

**Environmental Assessment**  
Great Coastal Trail - Parson's Pond to Daniel's Harbour

**Minister of Environment and Climate Change**  
PO Box 8700  
St. John's NL, A1B 4J6  
Attention: Director of Environmental Assessment

Submitted By  
**Central Development Association**  
Parson's Pond, NL

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# 1. Proponent

## (i) Name of Corporate Body:

- Central Development Association

## (ii) Address:

- Route 430, Parson's Pond, NL, A0K 3Z0

## (iii) Chief Executive Officer

- Chief Executive Officer: Lucy Goosney  
Official Title: Officer of the Company  
Address: Route 430, Parson's Pond, NL, A0K 3Z0  
Telephone No: 709-243-2294  
Email address: [centdevassoc@nf.aibn.com](mailto:centdevassoc@nf.aibn.com)

## (iv) Principal Contact Person for Purposes of Environmental Assessment:

- Name: Neil Dawe  
Official Title: President  
Address: 100 LeMarchant Road, St. John's, NL, A1C 2H2  
Telephone No: 709-738-2500/709-682-2175  
Email Address: [ndawe@tractconsulting.com](mailto:ndawe@tractconsulting.com)

## **2. The Undertaking:**

### **(i) Name of Undertaking:**

Great Coastal Trail - Parson's Pond to Daniel's Harbour

The proposed Shared-Use trail includes the following two main components:

- Gateway (Trail Head) (Crown Lands application # 161559)
- Demonstration Trail (Crown Lands application #161561)

### **(ii) Purpose and Rationale for the Undertaking**

The Gateway and Demonstration Trail undertakings will be the first stage in a longer proposed trail development called the Great Coastal Trail (GCT). The GCT will link the two UNESCO World Heritage sites on the western shore of the Great Northern Peninsula which are Gros Morne National Park and L'Anse aux Meadows National Historic Site, with an additional link on the eastern shore from L'Anse aux Meadows to Roddickton - Bide Arm. The trail will guide users through the many coastal communities, showcasing significant physical and historical landmarks along the way. The trail will be developed with the goal to spur economic development through adventure tourism and provide personal enrichment through high quality recreational opportunities.

The purpose of the Gateway undertaking is to create a significantly visible Trailhead for the Demonstration Trail and, by association, the future GCT. Essentially it will be a space for tourists and locals alike to take in the sites and sound of outport Newfoundland and celebrate the beginning or end of a person's journey on the GCT. The Gateway and the associated bridge will also act as a stand alone tourist attraction.

The purpose of the Demonstration Trail undertaking is to create a new multi-use walking and biking Trail from Parson's Pond to Daniel's Harbour. The rationale is to offer a demonstration of high-quality design and trail construction standards to which the larger GCT will adhere. The trail route will rely on the construction of new trail. However, the route will utilize existing community roads for short segments.

The undertakings, Gateway and Demonstration Trail are intentionally crafted to appeal to both the established adventure tourism market and niche cycling markets, by offering a premium recreational experience with environmental stewardship at the forefront of the project.

### 3. Description of the Undertaking

#### (i) Geographical Location

The Gateway and Demonstration trail are both located in the central portion of Great North Peninsula of Newfoundland and Labrador. The Gateway development will be located in Parson's Pond, in between Waterfront Road and Route 430. The Demonstration Trail will begin in Parson's Pond and follow a route between the coast and Route 430 and end in Daniel's Harbour near the existing Bennett's lodge.

