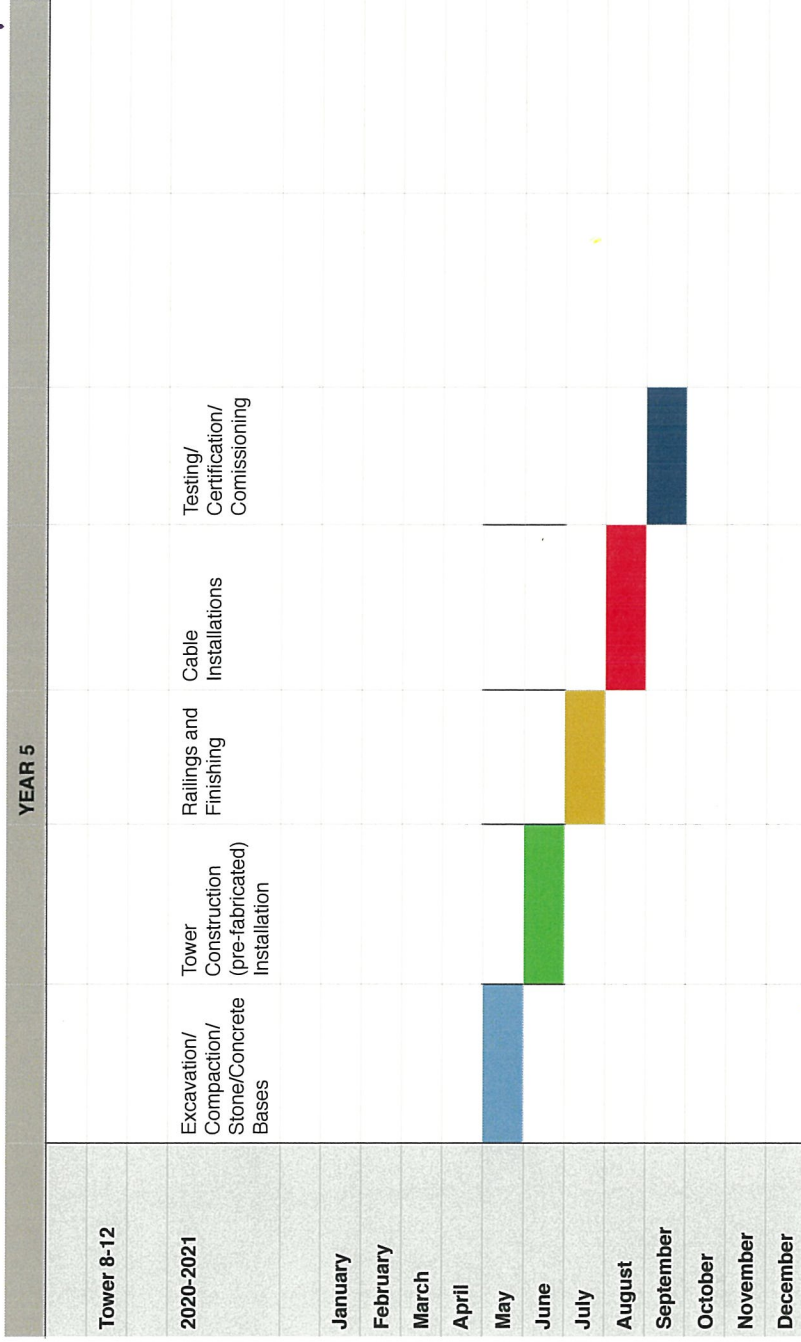
2004

		YEAR 1				
2017-2018						
Tower Construction	Excavation/Compaction/Stone/Concrete base					
January						
February						
March						
April						
May						
June						
July						
August						
September						
October						
November						
December						
	Tower Construction (pre-fabricated) installation					
	Railings and Finishing					
	Ticket Booth Under Tower Number 1					
	Cable Installation					
	Testing/Certification/Commissioning					

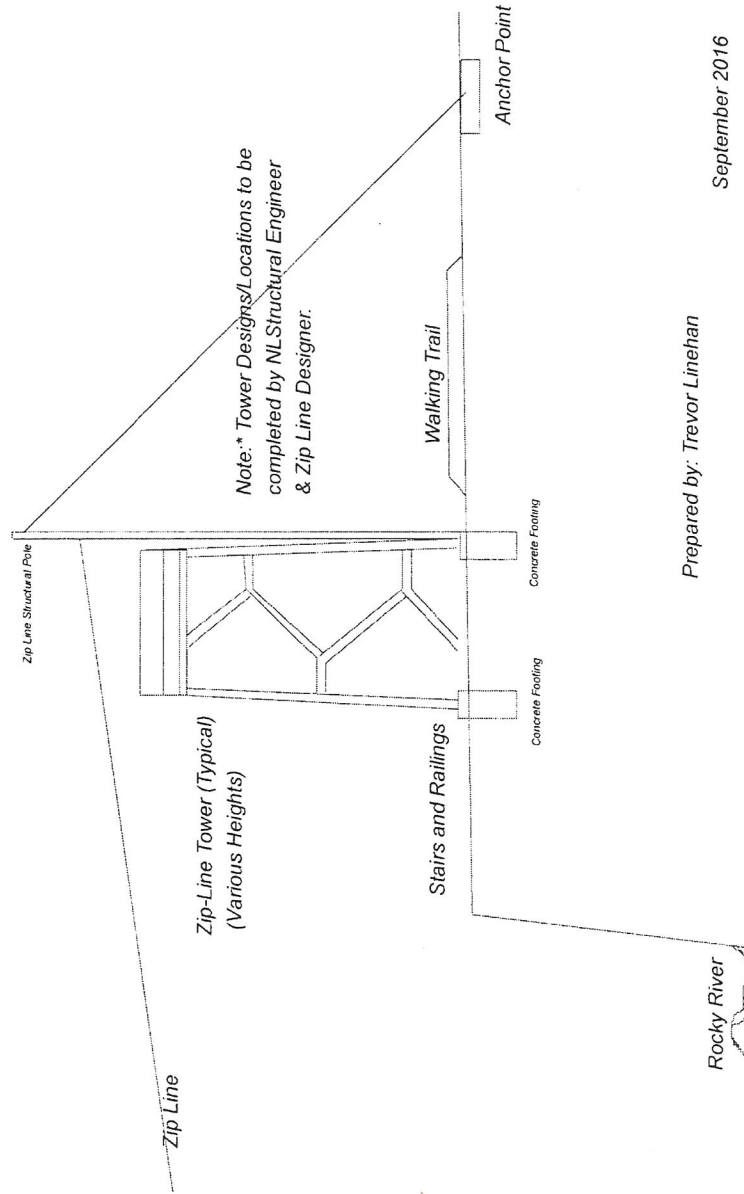
Rocky River Zip-line & Adventure Park Zip Line Construction Schedule YEAR 4



Colinet - Rocky River Zip-Line & Adventure Park Zip Line Construction Schedule YEAR 5



Colinet-Rocky River Zip Line Towers Detail



Prepared by: Trevor Linehan

September 2016

Appendix 34

GUARD RAIL INSTALLATION OLD MALE ROAD MAP

APPENDIX 34

ROUTE 91



EXISTING OLD MALE CONCRETE BRIDGE

GUARD RAILS

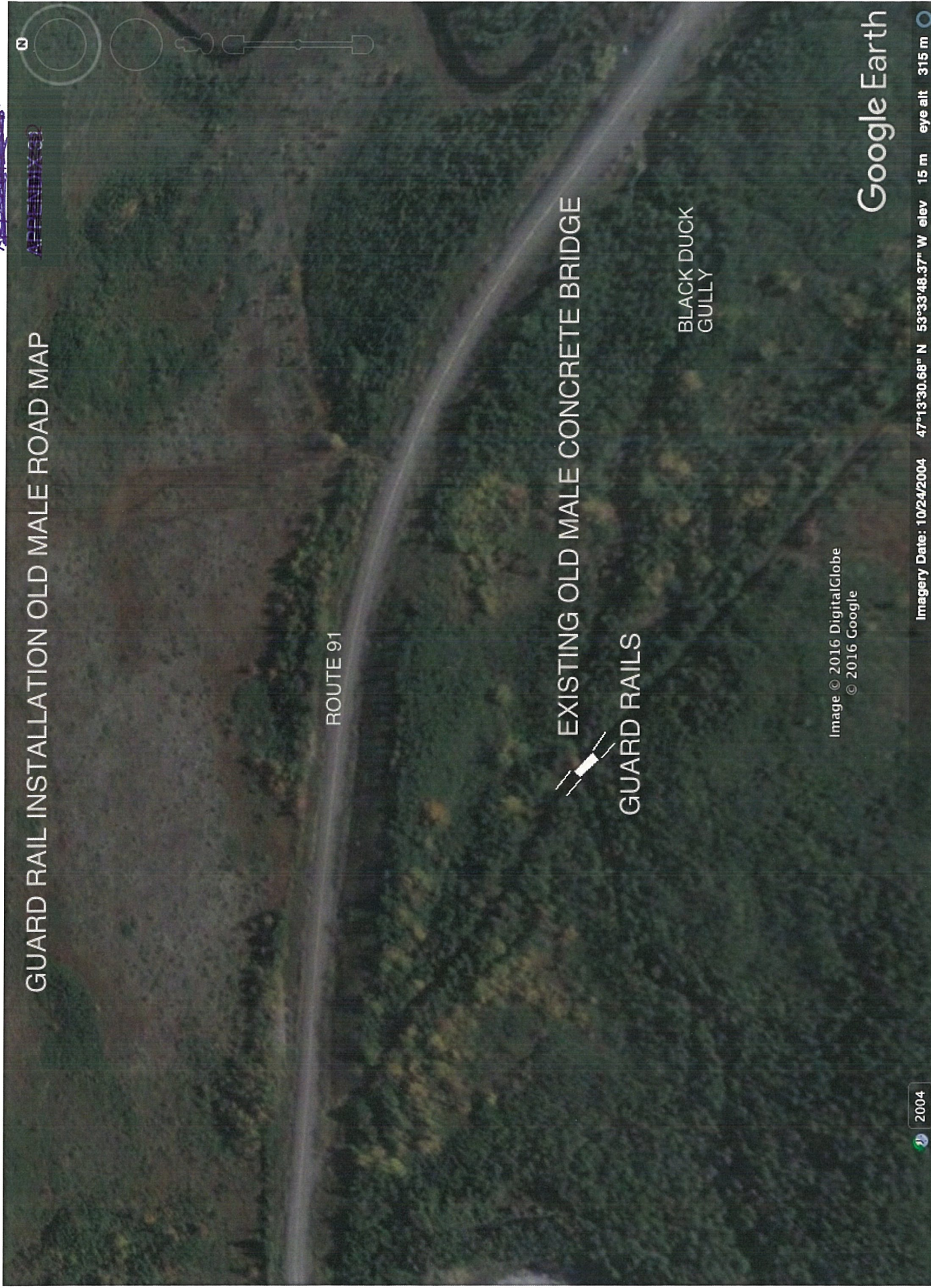
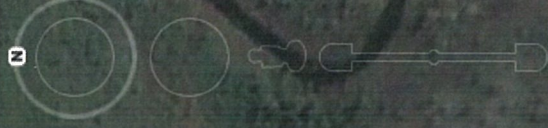
BLACK DUCK
GULLY

Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

Imagery Date: 10/24/2004 47°13'30.68" N 53°33'48.37" W elev 15 m eye alt 315 m



Grade/ Elevation Old Male Map

APPENDIX 32

Grade area 230 meters

Image © 2016 DigitalGlobe
© 2016 Google

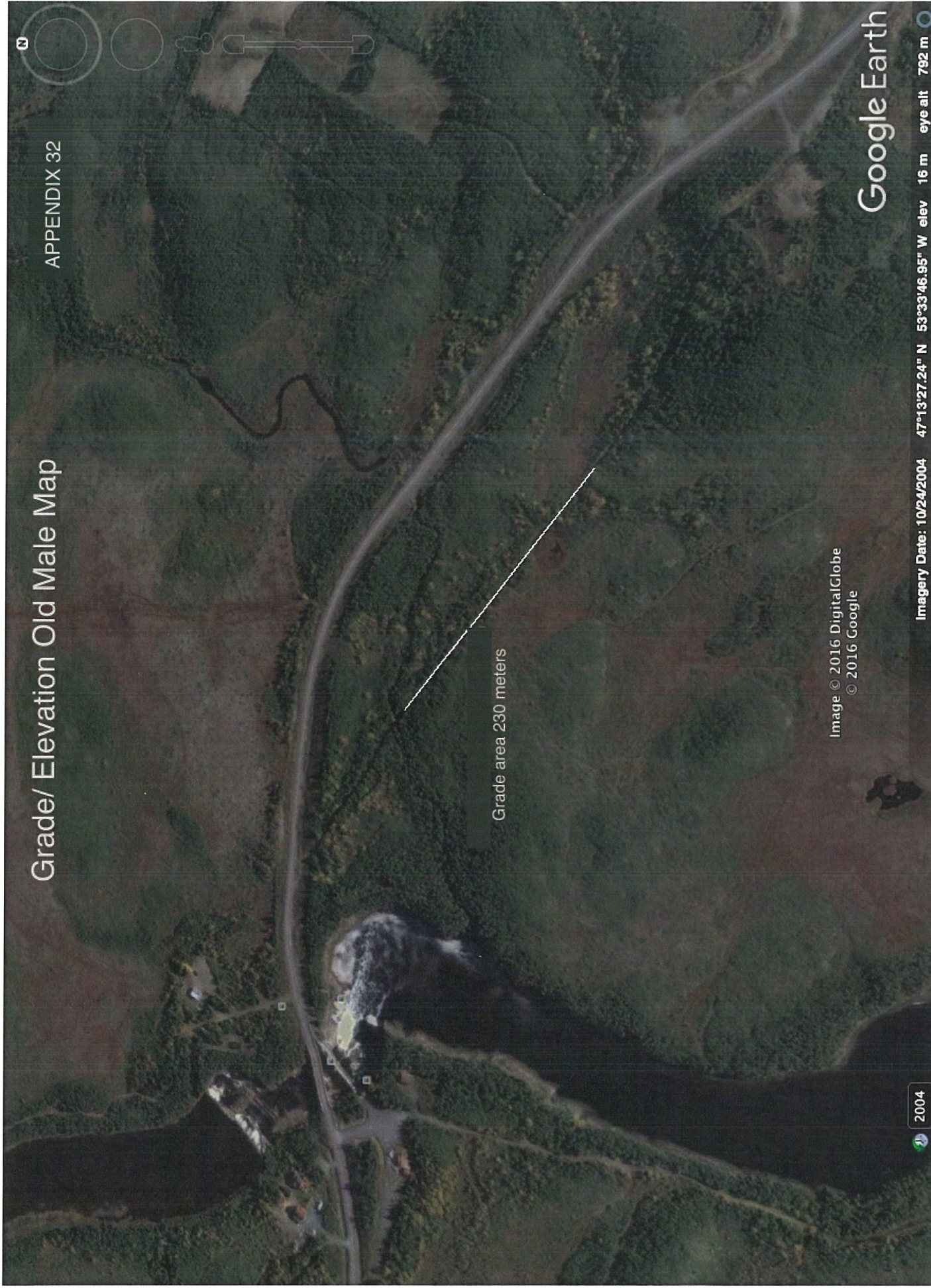
Google Earth

2004

Imagery Date: 10/24/2004

47°13'27.24" N 53°33'46.95" W elev 16 m

eye alt 792 m



Entrance Line of Sight Map

Appendix 33



Image © 2016 DigitalGlobe
© 2016 Google

2004

Google Earth

Imagery Date: 10/24/2004 47°13'31.57" N 53°33'55.01" W elev 11 m eye alt 447 m

Park Exit Line Of Sight Map

Appendix 34

Highway 91

140 Meters Line of Sight

Existing Old Male Road

250 Meters Line of Sight

Community Of Colinet

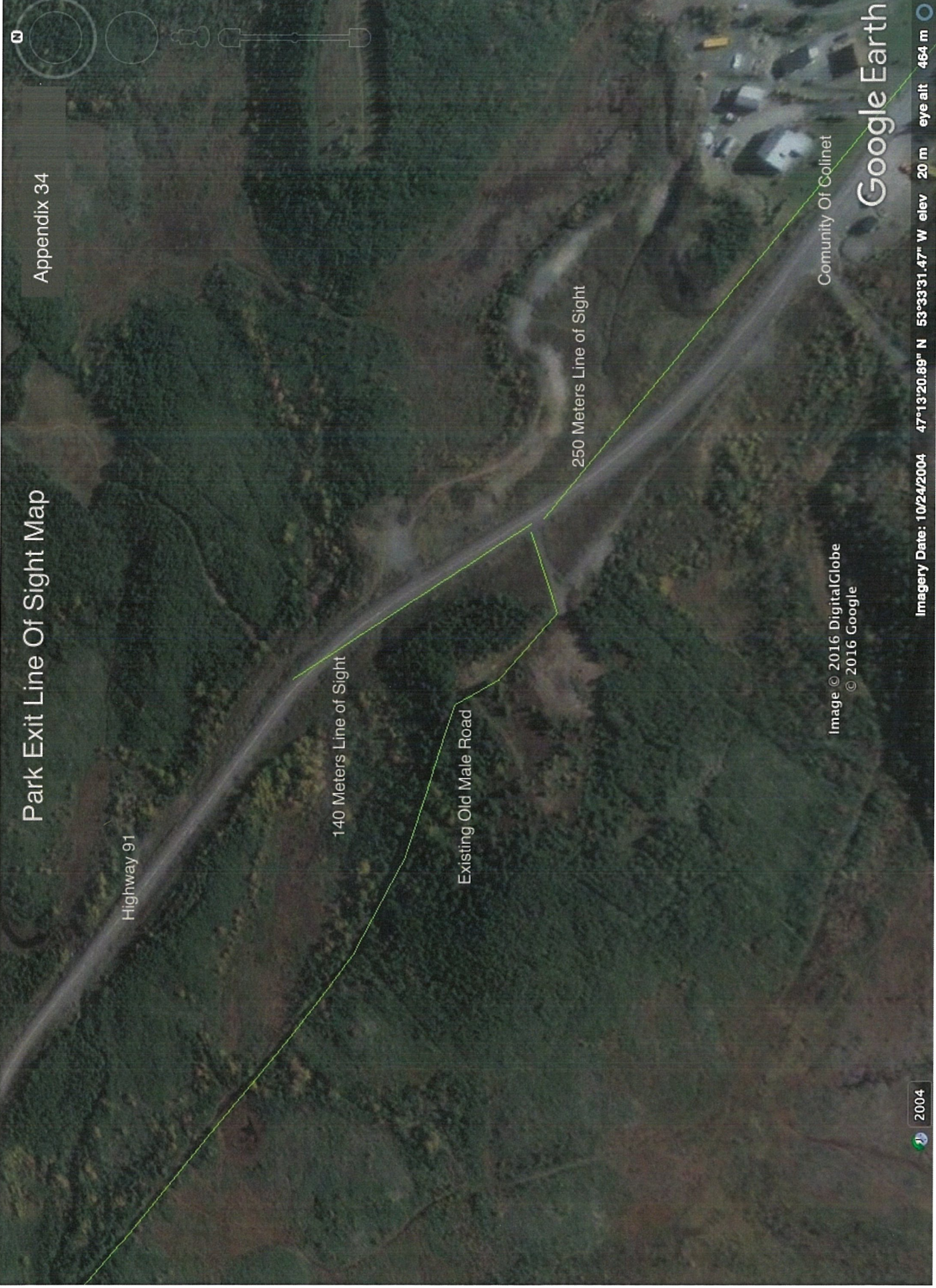
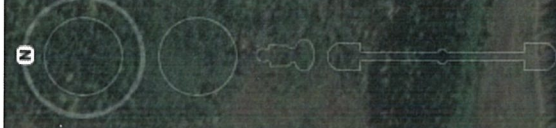
Image © 2016 DigitalGlobe
© 2016 Google

Google Earth

2004

Imagery Date: 10/24/2004

47°13'20.89" N 53°33'31.47" W elev 20 m eye alt 464 m



	Year 1
2017-2018	
Brush Cutting	
January	Festival Grounds
February	
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	