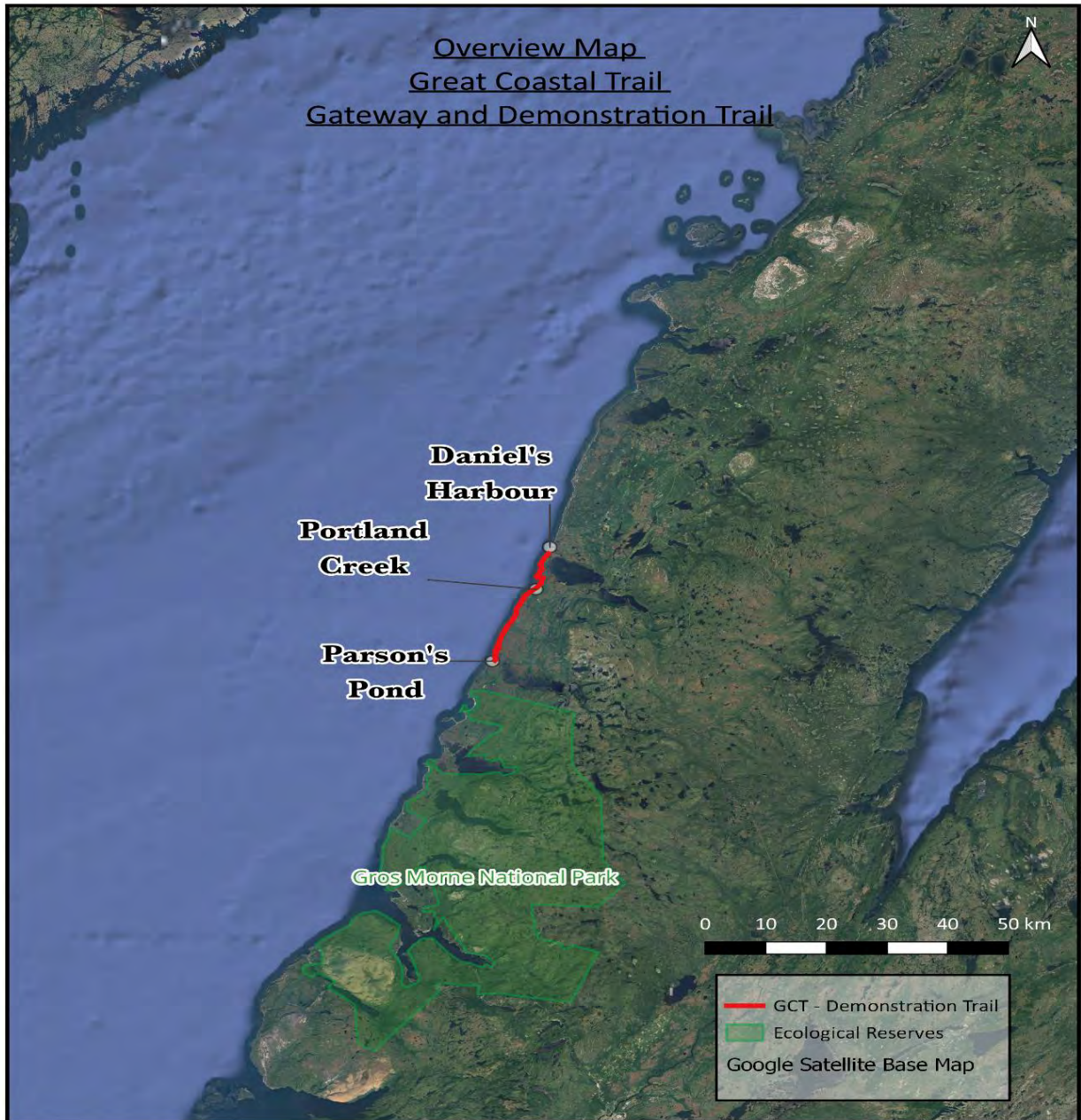


Figure 1. Overview map showing the general locations of the Town of Parson's Pond, Portland Creek, Daneil's Harbour, and the Great Coastal Trail Demonstration Trail project.

## Gateway - Land Use Zoning

To ensure responsible development of the Gateway and Demonstration Trail undertakings it is important to confirm that it complies with the Town of Parson's Pond land-use zoning.

The gateway undertaking intersects three zoning classifications, which are Mixed Development, Designated Floodway, and Designated Floodway Fringe (figure 2). Mixed Development and Designated Floodway permitted uses include recreational open space and trails. Designated Floodway Fringe lists recreational open space and trails for discretionary use. Tract Consulting Inc and the Central Development Association has obtained a written letter for support of the undertaking within the Floodway zoning areas in the Town of Parson's Pond.

Portland Creek and Daniel's Harbour do not have any land-use zoning restrictions in place.



Figure 2. A map of Parson's Pond Land-Use Zoning and the proposed Gateway undertaking.

## Demonstration Trail- Land Use Zoning

The Demonstration trail intersects multiple land use zones within the Parson's Pond municipal boundary as well. Approximately 4.9km of the Demonstration Trail is within Parson's Pond municipal boundary (figure 3). The land use zones that the trail will intersect include Rural, Designated Floodway, and Designated Floodway Fringe. Both the Rural and Designated Floodway zoning regulations permits the

development of recreational space within the boundaries. Designated Floodway Fringe lists recreation space as discretionary use. Tract Consulting Inc and the Central Development Association has obtained a written letter for support of the undertaking within the Floodway zoning areas in the Town of Parson's Pond.



Figure 3. Map of the Demonstration Trail and the intersecting Municipal Plan Restrictions in Parson's Pond, NL.

## (ii) Physical Features

### Gateway (Trail Head)

The Gateway for the GCT will be located adjacent to Route 430 and Parson's Pond Club. It will consist of a parking lot, pedestrian area, and pedestrian bridge that will span the Parson's Pond River.



Figure 4. Location of Great Coastal Trail Gateway, Parson's Pond, NL

The crown lands application for the Gateway undertaking includes two parcels of land (Figure 4) along the waterfront in Parson's Pond. The triangular shaped parcel is planned to be a parking lot. The land parcels have been assumed to be Crown Lands, however the owner of the land is unknown. Therefore, development of the parking lot has been paused until the land ownership has been identified and permission to proceed with construction has been acquired.

The parcel of land designated as pedestrian area will be a main hub for trail users, tourists, and locals. This area will consist of bike parking, wayfinding and visitor information kiosk, sculpture, and outdoor seating. This area will complement the pedestrian bridge and Demonstration Trail.

The pedestrian bridge will be a Flat Pratt Truss Bridge and has been designed by Tract Consulting (figure 5) and to be engineered by Strake Engineering. The bridge will utilize the existing abutments and piers from the old Route 430 bridge (Figure 6 & 7). The construction date of the existing abutments is



unknown, but the new bridge in Parson's Pond on Route 430 bridge is dated 1971, so the old abutments are at least 52 years old. The bridge will span approximately 80 meters. A description of materials are as follows:

#### *Steel Alloy*

- The type of steel proposed is ASTM847, also known as Corten, steel. It's a weathering or atmospheric steel that when exposed to wet and dry cycles over about six months forms an initial rust layer on its external surface. This rust layer protects against further penetration of rust into the steel.
- The steel can be left unfinished. Painting and maintenance of surface finishes are not required.
- ASTM847 steel can be welded, riveted or bolted as with regular carbon steel.
- Weathered steel bridges have lasted over 100 years with nominal maintenance.
- Site welding would be required for installing the sculptural elements. The primary bridge structure would be built off site and installed in place.

#### *Abutments*

- The primary material would be regular density 25 MPa to 35 MPa reinforced concrete, cast-in-place.
- Locally quarried rock would be used for drainage at the base.

#### *Guardrail*

- The guardrail is proposed to be a rectangular frame of stainless steel handrails and stanchions with perforated corrosion-resistant aluminum panels between the frame elements.

#### *Decking*

- Broom finished planks of reinforced concrete that can be fabricated off site and dropped in place are proposed. The planks are for easy installation, the concrete is for minimal maintenance.

Consultations with the Department of Transportation and Infrastructure will be scheduled to obtain any and all necessary permits for the bridge construction when construction details are finalized.

Consultations with NL Hydro have confirmed that the bridge will not impact their nearby infrastructure. Consultations with Bell and the Department of Transportation and Infrastructure are ongoing.

Given the location alongside the Parson's Pond estuary area, there are some environmental concerns regarding construction. The bridge will span over Salmon Fishing Area 14A (#157 Parson's Pond River and tributary streams). The construction area will be on the banks of the river and has the potential to disrupt flora and fauna in the estuary zone. This area is already highly disturbed because of previous construction projects including Route 430 and old Route 430. This area is not located in a Protected Area and there is no residential or industrial land use nearby. As mentioned, the Gateway is adjacent to Route 430 and private fishing stages, both of which could be impacted by the construction of the project, but the impact is expected to be minimal. Owners of the fishing stages will be consulted prior to construction to ensure that access to their stages will remain open. The total construction area of the gateway will be approximately 5,880 square meters.