Festival Ground/ Movie Theatre Map

Appendix 37

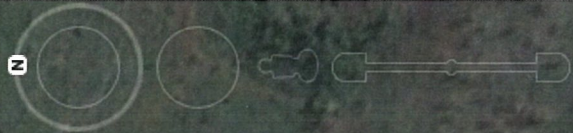


Image © 2016 DigitalGlobe

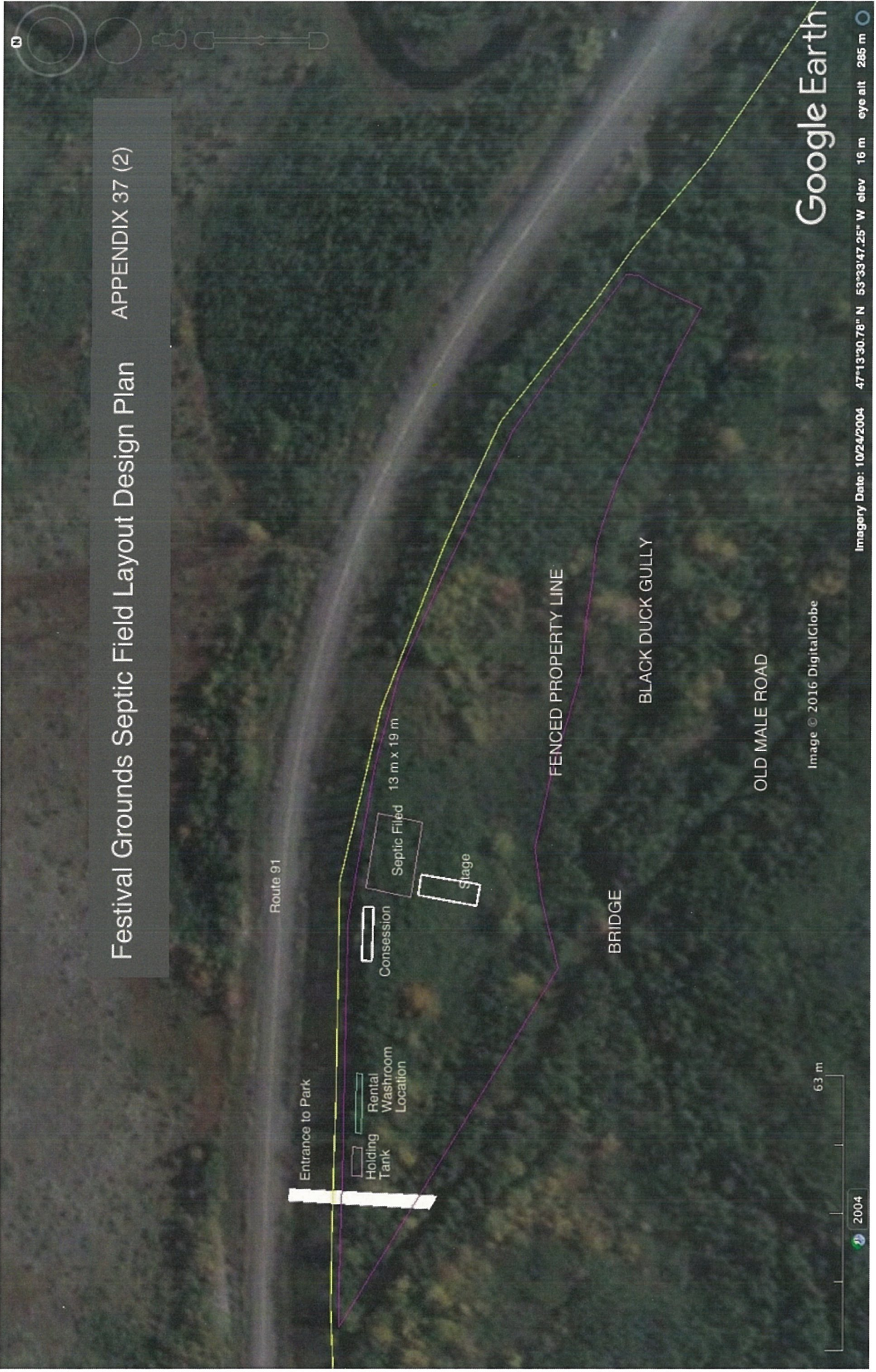
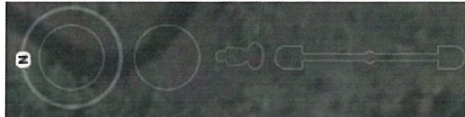
Google Earth

2004

Imagery Date: 10/24/2004 47°13'30.96" N 53°33'48.72" W elev 15 m eye alt 314 m

Festival Grounds Septic Field Layout Design Plan

APPENDIX 37 (2)



Google Earth

Imagery Date: 10/24/2004 47°13'30.78" N 53°33'47.25" W elev 16 m eye alt 285 m

Image © 2016 DigitalGlobe

63 m

2004

Black Duck Gully

Old Male Road

Walking Trial

Rocky River

© 2016 Google

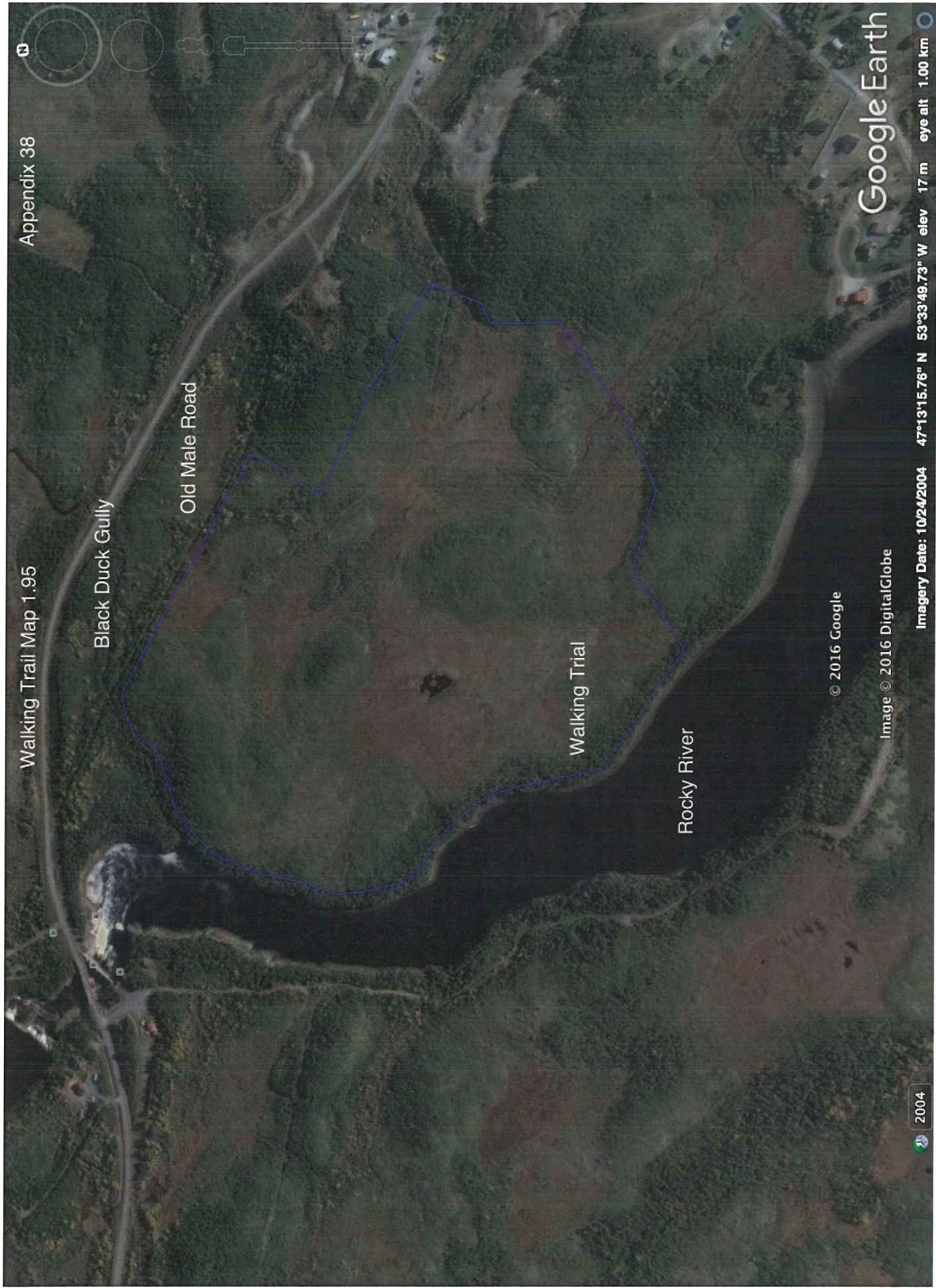
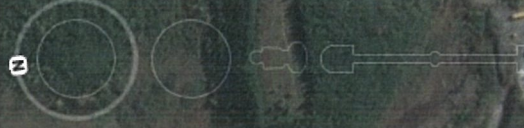
Image © 2016 DigitalGlobe

2004

Imagery Date: 10/24/2004

47°13'15.76" N 53°33'49.73" W elev 17 m eye alt 1.00 km

Google Earth



Colinet - Rocky River Zip-Line & Adventure Park Walking Trail Construction Schedule Year One

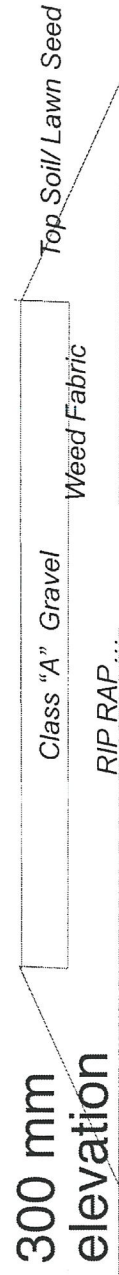
		Year 1		Appendix 39
Walking Trail 1.95 km	Environmental Barriers		Cutting and Grubbing	
2017-2018				
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

Colinet-Rocky River Zip-Line & Adventure Park Walking Trail Construction Schedule Year 2

	Environmental Barriers (silt fencing)	Timber for sides of trail/ Culverting	Year 2 Rip Rap/ Class A Installation	Solar Lighting Installation	Signage	Inspections/ Commissioning
Walking Trail 1.95 km						
2018-2019						
January						
February						
March						
April						
May						
June	Yellow	Red				
July			Purple			
August				Blue		
September					Dark Purple	
October						
November						
December						

Appendix 41

Walking Trial Detail



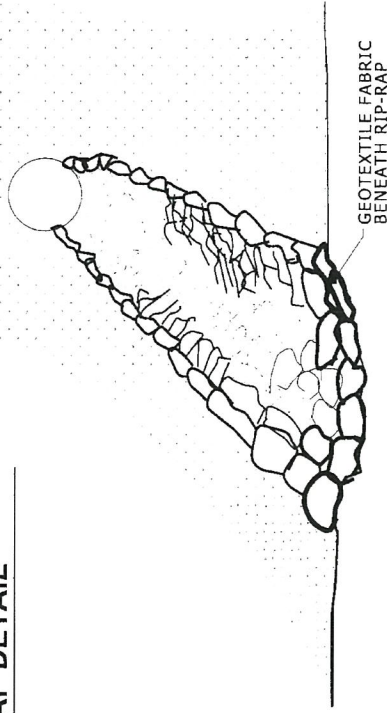
Prepared By:
Tina M. Inehan

6" Culvert Piping

RIP-RAP DETAIL

NO SCALE

1. MATERIAL USED FOR RIP-RAP SHALL BE SOUND, TOUGH, DURABLE AND FREE FROM STRUCTURAL DEFECTS, AND MAY CONSIST OF STONE, ROCK, COBBLESTONE OR BROKEN CONCRETE WITH AT LEAST ONE DIMENSION OF 8 INCHES AND A VOLUME OF NOT LESS THAN $\frac{1}{2}$ OF A CUBIC FOOT. SMALLER PIECES MAY BE USED FOR FILLING VOIDS AFTER LARGER PIECES HAVE BEEN SET.
2. EACH PIECE OF RIP-RAP SHALL BE LAID INDIVIDUALLY BY HAND, AND SHALL BE BEDDED INTO THE SUB-BASE AND AGAINST ADJOINING STONE.
3. RIP-RAP THICKNESS SHALL BE 8 INCH MINIMUM.
4. RIP-RAP SHALL BE LAID ON GRANULAR SUB-BASE WITH A GEOTEXTILE FABRIC BETWEEN THE RIP-RAP AND THE SUB-BASE.
5. RIP-RAP SHALL BE COMPACTED AS IT IS INSTALLED AND THE FINISHED SURFACE SHOULD BE EVEN AND TIGHT.



Walking Trail Infill Cutting Map

APPENDIX 43

BLACK DUCK GULLY

OLD MALE ROAD

WALKING TRAIL

Cutting
Brush/
Pathway

Tower 8

Tower 6

Tower 7

Tower 2

Tower 3

Tower 4

Tower 5

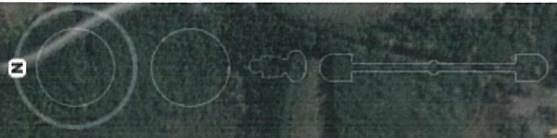
Tower 9

Tower 11

ROCKY RIVER

Tower 10

Infill
Pathway



Google Earth

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Image © 2016 DigitalGlobe

Imagery Date: 10/24/2004 47°13'14.81" N 53°33'42.94" W elev 10 m eye alt 834 m

2004

**Rocky River Adventure Park and Zip-Line, Colinet
Historic Resources Impact Assessment, 2014**

Archaeological Investigation Permit #14.54



Gaze at Half Island, south bar, looking north towards Colinet (RRZ.2187).

Submitted to
Provincial Archaeology Office
Department of Business, Tourism, Culture and Rural Development
Confederation Building
St. John's, NL
A1B 4J6
&
Trevor Linehan
Omega Contracting
Colinet, NL
A0B 1M0

Submitted by
Gerald Penney Associates Limited
P.O. Box 428, St. John's, NL
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12 December 2014

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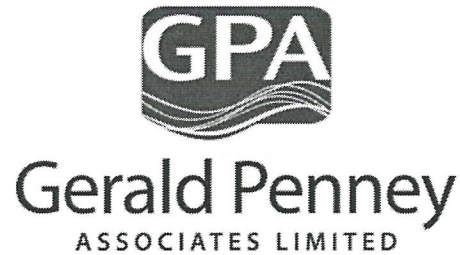
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Letter of Transmittal



12 December 2014

Martha Drake
Provincial Archaeologist
Department of Business, Tourism, Culture and Rural Development
Confederation Building
St. John's, NL
A1B 4J6

Dear Martha,

Please find enclosed our report "Rocky River Adventure Park and Zip-Line, Colinet, Historic Resources Impact Assessment, 2014" under Archaeological Investigation Permit #14.54.

Sincerely,



Gerald Penney
President

/encls

cc. Trevor Linehan, Omega Contracting.

Executive Summary

Under Archaeological Investigation Permit #14.54, Gerald Penney Associates Limited (hereinafter GPA) conducted a Stage 2 Historic Resources Impact Assessment (hereinafter HRIA) for a proposed zipline terminal, floating dock, ATV trail and associated Crown Land applications on the west side of Colinet Arm, St. Mary's Bay, NL. While surface and sub-surface survey of the areas proposed for development identified no historic resources, transit of approximately three km of shoreline at low water identified fragmentary cultural materials (brick, ceramics and glass) below the high water mark in three areas. A previous overview assessment of Colinet Harbour (GPA 2009) had identified Davis Point and "Mill Cove" – at the northern end of the study area – as having high potential for historic resources, based on natural features and habitation in the historic era. During GPA's 2014 field investigation, the bill of Davis Point and the former site of an early 20th century sawmill were identified as being private property. Accordingly no field investigation was conducted. Half Island was identified as having present and historic use nearshore.



The west side of Colinet harbour at high water, looking south towards Half Island and Johns Pond (RRZ.2149).

Participants

Gerald Penney, M.A.	principal investigator
Blair Temple, M.A.	field archaeologist; report preparation
Toby Simpson, B.A.	drafting/digital mapping
Robert Cuff, M.A.	historical research; report preparation

The assistance of the Trevor Linehan (Omega Contracting) and the Provincial Archaeology Office is also acknowledged.

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Introduction

In the summer of 2014, Gerald Penney Associates Limited (hereinafter GPA) was contacted by Mr. Trevon Linehan of Omega Contracting, Colinet, requesting a Historic Resources Impact Assessment (hereinafter HRIA) in connection with proposed development of a Rocky River Adventure Park and Zip-line, along Rocky River, which empties into Colinet Arm, St. Mary's Bay. The client proposes to construct a zip-line facility extending from the Route 91 bridge crossing Rocky River back-and-forth, southward down the river, terminating at the river's mouth at the northwest end of Colinet Harbour. Other proposed infrastructure include a floating dock near the southern end of the zip-line for paddle boat and similar vehicles, storage structures at First Barrisway, and a three-km-long ATV and snowmobile trail extending from Colinet to Half Island, to join an existing trail towards Johns Pond.



Rocky River Adventure Park HRIA project area. Davis Point and Half Island are at the northern and southern ends respectively. The zip-line will extend along Rocky River from Route 91 to a terminal north of Davis Point.

Study Area/Natural Features

Inner St. Mary's Bay is classified as belonging to the Maritime Barrens eco-region, which includes most of the eastern peninsula of Newfoundland. This eco-region is characterized by extensive barren areas (heaths, bogs and shallow fens) in inland areas and at higher elevations, with coniferous forest cover on the slopes and in low-lying areas. On the west side of Colinet Harbour irregular forest cover typically extends 50-150 m inland to elevations of 20 m above sea level (m asl). Scrub forest (tuckamore or "tuck") and heath typically cover sloping ground a further 600-700 m inland, with barren and marshy "open country" at elevations 60-70 masl, 750-1000 m inland. The valleys of numerous small brooks which drain the barrens and marshes are generally wooded to 500 m inland, but there are no extensive tracts of "tant" woods.

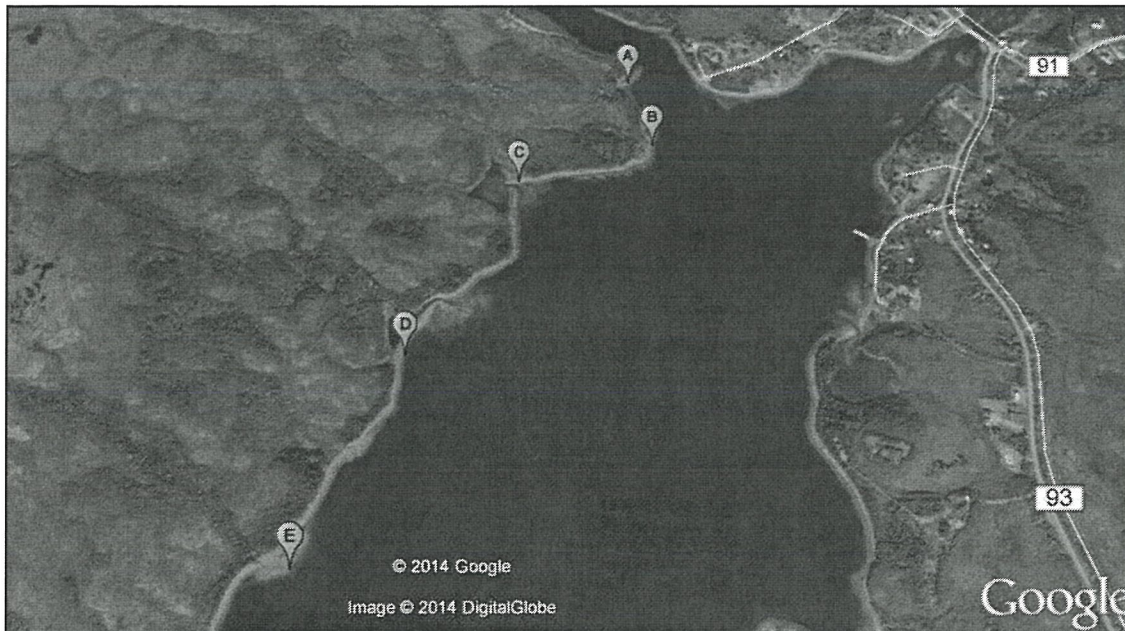


Tuckamore 50 m inland of First Barrisway. Just below the horizon a line of larger conifers indicate the course of Second Barrisway Brook (RRZ.2169).

Generally, Newfoundland's inner bays (such as Colinet Arm) and the valleys of salmon rivers (such as the Rocky River) are considered to have significant human site advantage as corridors of access between marine resources such as seals, marine avifauna, shellfish and fish; and interior resources, such as salmon, fur-bearing animals, and caribou. Both pre-contact and historic-era habitation sites/transit camps are associated with shoreline features, including headlands, viewpoints, coves (as landings for shallow-draft watercraft) and harbours (as anchorage for ships). Accordingly, the shoreline features

judged to have the greatest site advantage and potential for cultural usage proximate to the study area are, from north to south:

- A - “Mill Cove;”¹
- B - Davis Point;
- C - First Barrisway;
- D - Second Barrisway;
- E - “Brook Point;”² and
- Half Island.



Shoreline features in the NE half of the study area (Google earth).

Mill Cove at the mouth of the Rocky River, on its west side, is directly across the river from the western extremity of the community of Colinet. Charts indicate that Mill Cove is the only site at the north end of Colinet Harbour with sufficient depth of water for a schooner, a factor which presumably dictated its choice for a saw mill. It is accessible by a road from the Rocky River fishway. This road has been recently reconstructed, but overlays a historic right-of-way to the former sawmill site and terminates at brook running into a small sandy cove just north of the bill of Davis Point. The sawmill site was not revisited in 2014.

¹ A field name, assigned by GPA for convenience of reference.

² A field name, “Brook Point” has extensive flats at low water.



The bill of Davis Point, viewed from Colinet, 2009 (GPCH.070).

The bill of Davis Point, south of Mill Cove, is an admirable campsite (~100 m x 250 m), an extensive flat area with views out the bay and up the Colinet and Rocky Rivers. However, it was observed in 2009 that the point has also been somewhat disturbed, presumably in association with the Sparks mill nearby and also by more recent domestic cutting. A 1951 air photo of Davis Point indicates that the entire point had been cleared, and likely planted.



Looking north towards Colinet, First Barrisway is at left and Davis Point at centre (RRZ.2157).

First Barrisway and Second Barriways each have possible landings for shallow-draft watercraft, although the “cosh” (or harbor pond) at First Barrisway dries at low water. The tidal flats at “Brook Point,” nearly 100 m wide, were much more extensive than elsewhere in the study area, where there was generally 20-25 m of beach at low water. At high water some beaches are impassable. Historically, the usual route for overland travel between Johns Pond and Colinet was along the beach at low tide.

Previous Archaeology

There is vague record of pre-contact artifacts having been found in St. Mary's Bay, as noted by geologist T.G.B. Lloyd (1876), who made an offhand observation that "Numerous discoveries of chisels, gouge-shaped implements, stone pots, spear heads, etc., have been made in various parts of the island... To which now may be added, the River Head of St. John's itself [and] Collinet River in Peninsula of Avalon...". This maddeningly passing reference poses many more questions than it answers. Yet it may be taken to imply that a find at Colinet was a recent one, and not extensive. It does not appear likely that the find was made by Lloyd himself, as it is difficult to imagine an antiquarian being so nonchalant about the fruit of his own efforts. We suggest that the likeliest scenario is that some sort of stone tool came to light during the construction of the first bridge over the Colinet River, completed in 1873.

The only archaeological investigations at or near the study area are a 1965 investigation of a reputed "mound site" near Colinet River and a 2009 survey of the northern parts of Colinet Arm by GPA (GPA 2009), in the course of an overview assessment of both sides of Colinet Harbour. The 1965 investigations were carried out by a team under the direction of Helen Devereux. Approximately 7 km outside the present study area, a resident of Johns Pond had reported a "mound" suspected to be of cultural origin. Trenching indicated natural origins. . Otherwise, the nearest archaeological site is Salmonier 1 (ChAi-01), an 18th-19th century salmon-fishing station about 15 km east of the study area. While there was also an early salmon fishery on the Colinet River, owned by the same firm as at Salmonier River, this prospective site is upriver from both the 2009 and current study areas.