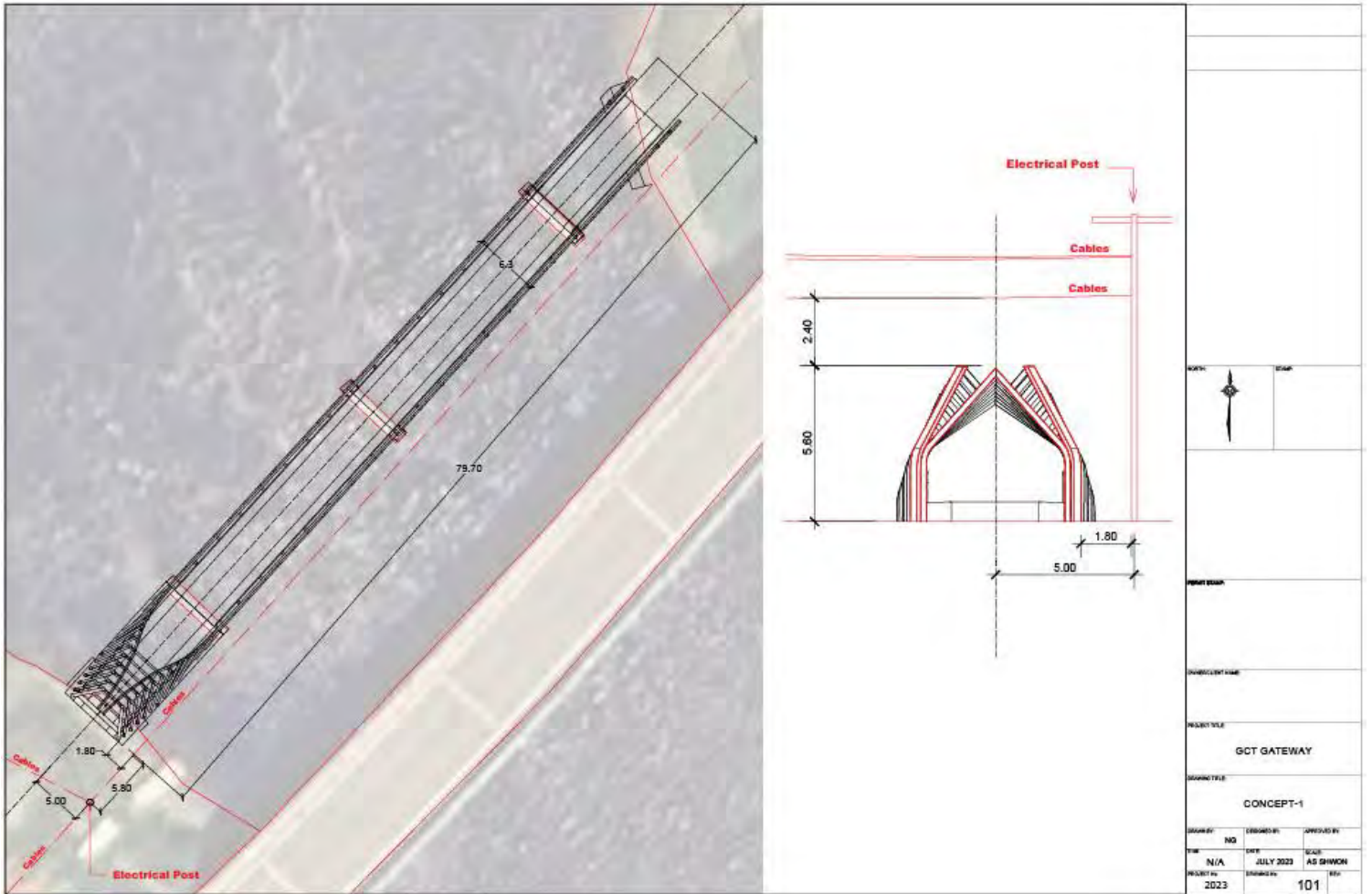


Figure 5. Proposed dimensions of the Parson's Pond Great Coastal Trail Gateway bridge