During 2007 Gerald Penney Associates Limited (GPA) was commissioned by the PAO to conduct a historic resources overview assessment of the area from Cape St. Mary's to Cape Pine (Penney 2007) "to identify archaeological potential of this poorly understood region." Colinet Harbour was one of three priority areas identified for further investigation. On 1 October 2009 GPA was engaged by the PAO to conduct an archaeological survey of Colinet Harbour. Although numerous areas of interest were

recorded in 2009, the only archaeological site identified proximate to the present study area was the remains of an early 20th century saw mill at “Mill Cove,” just north of Davis Point (ChAj-01)³.



Gaze (bird blind) at Tickles, 2009 (GPCH.024).

For many years now, archaeologists have been interested in the question of the pre-contact and historic aboriginal presence on the Avalon Peninsula. Indeed GPA considered, in designing both a 2007 overview of St. Mary’s Bay and the 2009 survey of Colinet Harbour, that the primary unanswered question to be addressed was the nature and extent of the pre-contact and historic aboriginal presence. Is there any basis to the conventional wisdom that “there were no Beothuks on the Avalon Peninsula?”

While this study does not answer that question, GPA’s conclusion in 2007 and 2009 was that Colinet Harbour could yet hold the answer. However, we have to accept that, by any scientific standard, the search here is in its infancy. Archaeological evidence of pre-contact cultures (Maritime Archaic, Palaeoeskimo and Recent Indian) is scant on the eastern Avalon, while the closest sites of significance are in southeastern Trinity Bay.

³ This site, and all of Davis Point, was originally thought to lie within the study area. However, upon arrival at the study area, the client (Trevor Linehan) informed us that a large portion of Davis Point was claimed by another Colinet resident and was not part of the proposed development.

While a lack of access to harp seals on the southwestern Avalon may have limited the utility of St. Mary's Bay in comparison to Trinity and Conception bays, there is no plausible explanation in geography or natural history why aboriginals, who otherwise would seem to have had the entire Island as their domain, should avoid the Avalon. What must also be taken into account is the early and intensive use of suitable sites for European fisheries and settlement. If the Avalon is "far outside what has traditionally been regarded as Beothuk territory," the discovery of their artifacts at Ferryland, in association with European materials of the 16th century, has encouraged re-visiting notions of "Beothuk territory" (Gaulton 2001:19). However, in considering the aboriginal population at contact in the southern reaches of Trinity Bay, there is every indication that the gradual exclusion of the Beothuk started shortly after 1500 and progressed as European settlement spread (Marshall 1996:272-274). It might also be born in mind that an extensive Recent Indian/Beothuk site is located at Russell Point (CiAj-1), only 30 km north of Colinet. To a large extent, archaeological exploration of southern Trinity Bay has been guided by informed examination of the detailed surviving journals of John Guy and Henry Crout of an extended contact between Europeans and Beothuk (Gilbert 1990). We would maintain, then, that the major factors which should guide further research into the question of an aboriginal presence in St. Mary's Bay are documentary research, cartographic analysis, site advantage factors, and preservation.

Respecting the likelihood for preservation of secure pre-contact sites, possible changes in the shoreline of Colinet Harbour must be taken into account. Although there have been no studies specific to St. Mary's Bay, sea-level has generally risen in eastern Newfoundland with de-glaciation (Catto et al 2000). This is noteworthy in that historic era (and presumably pre-contact) settlement concentrated around points of beach and barrisways to a remarkable degree, which may affect the survivability and accessibility of archaeological evidence. Further, one of GPA's landform conclusions from the 2007 study of St. Mary's Bay was an observation that there has been measurable erosion, or northward "drift," of beaches since an 1862 Admiralty hydrographic survey.

In addition, sea-level has generally risen in eastern Newfoundland with de-glaciation (Catto et al 2000). This is noteworthy in that historic (and presumably pre-contact) settlement concentrated around points of beach and barrisways to a remarkable degree, which may affect the survivability and accessibility of archaeological evidence.

Historic Context

The historic record offers only one reference to Indians in St. Mary's Bay, trapping and hunting at some unspecified locale in 1662, when Englishman John Matthews was dispatched "to St Maryes to bring one Mr Roussell ye Inhabitant their & the master of the Indians (who came to Kill Beavers & other beastes for ffurs) before them to fferry Land." It has been presumed that these Indians were Mi'kmaq or other native people engaged from Canada by the French.

A further intriguing reference from the 17th century is a court case from 1680 concerning a raid made by Englishmen from Fermeuse on French fishing premises at "Colinet," which also resulted in the looting of a cabin belonging to a Frenchman at a nearby "creek" (discussed in Pope 2003 – the original documents can be found at CO 1/45/252-256). From context, we suggest that the plundered fishing premises were located on Great Colinet Island and the Frenchman's winter quarters was on one of the inner arms of the bay. Both historic cartography and the accounts of winter raids mention St. Mary's and Colinet (Island) as foci of French activity.

Shortly after the French ceded southern Newfoundland to the English by the Treaty of Utrecht in 1713, English firms moved into St. Mary's. There has been no academic investigation to date of the early migratory and/or settled fisheries in this region. However, the following facts are relevant to the question of the extent of the 18th century fishery:

- The Poole, Dorset-St. Mary's connection was established very shortly after 1713 and continued to the 19th century. There were houses, and probably year-round settlement, at St. Mary's proper by 1720.
- Great Colinet Island and St. Mary's proper continued to be the chief foci of the English migratory fishery.
- Salmon fisheries at Colinet and Salmonier were established by John Masters by 1723, and a claim to these two rivers was confirmed in 1730.
- For about 20 years, between 1738 and 1758, there is no record of the fishery at St. Mary's. There is a possibility that the harbour was abandoned for some years.
- In the 1760s there were 12-15 bankers fishing out of St. Mary's most years.
- By 1766 William Spurrier of Poole (1733-1809) had premises at St. Mary's and was bringing Irish "youngsters" out from Waterford as fishing servants.

- The heir of John Masters, Thomas Keates, was operating a salmon fishery at Salmonier by 1762, and later became associated with Spurrier. At the time of his death in 1805, Thomas's son (Masters Keates) was said to have operated a salmon station at Colinet from 1775 to 1795.

Early in the 19th century salmon fisheries at Little Salmonier and Colinet were owned by John Davis of Poole, a former employee of Keates, who is also described as a boat-builder. In 1819 Davis employed a fisherman named Maurice Congden "making hay for him at Coronet." The "first settler" of Colinet was John's nephew, William Davis, in about 1817 (*JHA 1855: A163*).



A postcard of Colinet c. 1900, showing the bridge.

Colinet, with two major rivers, was well suited for trapping and was several times noted as a source of furs in the 19th century. Philip Gosse in 1828 had it that a St. Mary's merchant did "a good deal of business in valuable furs" (Edmund Gosse 1890:63) and he encountered a noted trapper, "old Joe" Byrne, at Colinet. Geologist J.B. Jukes (1840) also refers to old Joe, and provides a great deal of information about William Davis's establishment:

May 30th.-Sailed early in the morning with a fine southwest breeze to the mouth of Salmonier, where I had intended to land; but finding nothing but the common clay-slate, I determined to push on for Colinet. We entered a narrow inlet between an island and the main, where we landed our female passenger [the wife of Quigley, a farmer at Harricott], and then pushed on in very shoal water into the Tickle. What the origin of this word Tickle may be I am at a loss to conjecture; but it is applied all over Newfoundland to a narrow passage or strait between two islands, or other points of land. This Tickle is so shoal in some places that it is almost dry at low water; and once or twice we grounded, and Davis was obliged

to get out and shove off. We soon, however, got round the island into the main arm again, and then sailed up to the head of the inlet, and the mouth of the Colinet River. Here we grounded, and flung out our anchor, and on hailing stoutly, Davis's wife came off in a small leaky punt, and took us ashore. His house was clean and comfortable, and situated in a small valley, down which a little brook ran into the river. He had several acres of meadow-land, *only part of which had required clearing* [emphasis added], and two or three potato-gardens, and also two milch cows and a bullock; but a winter or two ago had lost a flock of nine sheep and three cows by the wolves, who came two nights successively, and tore them in pieces, although they were in the immediate neighbourhood of the house. He has a salmon weir close by in the river, which is about sixty yards wide, but shallow and rapid: the weir he leaves to the care of his wife, a servant, and old Joe, (who lives in the same house,) while he himself fishes for cod in the bay during the season. Old Joe had been a hunter or trapper, till the beaver and other furbearing animals were nearly all destroyed. He then carried letters and messages across the interior of the country during the winter, and acted as "pilot" to any one wishing to cross with him. He was now, however, getting old and stiff, and lived generally with Davis. The latter had no grant of his land, or other title than that of occupancy; but as it was a fertile and pretty little spot, I recommended him by all means to obtain a title. The wolves were still troublesome, three having been shot during the last winter at Harricott between Colinet and Salmonier.

May 31st.-After breakfast this morning, there being no meat or fish in the house, we determined to separate into two parties, and try the two rivers which empty themselves here, in search of some food. Simon, and Davis with his gun, accordingly went up the Colinet River, while I accompanied old Joe to the Banks of the Rocky River. The entrance to the Rocky River is broad and deep, with perpendicular cliffs of dark slate about twenty feet high. It continued thus for half a mile, obliging us to make a detour through the woods and across a small marsh, when we came out on what old Joe called "a very handsome fall." This fall consisted of two leaps, each about twenty feet high, with a foaming rapid between them, and a dark whirlpool below, the effect altogether being highly picturesque. Just above the fall, as we stepped out of the woods, old Joe drew me back and cried "Hist!" and immediately afterwards I heard the "conk" of a wild goose...

The view from the rising ground just north of Davis's house was very pretty. Colinet Arm was like a large lake, with low, woody points projecting into it at intervals; and the narrow entrance in the distance into St. Mary's Bay presented the appearance of a river. The distant ridges on each side, and the undulating grounds about, though not high or striking, were still very pretty, being richly covered with wood and spotted with green and yellow marshes.

In 1868 J.P. Howley (1997:76, 44) described the Davis family as "typical hunters and trappers [who] indeed seem to do little else." "Old Billy Davis and his stalworth sons

never tired of talking of deer [caribou] and beaver. They are all great hunters and know every inch of the country for miles around.”

While inner Colinet Harbour was primarily a salmon station, both Johns Beach (perhaps named for John Davis) and Tickles supported a shore fishery for cod beginning early in the 19th century. At both headland coves, settlement was likely predated by seasonal use, with families overwintering either at Colinet or in Pinchgut Tickle. Jukes’ account of William Davis above, notes that he “fishes for cod in the bay in season.” The population listed for “Colinet” in the first Newfoundland *Census* (22 people in 1836) probably includes all of Colinet Harbour. By 1845 the population of the study area was 63 – 10 at Colinet proper, 25 at Tickles and 28⁴ at Johns Pond. These new settlers, brought out by West Country English firms from the southeast of Ireland, included Patrick Linehan (the first settler at Johns Pond), Joe Byrne, and the Nolan’s and Dobbin’s of Tickles.



Boiler from Sparks’ mill, 2009 (SCH.144).

In the later part of the 19th century the population of Colinet Harbour increased to 200, the majority of whom were now considered normally resident at Colinet⁵ proper – although some families moved out to Johns Pond for the summer fishery. Colinet was the focus for the exploitation of land-based resources, increasingly so after it became an important way-station on the main road between St. John’s and Placentia in 1850s, and

⁴ Howley noted of Johns Pond in 1868 “there are about 20 houses here” (1997:43), which likely included some maintained by people from Colinet for the summer cod fishery.

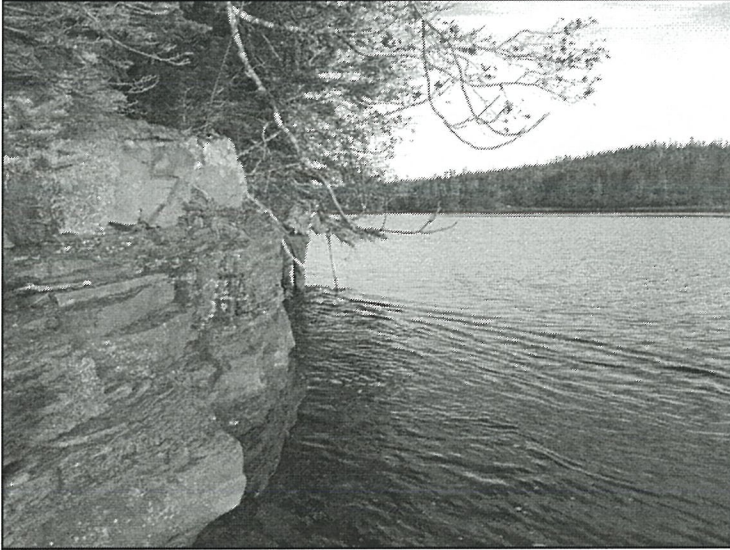
⁵ In 1911 there were exactly 200 people: 111 at Colinet, 54 at Johns Pond and 35 at Tickles. In 2006 the population was 168.

the Colinet River was bridged in 1872-73. The community became a minor agricultural centre, while early in the 20th century sawmilling was the major industry. With the exception of John Sparks' short-lived sawmill at Davis Point, the early saw mills were located just above the bridge on the east side.

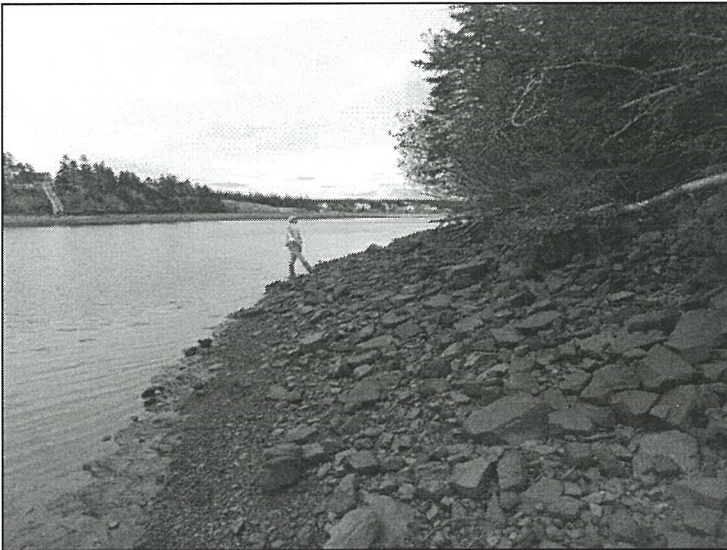
Northwest of the bridge another important road connected the community with the railway line at Whitbourne after 1894. Road-building and maintenance was also an important source of employment locally. This connection brought a good deal of new blood into the community, including businessmen Malcolm Bethune, David Thistle, Ruben Sparks and Hugh Simmons. Simmons was the community's major employer from 1915 to 1952, operating a saw mill, logging camps, a farm and a general store. Farming in the area was further encouraged in the 1930s, with nearby Harricott becoming a designated "land settlement" under the commission of government, while there were also commercial farms established at Tickle and Colinet.

Field Results

Field investigation on 23 October 2014 was conducted by Robert Cuff and Blair Temple of GPA. Investigation began at the northern end of the study area, and proceeded southward on foot, with visual/surface inspection and test pitting conducted along the way. Additional test pitting was conducted on the return walk. During the field assessment, 22 test pits were excavated in six test areas.

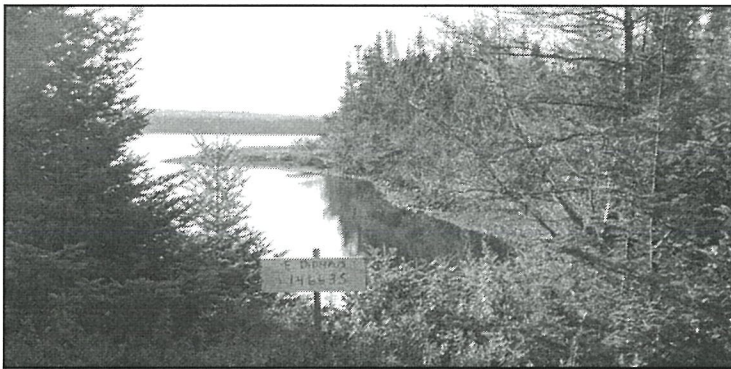


Shoreline east of the proposed zipline tower, high water, looking NE (RRZ.2132).

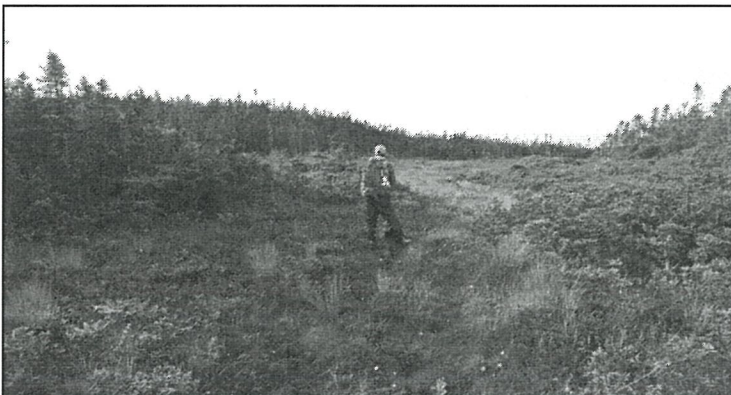


Shoreline east of the proposed zipline tower, low water, looking SW (RRZ.2202).

The location of the proposed zip-line tower/terminus is on top of a hillside, steep-to the water, north of Mill Cove at the mouth of Rocky River. It is an unlikely location of historic resources. The only potential cultural modification observed was a shallow pit, approximately 2 m x 2 m, which was test pitted with no results and presumed natural. Two other test pits at this general location proved negative. The shoreline below this hill was re-investigated at the end of the day, when tide was low. Below the high water mark the shoreline was steep and rocky, with fast-moving deep water just a couple of metres off the shingle. A single ceramic fragment was observed below the high-water mark on the north side of Mill Cove, within 20 m of a handmade sign indicating a pending Crown grant application, which is below the hillside on a cleared, flat area suggestive of a possible habitation site.



From the north side of "Mill Cove," looking south towards the bill of Davis Point, which is just left of centre (RRZ.2121).



The beginning of the proposed ATV trail, inland from Mill Cove (RRZ.2132).

A small brook flowing into Mill Cove was identified as marking the boundary of private property to the south of the brook. North of the brook, the proposed ATV trail will skirt

Davis Point to the west, through bog and scrub woods. We emerged from the woods at First Barrisway, where the client had posted two Crown grant application numbers, 15 m inland from the north side of the cove.⁶ The shoreline above the beach was visually assessed with ten (10) test pits excavated in three sub-areas.



Shoreline north of First Barrisway, Colinet visible in the distance (RRZ.2143).

Seven test pits were excavated in the most western portion (wpt “C01” through “C07”, closest to the cove (at left in the above photo). This area was the most suitable of the three, being relatively flat and dry. Further east, the ground was equally flat, with signs of wood cutting. However, the ground conditions were noticeably wetter. One test pit was excavated here (wpt “C08”). Further east, where the land begins to rise away from the beach, evidence of wood cutting near a path towards Davis Point was examined, and two test pits excavated (wpt “C09” and “C10”). Along the shoreline below the path fragments of glass and ceramics were observed on the adjacent beach (wpt “Cer”). It was postulated that these materials could relate to the known historic occupation of nearby Davis Point, but it was decided not to extend the survey and further to the east to avoid potential private property. No historic resources were identified at the Crown grant application areas.

⁶ Waypoints “146087” and “146092.”

Visual examination of the First Barrisway shoreline continued southward along the study area. A small cleared area was observed from the shoreline, inland from a steel oil drum (wpt "Arum") on the shore above the beach. A single test pit in this clearing proved negative (wpt "C14"). From this point, investigation continued inland along the proposed ATV trail route for c. 300 m, where we proceeded back to, and along, the shoreline once again.



Country inland of First Barrisway along the route of the proposed ATV trail (RRZ.2167).



Cosh at Second Barrisway, looking NW (RRZ.2161).

Second Barrisway had little useable shore space apart from the beach, its cosh or harbour pond being surrounded by reedy, wet ground. Working SW of Second Barrisway towards Half Island the shoreline was relatively featureless. As the survey approached Half Island, however, occasional brick fragments were encountered (wpts “Brick,” “Brick2,” “Nbrick,” “Bitsbrick.”



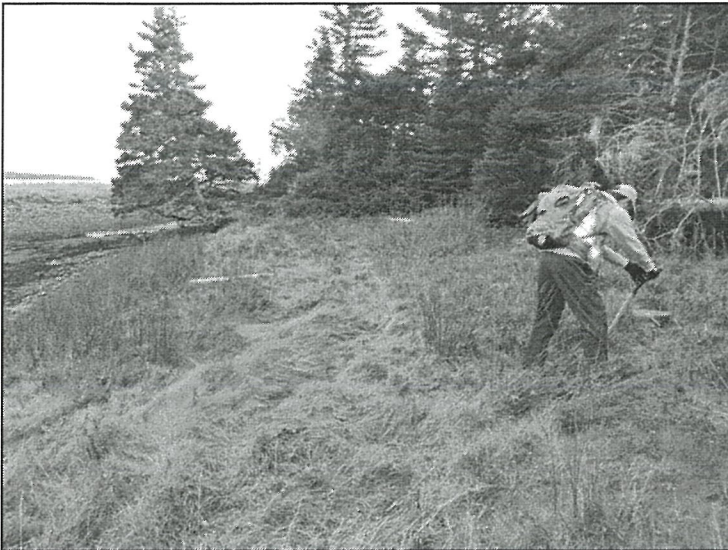
The harbour at Half Island, looking north.

Half Island is a small natural harbor or lagoon showing evidence of some contemporary usage, although much of the shoreline within the lagoon was marshy. At its far SW end two test pits (wpts “C15” and “C16”) were excavated on a small grassy space above the beach, the likeliest campsite. No historic resources were identified, though this area had clearly been used in the past.



Grass-ground at the SW end of Half Island harbor (RRZ.2179).

A path inland from this area leads to a recently-constructed cabin (wpt “Cabbbn”) and a pile of debris nearby, presumably from an older structure (wpt “Dbris”). The trail continues inland past the cabin, presumably a winter trail between the shoreline and higher, open country. A foray inland 150 m along this trail encountered wet conditions and poor prospects for historic resources. Approximately 200 m to the SW an ATV/snowmobile trail emerges onto the beach south of Half Island harbor. This general area was identified as where the proposed ATV trail joins an existing route from Johns Pond.