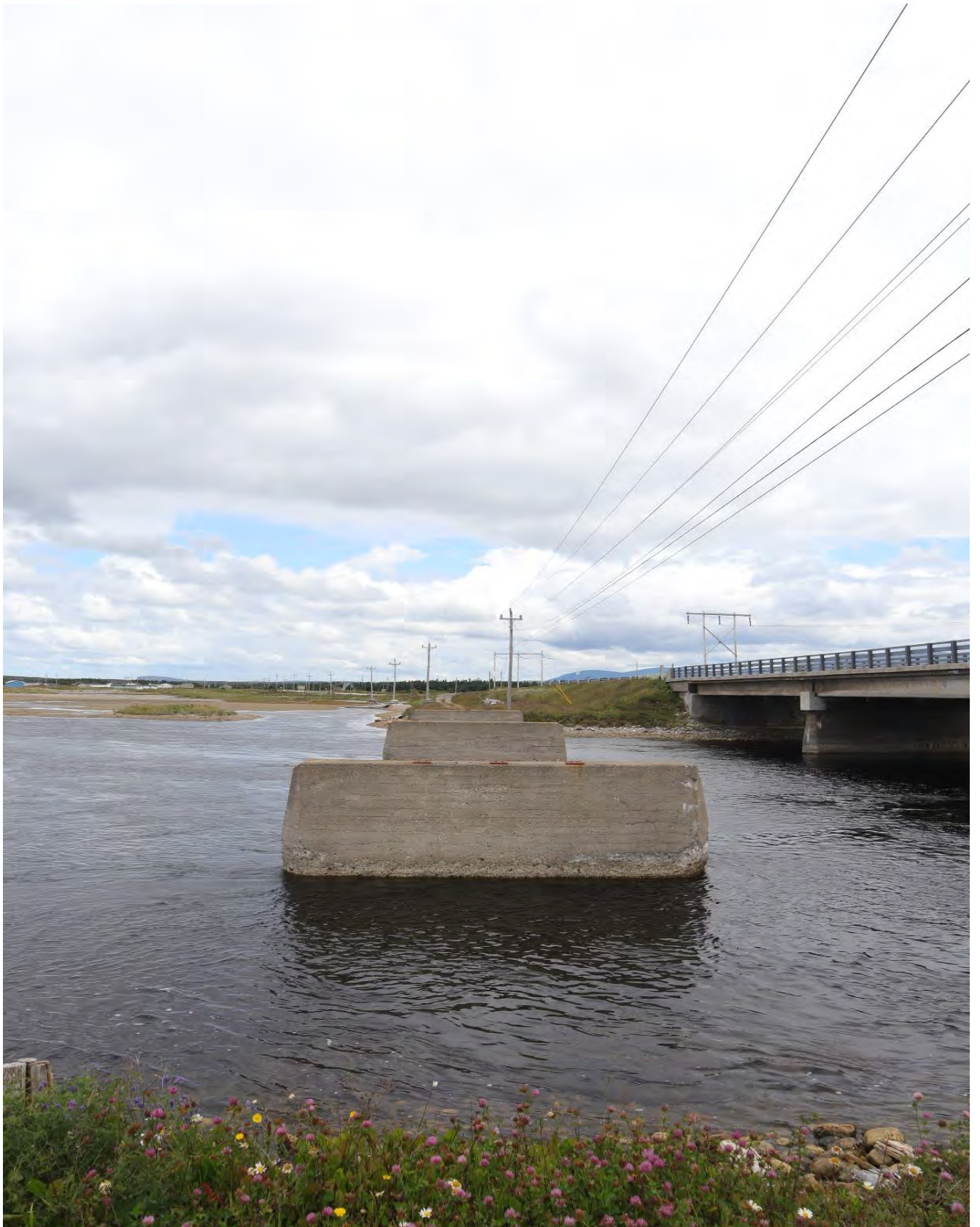


Figure 6. Existing Abutments of proposed Gateway Trail Head bridge.



Figure 7. Existing Abutments of proposed Gateway Trail Head bridge

## Demonstration Trail

### Physical and Biological Environment

The Trail will run through the Coastal Plain of the Northern Peninsula Forest, situated between the coastline and The Long-Range Mountains (Figure 8). It is a subregion characterized by gradual elevation changes, rugged coastline, strong westerly winds, and stands of low growing spruce and fir tuckamore. The coastal plains are habitat for caribou, moose, black bear, coyotes, sea birds, birds of prey.



Figure 8. Demonstration Trail Proposed Route, Parson's Pond to Daniel's Harbour, NL.

## Tread, Corridor, and Buffer Zone

The Demonstration Trail will be 28km in-between the coastline and Route 430 and 1.2 meters in width. The tread surface will be in-situ mineral soil, reached by removing the ground vegetation and organic soil as needed in a 1.2 m wide strip and compacting the same in place. Where the grade needs to be built-up, or soils are deemed too wet and or organic to support a trail, suitable material (mineral soils and or granular material) will be borrowed from an approved source and used to construct the tread. The total area of the trail based on 28 km length and 1.2 m tread width is estimated to be 33,600 square meters.

Vegetation at the sides of the trail will be cleared in a corridor up to 2.4 m wide along the trail centerline. Vegetation clearing and pruning will be done strategically to avoid clear cutting, focusing only on plants that would cause an obstruction to Trail users. It is estimated that clearing and pruning will be needed for 23.5 km of the trail corridor.

In addition to the tread and clearing limits, the crown land application has specified a “Buffer Zone” of protected land on either side of the main route. This is intended to provide a buffer of undeveloped, usually wooded land alongside the Trail that preserves the user experience from the impacts of any future development. In other words, the trail development will only impact the area of the trail corridor and tread.

Generally, the Buffer Zone has been made asymmetrical about the Trail centerline, but its width varies all along the trail according to the presence of adjacent occupation. The Maximum width the buffer spans is 40 meters, the minimum, 3 meters. When the trail runs within the Highway Right-of-way, it has been set at 5 meters. Note that the Demonstration Trail is only within the Route 430 Right-of-way where no viable alternative exists.

Note also there are two areas where the Buffer expands up to 200m wide to capture and preserve areas of interest for future lookout developments. These areas are a parking lot at the Portland Creek estuary (figure 9) and a unique rock outcrop South of Daniel’s Harbour (figure 10). These developments are not part of this current application package – merely occupation of the land alone.

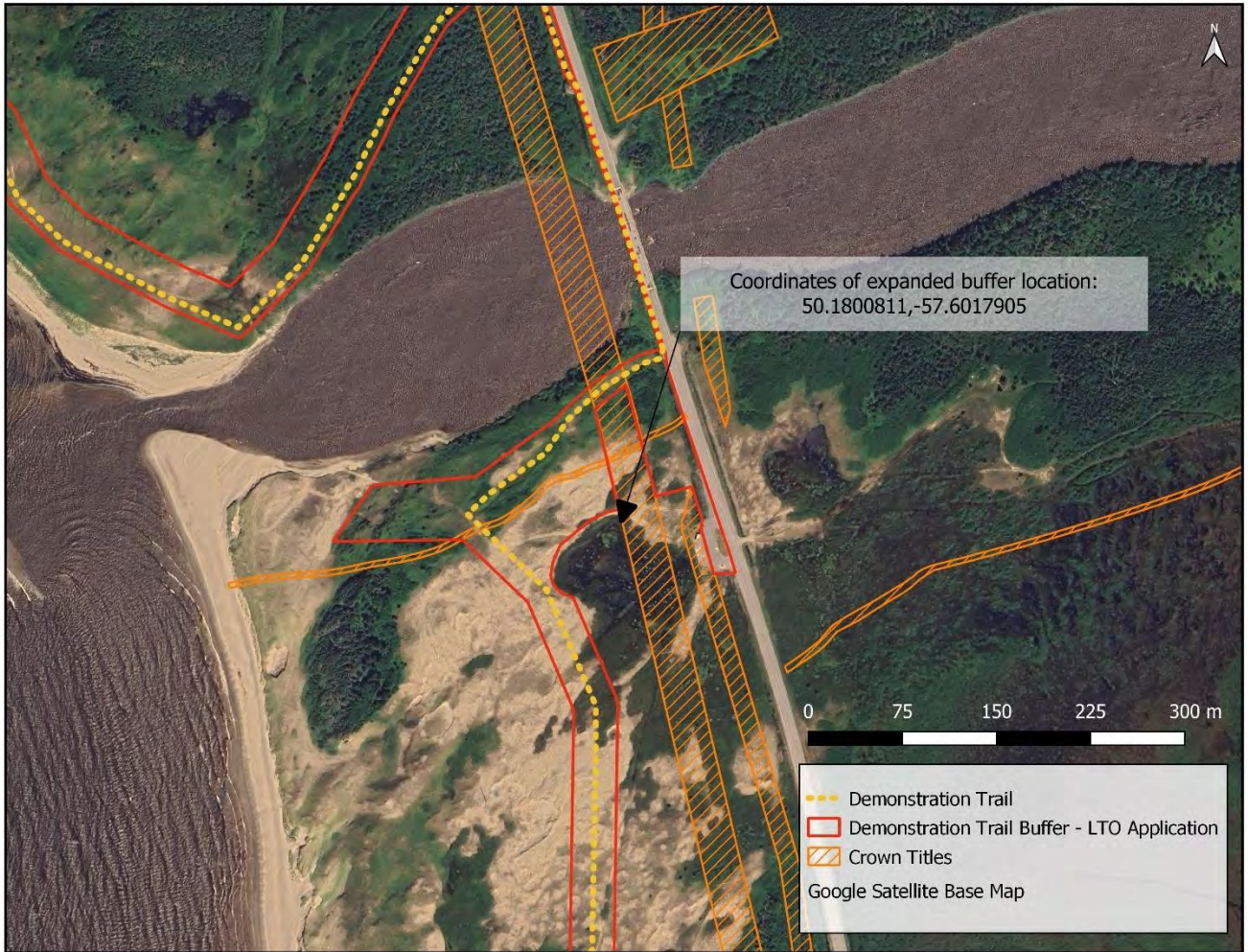


Figure 9. Map of expanded buffer area, Portland Creek Sand Dunes.



**Figure 10. Map of expanded buffer area, north of Portland Creek, south of Daniel's Harbour. Future area of interest for a look out to unique bedrock out crop.**

### Water Crossings

Through field work and GIS analysis, it has been determined that there are approximately 40 locations identified where the trail will cross a small brook, stream, ditch, or wet channel. Note that this is subject to confirmation in the field at the time of flagging and staking.

One crossing on the North end of Portland Creek will require a substantial footbridge, between 30-50 feet in span (Figure 11). Algonquin Bridges will be the supplier and they are certified under the Canadian Welding Bureau as qualified under CSA Standard W47.1, Division 2. The proposed bridge model is Maybel - c200 and is modular panel design. This design comes in two spans, 9 or 15 meters that are easily joined together. The steel has a hot dipped galvanized finish. The decking width of this prefabricated bridge will be 3.15 meters and will be pressure treated Eastern Hemlock. This design has a rated vehicle load of 20kN (4496 lbs). This bridge is similar to the ones used by the Newfoundland and Labrador Snowmobile Federation trail network. At this time, a detailed drawing of the prefabricated



bridge from Algonquin Bridges is unavailable. This model is subject to change for one that is more aesthetically pleasing. It is further proposed that the abutments will utilize a Mass-Stabilized-Earth (MSE) technology that will allow the face of the abutments to be vegetated.

The purpose of using the proposed MSE abutment technology is to replace the use of culverts. In addition, this green MSE technology is more aesthetically pleasing, easier to construct, less maintenance than a culvert, and reduces disruption to the waterbody. The key characteristic that makes this design green are the geotextile sand bags that will be used to build the abutments (Figure 11). The geotextile bags are a polypropylene thread, then filled with a mixture of  $\frac{2}{3}$  sand and  $\frac{1}{3}$  compost. The sand and compost mixture will be a growing medium for a native plant species of choice. At this time, no specific plant species has been identified as the plant of choice, but it can include native grass, shrubs, ferns, or potentially trees. Once the geotextile bags are stacked and tamped, the bags will be saturated, then covered with seed or broken open slightly to plant seedlings.

At water crossing #8 (Figure 13) trail users will be directed to the shoulder of Route 430 and will walk or bike the shoulder for approximately 20m. In this case, the nearness of the highway, the nearness of the highwater mark, and budget considerations favoured taking the shoulder over building a new footbridge. The alternative to using the shoulder would be to install a footbridge.

For water crossing #22 (Figure 14) users will have to use approximately 40m of the shoulder. The trail and construction will terminate at the shoulder of Route 430. Meaning trail users will walk out of the woods, reach the should of Route 430 and walk the shoulder to where the trail will begin again, then continue on the trail into the woods towards the coast. In this case the nearness of the highway as well as environmental consideration such as reducing impact to the waterbody and forest and budget considerations favoured taking the shoulder over building a new footbridge. For this case, an alternative to using the shoulder would be to install a bridge like the proposed Portland Creek bridge. To install a large enough bridge to span this river would require heavy machinery that would also require significant disruption to the forest and meadow here to get the machinery to the site to install the bridge which would span over 40ft.

The remainder of the crossings are over small streams, brooks, or ditches. Where a stream is particularly fast moving or a ditch is particularly deep and wide, it is proposed that small footbridges similar to that shown in (Figure 15) be used. The structure of this proposed design will utilize brushed aluminum beams. The preferred decking material is locally sourced juniper because of its anti-rotting properties. Alternatively, the decking could be a brushed aluminum grate to allow snow and ice to fall through to reduce load on the bridge and for less maintenance to accommodate year-round use. The design would also utilize the MSE abutment technology.

For smaller ditches and brooks, however, it will likely not be necessary to put any infrastructure at all and let users walk across them.



Figure 11. Map showing the approximate location of the Demonstration Trail bridge north of the Town of Portland Creek.