Testing the grass-ground at Half Island (RRZ.2195).



Cleared area at Half Island, c. 200 m NE of the above photo (RRZ.2198).

Two other test areas are located within the small harbor at Half Island. On the shoreline c. 200 m NE of the grass ground, just inside the “south bar” of Half Island, a cleared area above the beach was assessed. Evidence of fencing was observed (wpt “Fence”), and four test pits excavated. No historic resources were identified. It is possible that this area may have been used to pen animals during the summer.



Cultural features at Half Island (Google earth)

Approximately 70-80 m to the NE a quantity of brick fragments were identified on the beach, inside and shoreward of the passage between the north and south bars. The proximate shoreline was examined and two test pits excavated inward above the bank. No further brick or other historic resources and no structural remains were identified. While brick fragments could conceivably be deposited by ice or be the result of the dumping of ballast, historic use of Half Island as a fishing station or winter house may be indicated.

Although erosion and the movement of ice suggest that the north and south bars of Half Island have likely been scoured by time, an admirable view of Colinet Arm and the presence of a large flock of waterfowl, who put to wing as we approached Half Island, suggested likely use. A hollow at the end of the north bar may be either natural or a

cultural feature. Too large for a gaze (or bird blind) it could conceivably be the remnants of a former fishing-related feature.

The c. 300 m long southern barachois was investigated, and two modern bird blinds were recorded (wpt “BlindC” and “BlindC2”). Both were constructed by excavating a shallow hole⁷ in the sand, and constructing a driftwood frame, covered with dried kelp. These blinds are well concealed, with the smaller one (“BlindC”) invisible from a distance. The other is located at the northern end of the point, and is significantly larger (“BlindC2”), easily suitable for two people and a dog. Contacted later by telephone, Mr. Linehan informed us that Half Island had been a favorite area for birding in his youth.



Gaze (wpt “BlindC2”) on the south bar at Half Island, looking SW (RRZ.2189).

⁷ Inside the larger gaze an iron shovel was found under the base, at Mr. Temple’s feet in the above photo.

Discussion/Recommendations

Previous to 2014 fieldwork, Davis Point had been identified through desk-based assessment as the most likely place for historic resources, proximate to a known early- to mid-20th century habitation area. The majority of Davis Point (ChAj-01) was indicated by the proponent during 2014 fieldwork as being likely private property and was thus being avoided by the proposed adventure and zip-line park. Accordingly, GPA did not survey the potential habitation area at Davis Point, but skirted the point below the high-water mark on return at low tide. Our assessment of the shoreline from Rocky River to Half Island did confirm that Davis Point has significant human site advantage. The PAO should continue to take an active interest in the potential of development in the Colinet area to impact historic resources. A pending Crown grant application on the north side of “Mill Cove” (#146635) may be an indication that further development is anticipated.

The southwestern “cove” of the Half Island lagoon should also continue to be considered an area of interest or “medium potential,” as an area with identified historic use and possible pre-contact site advantage, in the vicinity of waypoints “Fence” and “Brick2.” Although GPA’s testing did not identify significant historic resources, fragmentary cultural material below the high water mark is likely indicative of seasonal occupation in the historic era.

The two areas on the north side of First Barrasway where the present proponent has filed Crown land grant applications (#146087 and 146092) were tested without encountering historic resources. A third application (#146093) at the start of the proposed ATV area is in a disturbed area with some contemporary debris, but no identified historic resource potential. A requirement that proposed ATV trails be constructed 50 m or more inland from the shoreline will keep its course well inland of areas of historic use and potential, such as Half Island. Indeed, a well-constructed inland trail should decrease transit of sensitive shoreline areas.

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Appendix A – Permit



Government of Newfoundland and Labrador
Department of Business, Tourism, Culture and Rural Development

ARCHAEOLOGICAL INVESTIGATION PERMIT

granted by:
Provincial Archaeology Office
Dept. of Business, Tourism, Culture and Rural Development
P.O. Box 8700
St. John's, NL
A1B 4J6

PERMIT NO. 14.54
NAME Mr. Gerald Penney
ADDRESS 104-40 Quidi Vidi Road, St. John's, NL – A1A 1C1
INSTITUTION Gerald Penney Associates Inc.

Is authorized to conduct archaeological investigations at the location(s) stated below, subject to the terms and conditions of the Application for Permit and the *Historic Resources Act*, RSNL 1990, c. H-4

LOCATION(S) North end of Colinet, where Rocky River flows into Colinet harbour, and surrounding area

All material recovered is the property of the Province.

VALID FOR THE PERIOD October 23, 2014 – October 31, 2014

NOTE: All material recovered during excavation is to be recorded using three dimensional provenience unless permission to do otherwise has been granted from the Provincial Archaeology Office

Minister of Business, Tourism, Culture and Rural Development

Date: October 22, 2014 per: Martha Drake

Appendix B – Waypoints (NAD 1983)*Test Pits*

<u>Waypoint</u>	<u>Coordinates</u>	<u>Elevation</u>	<u>Comments</u>
C01	306015 5232479	14 m	
C02	306009 5232469	12 m	
C03	306012 5232462	11 m	
C04	305792 5232166	9 m	
C05	305799 5232180	9 m	
C06	305792 5232178	9 m	
C07	305786 5232172	10 m	
C08	305780 5232166	9 m	
C09	305777 5232171	9 m	
CL10	305785 5232162	9 m	
CL11	305820 5232185	9 m	
CO12	305886 5232189	13 m	
CO13	305882 5232188	12 m	
CO14	305345 5231450	9 m	
CO15	303872 5229525	3 m	
CO16	303876 5229529	6 m	
CO17	303995 5229680	9 m	
CO18	304002 5229693	9 m	
CO19	303999 5229700	10 m	
CO20	304002 5229710	12 m	
CO21	304062 5229741	8 m	
CO22	304057 5229751	11 m	

Natural and Cultural Features

<u>Waypoint</u>	<u>Coordinates</u>	<u>Elevation</u>	<u>Comments</u>
BlindC	304008 5229576	8 m	
BlindC2	304152 5229648	9 m	
Brick	304136 5229837	3 m	
BRICK2	304065 5229734	6 m	
Cbog	305907 5232395	8 m	
Cer	305877 5232174	8 m	
Cer2	305111 5231010	5 m	
Cut	305840 5232179	9 m	
Fence	304002 5229692	9 m	
Pot	305387 5231451	9 m	
050M	305311 5231451	7 m	
590	305760 5232160	3 m	
591	305756 5232161	3 m	
592	305516 5231882	8 m	
593	304336 5229718	9 m	
594	303752 5229408	14 m	
595	303752 5229408	14 m	

596	303685 5229458	23 m	
597	303652 5229475	24 m	
601	304061 5229745	6 m	
602	304128 5229855	7 m	
146087	305855 5232185	1 m	Client's application
146092	305800 5232168	-1 m	Client's application
146093	305969 5232437	-4 m	
1Barkob	305653 5231991	11 m	
2Ndbarswy	305588 5231841	-1 m	
589	305912 5232405	-3 m	
Aatop	305298 5231421	14 m	
Arum	305359 5231427	2 m	
Bbbeee	305984 5232518	-6 m	
Bitsbrick	304073 5229737	4 m	
Blodown	305987 5232496	0 m	
Bpics	305794 5232160	2 m	
Bpond	305500 5231717	0 m	
Brook	305255 5231249	4 m	
Cabbbn	303837 5229530	16 m	
Cleard	305992 5232440	-2 m	
Dank	305884 5232180	0 m	
Dbris	303845 5229526	16 m	
Deppr	306008 5232466	0 m	
Dgrassy	305340 5231446	4 m	
Drick	305846 5232186	2 m	
Edg	306007 5232464	0 m	
Firstn	305772 5232152	-2 m	
Gazz	304157 5229647	10 m	
Ggoodvw	304732 5230405	7 m	
Goon Pt	303719 5229244	13 m	
Holeinnhalf	304425 5229817	10 m	
Incountry	305387 5231471	2 m	
Litsbr	305186 5231152	4 m	
Meersh23-	305993 5232431	-4 m	
Mofirbsway	305732 5232143	2 m	
Moowoods	305884 5232206	8 m	
Nbrik	304136 5229832	8 m	
Nhispt	304298 5230047	10 m	
Oldcut	303996 5229707	12 m	
P92	305875 5232190	4 m	
Pathview	305884 5232193	6 m	
Picopit	306014 5232484	2 m	
Poot	305108 5231012	5 m	
Ret?\$	305996 5232433	-4 m	
Sand	305762 5232167	3 m	
Sole	304497 5230225	9 m	

Tower?	305998 5232497	-0 m
Trailhi	303876 5229518	9 m
Truck	305974 5232438	-8 m
Yellorok	305479 5231569	1 m



<

APPENDIX 45

Bay of Colinet Map

Colinet- Rocky River Zip Line and Adventure Park



Google

Map navigation controls: Home, Zoom in (+), Zoom out (-), Previous view (<<), Street View (person icon), Settings (gear), Help (?), and Report a problem.

Map data ©2015 Google Terms Privacy Report a problem 1 km

Existing RDA Trail Map

APPENDIX 46

Reynolds Pond

Collins Pond

Black Duck Ponds

ROCKY RIVER

Existing RDA Trail

ROUTE 91

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Image © 2016 DigitalGlobe

Existing RDA Trail
Google Earth

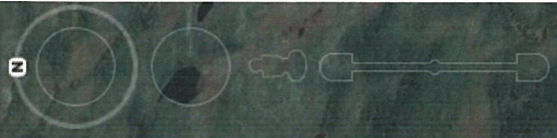
Imagery Date: 10/24/2004

23 m

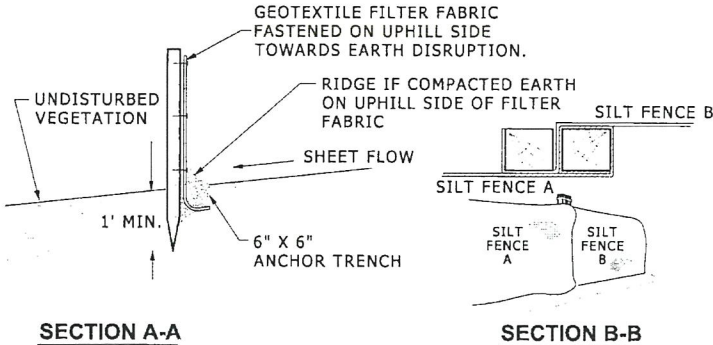
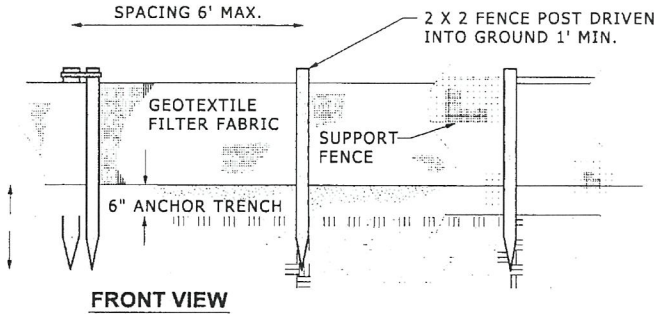
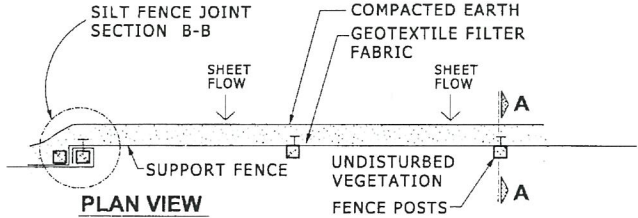
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2.57 km