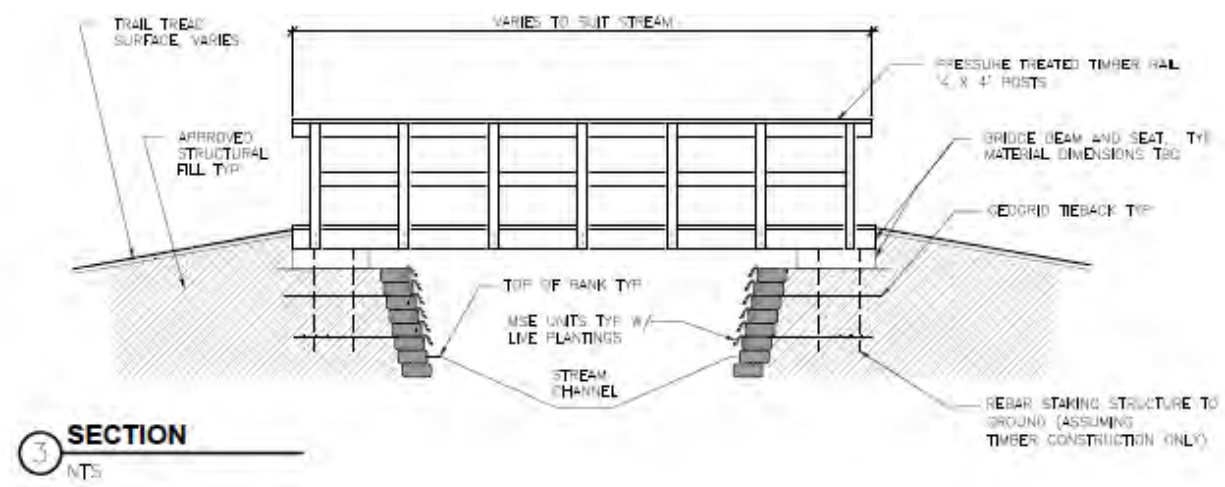
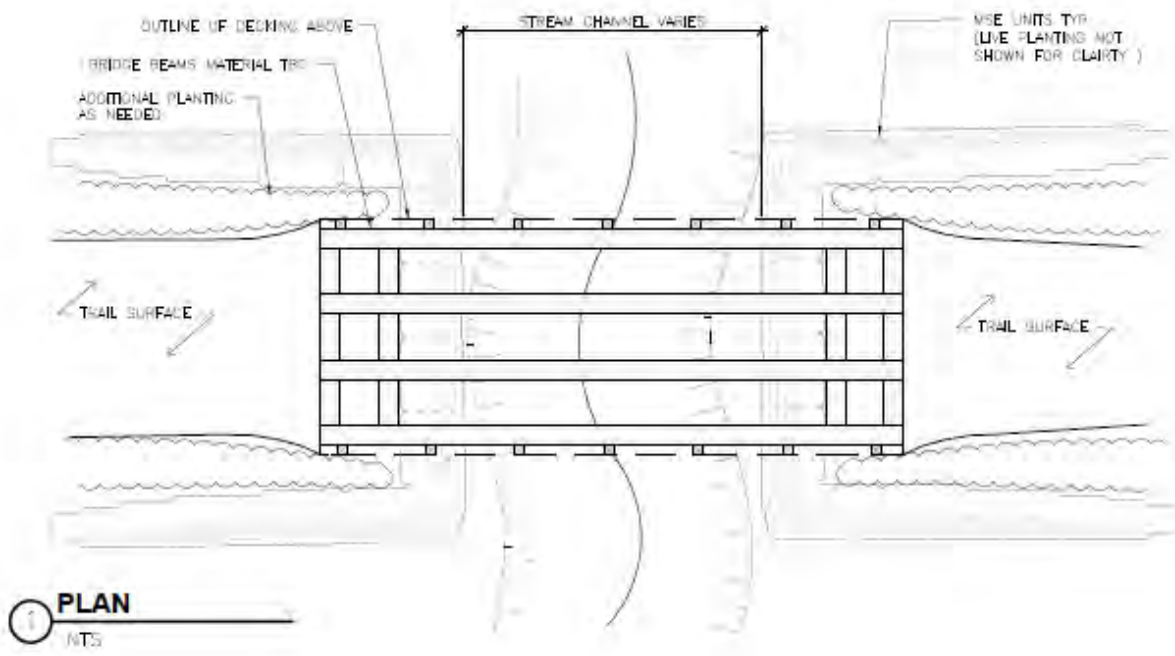
Figure 12. Example of Geotextile bag technology used as a bridge abutment.



Figure 13. Location of water crossing #8, 2.5KM.south of Arches Provincial Park. Page 11 of the Demonstration Trail Map Book.



Figure 14. Location of water crossing #22, 2KM south of Portland Creek. Page 20 of the Demonstration Trail Map Book.



	<p>P.O. BOX 504 ST. JOHNS, NL CANADA, A1C 5K2 TEL: 709/738-0900 FAX: 709/738-2299</p>	<p>P.T. TIMBER FOOT BRIDGE W/ MSE UNIT ABUTMENTS (NOT FOR CONSTRUCTION)</p>	<p>22 / 11 / 2023</p>
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Figure 15. Concept design drawing of green foot bridge with geotextile sandbags.

### Other Right-of-Ways.

For much of the southern half of the Demonstration Trail, the route runs within the Highway 430 Right-of-Way (20 meters to the Seaward side of the Highway Centerline). This is only ever done out of necessity, as the Top-of-bank and Highway shoulder in these areas constrains the available land for a coastal trail considerably. As previously discussed, at two locations along Route 430 users will be directed to use the shoulder of the Highway to circumvent rivers of significant size.

There are also some locations where instead of a new tread, users will be directed to walk on existing road shoulders as part of the route. This occurs on local roads in Parson's Pond and Portland Creek.

#### Parson's Pond

Road	Approximate Road Travel
North Street	250 meters

#### Portland Creek

Road	Approximate Road Travel
Main Road	980 meters

The last portion of the Demonstration Trail route where trail users will be directed to the shoulder of Route 430 is at the Portland Creek River. Again, there is no construction proposed for the shoulder. The demonstration trail construction will terminate perpendicular to Route 430, trail users will then traverse the shoulder of Route 430, utilizing the bridge over Portland Creek River, then enter back onto the Demonstration trail. This traverse along the shoulder is approximately 325m (Figure 16).

Lastly, the Demonstration Trail will also intersect Arches Provincial Park. The Arches with its existing infrastructure like bathrooms, parking, garbage bins and the unique sea arche land formation will be key assets for trail users embarking on the GCT. Tract Consulting Inc has been in contact with the Parks Division of the Department of Tourism, Culture, Arts, and Recreation to begin the LTO process to acquire permission to construct the Demonstration Trail within the Park. This process is on-going.

At this time there are no new washroom facilities planned for the Demonstration Trail.

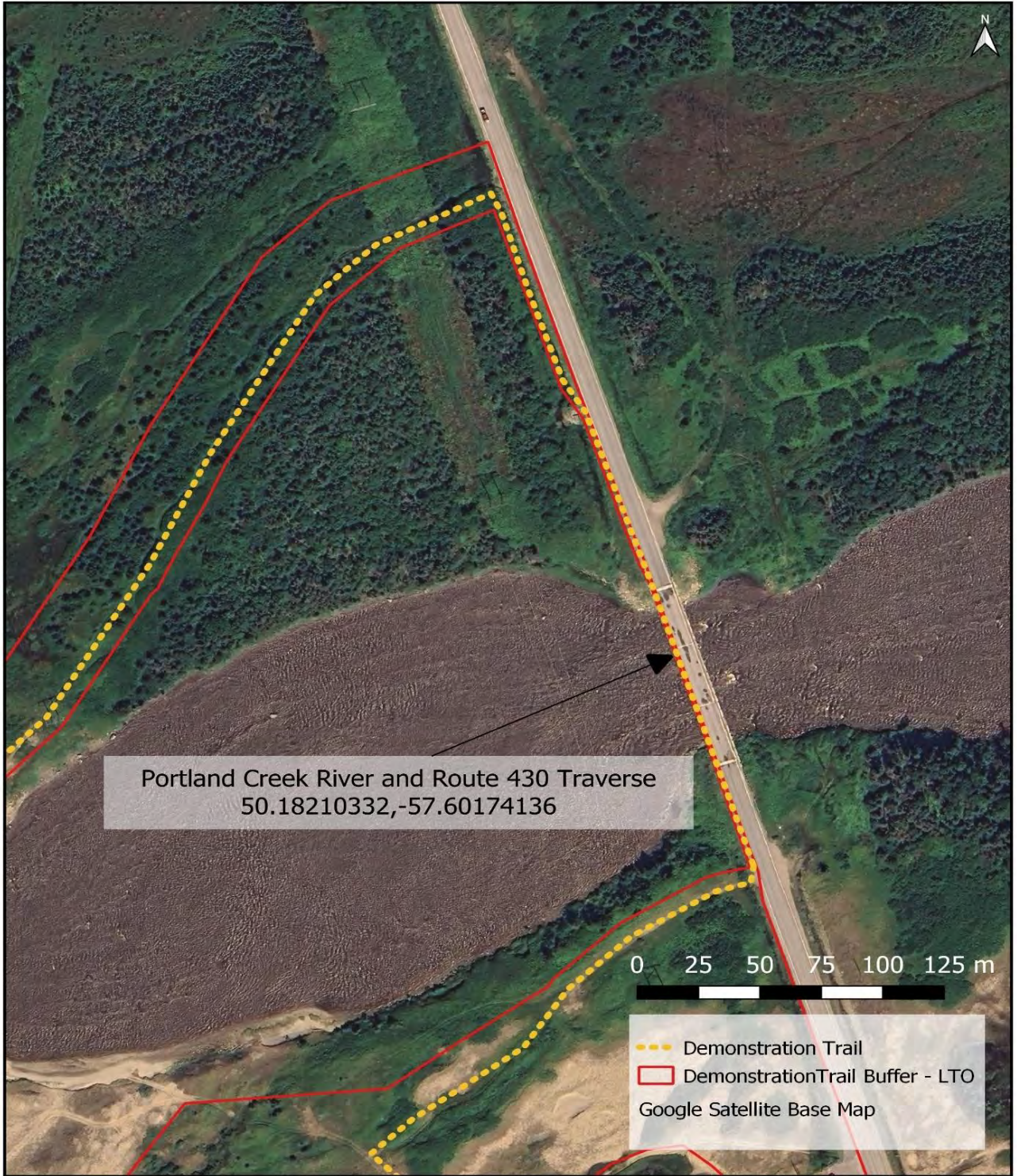


Figure 16. Map of the Traverse along the shoulder of Route 430 at the Portland Creek River.



### **(iii) Construction**

#### **Gateway**

The Construction date of the Gateway project is to be determined. The start date of construction is dependent on the completion of a harbour study to identify the required freeboard elevation of the bridge. An optimistic start date would be June 2024 and with a projected duration extending through 2025.

During the construction period of the Gateway there would be several sources of potential pollutants. Identifiable pollutants are exhausts from heavy machinery (diesel), exhausts from gas powered machinery, litter, dust, and noise. In addition, there may be fuel spills when refueling equipment.

During the construction period there is potential land use conflicts as there might be a need to restrict access to the area near the waterfront and local bar. Along the waterfront there are several private fishing stages, therefore there could be conflict with residents trying to access their stages. In addition, the Parson's Pond estuary is a scheduled salmon river, therefore construction has the potential to disrupt the activities of anglers. The goal is to minimally impact access to the bar and fishing stages.

Measures to mitigate potential adverse environmental effects and land use conflicts include:

- Ongoing collaboration with private landowners will be undertaken to address concerns and develop agreements that protect their property while allowing access to their stages.
- construction will emphasize design principles to minimize soil erosion, to protect waterbodies and minimize environmental disturbance.
- Guidelines for the use and storage of equipment, vehicles, and fuels will be established to prevent oil spills, thus protecting waterways and aquatic habitats as well as natural landscapes from contamination.
- Techniques such as using barriers to prevent contaminated runoff from entering the estuary will be implemented.
- Dust control measures will be implemented on construction sites when needed. These measures include water application or dust suppressants.
- Construction activities will be scheduled outside of quiet hours.
- A waste management plan will be developed to ensure proper disposal of construction waste to protect the environment.

#### **Demonstration Trail**

With regards to the Demonstration Trail project, an optimistic start date of construction would be spring 2024 for a 6-month period (May - October 2024), but the beginning of construction could be pushed to June with a projected duration extending through the construction season of 2025.

During the construction period of the Demonstration Trail, there would be several sources of potential pollutants related to typical trail construction activities. Identifiable pollutants are exhausts from exhausts from gas powered machinery, litter, dust, and noise. In addition, there may be fuel spills when refueling equipment. However environmental impact is expected to be minimal because trail

construction will be approached with the mindset that trail builders will be stewards of the environment. For example, tree clearing and pruning will be restricted to minimal extent necessary. In addition, there will be strict “pack in, pack out” policies in place for trail builders to eliminate litter from the worksites.