2004



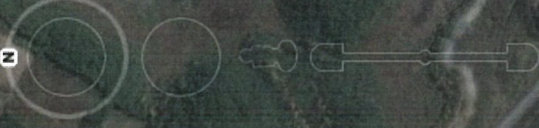
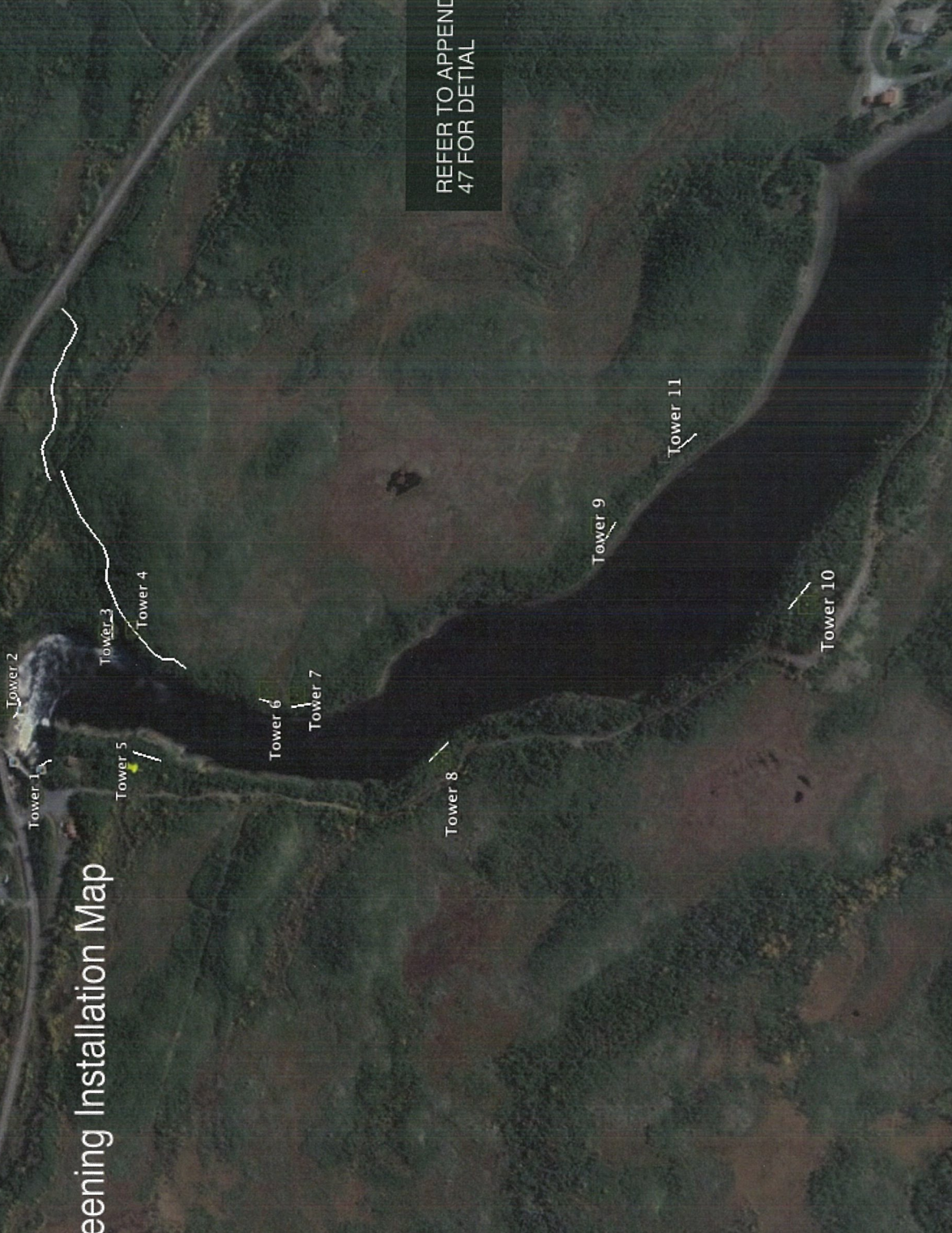
Silt Fencing Detail



Silt Screening Installation Map

APPENDIX 48

REFER TO APPENDIX 47 FOR DETAIL



Google Earth

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Imagery Date: 10/24/2004 47°13'14.47" N 53°33'57.11" W elev 2 m eye alt 1.12 km



Boot Cleaner Example

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[Acid Neutralizer \(acid_neutralizer/acid_neutralizer.htm\)](#)

[Anti Fatigue Mats \(antifatiguefloormat/antifatiguefloormat.htm\)](#)

[Bollard Covers \(bollard-covers/bollard-cover-post-sleeve-decorative-bollard.htm\)](#)

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Spill Trays

Spill Containment Trays For Small Containers

Containment Trays For Smaller Containers and Trays for Drums


Spill Trays



A2351U - Yellow Spill Tray

1 / 11



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cost spill trays (basins) are constructed of HDPE so they have excellent chemical resistance. Although they do not have grates the load capacity is 5000 pounds. Great for temporary storage or moving of drums, as a large tray for cleaning projects or for keeping chemicals off the floor when refilling containers.

To view the large selection of spill containment trays ([spill-containment-trays.htm](#)) we carry please click here. Don't forget to order absorbent pads or rolls ([absorbent_pads.htm](#)) to make the cleaning of your spill trays easier

Quick Overview

- Polyethylene or HDPE construction
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- Low profile
- Use for small containers or drums
- Keep floors dry and safe
- Yellow color
- Purchase with or without grates
- Easy clean-up
- Use when doing battery maintenance or for storing batteries
- Temporary trays for moving of drums

Technical Info

Polyethylene construction Containers in pictures not included
High Density Polyethylene Chemical Resistance Guide ([chemical-resistance-guide-for-high-density-polyethylene.htm](#))

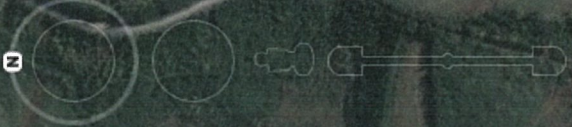
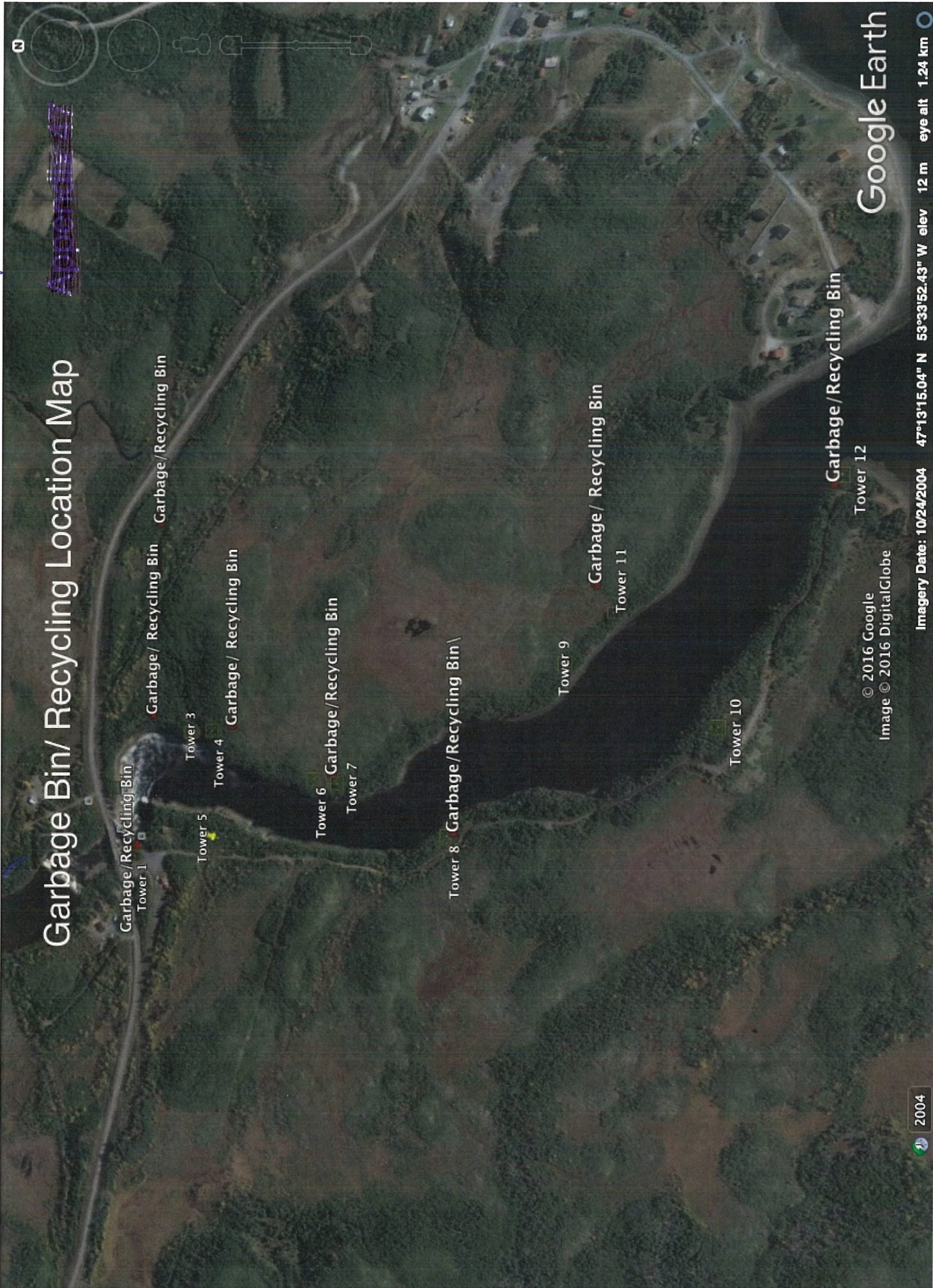
If you need a storage pad for batteries or hazardous chemicals or need spill trays for your maintenance or repair operations then we have many options for you. All of our choices are made of heavy duty polyethylene or HDPE and some can be purchased with grates.

Rectangular Spill Trays Our rectangular secondary containment tray is 54"x 29.75" and is only 3.5 inches high to give it a low profile. Without the grate it has a 16.5 gallon sump and with the grating the tray has a 14 gallon capacity. The grates are 2'x4' and fit inside the containment tray, elevating the containers or batteries you have stored on it.

Round Spill Trays We have two round drum trays. They both come with or without grates and both have optional dollies. The main differences between the two trays is the tray height. One is 6" (A1614E & A1615E) while the other one is 8 - 1/8" high (A1045U & A1046U). The optional dollies on both units have 3' casters.

Drum Budget Spill Trays These low

Garbage Bin/ Recycling Location Map



Google Earth

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Image © 2016 DigitalGlobe

Imagery Date: 10/24/2004 47°13'15.04" N 53°33'52.43" W elev 12 m eye alt 1.24 km

2004