### **Land Ownership Areas of Concern**

Along the proposed route of the Demonstration Trail there are five areas where the trail appears to intersect titled, leased or occupied land, according to the Land Use Atlas. These are identified below, with an accompanying description of each situation as well as a proposed means of resolution for each.

#### *Fishing Sheds South of the Arches*

The trail will pass by some fishing stores and cabin just south of Arches Provincial Park (Figure 16). It is not believed these properties represent private land ownership – rather seasonal use by beachgoers. Regardless, attempts will be made to consult with the users and make them fully aware of plans. The trail buffer for this area has been narrowed to avoid overlapping any visible structures on satellite imagery.



Figure 17. Map of the section of trail that will pass by Fishing Stores, south of Arches Provincial Park.

*The Arches*

Parks Division NL have been consulted as to the portions of the Demonstration trail that will run through the Arches Provincial Park. A route and relatively narrow buffer width was agreed upon and submitted for review. Note that this particular section of the Demonstration trail is under a separate LTO application with Parks Division NL (Figure 17).



Figure 18. Map of the Demonstration Trail within Arches Provincial Park.

### Fishing Shed North of the Arches

Just North of the Arches is a small structure that appears to be related to an LTO for a fishing equipment shed under the name of Roger Keough (Figure 19). This was last renewed for a five year period starting in 2008; no renewal to the present day is on record. Similar to the Caines license mentioned below, this is not believed to be in actual conflict with the Trail as it is a point location rather than a boundary, and as such gives no right to the licensee to obstruct any adjacent rights-of-way. Regardless, Tract Consulting Inc plans to make efforts to consult with the owner, if he or his descendants can be found, in order to make them aware of route plans.

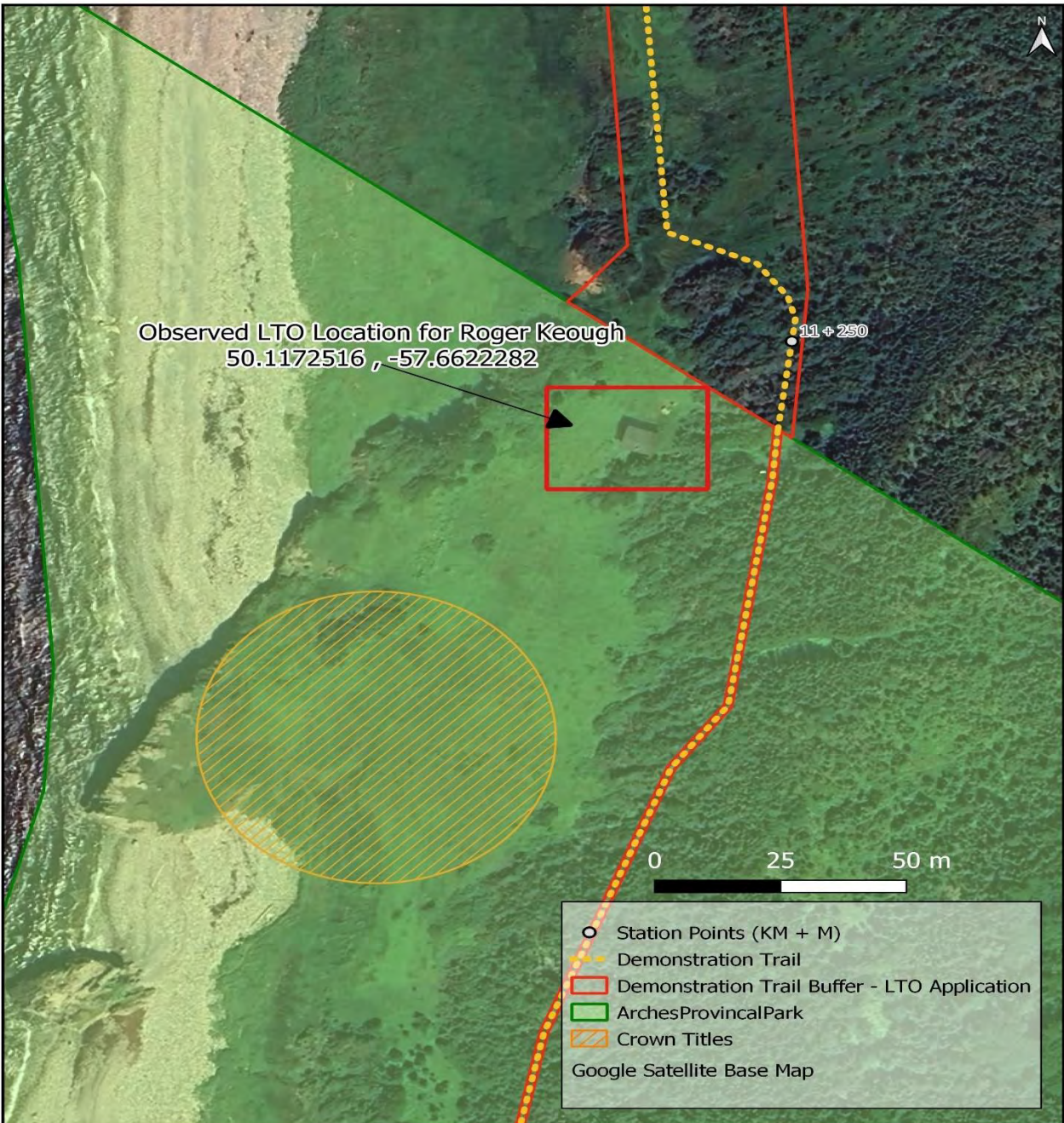


Figure 19. Observed location of Rodger Keough LTO.

*A LTO on the South side of Portland Creek*

According to the NL Land Use Atlas, on the southside of Portland Creek there is an LTO for a domestic sawmill under the name of Harvey N. Caines that the Demonstration Trail intersects and has been identified as an area of concern (Figure 20). To resolve this conflict Tract Consulting has engaged with Crown Lands. It was determined that this License is a point location rather than a strict boundary, and does not give the licensee permission to obstruct any other LTO. Moreover, the license in question has expired and there is no record of renewal. At time of writing, then, there is no identifiable conflict. Regardless, Tract Consulting Inc plans to make efforts to consult with residents in the area to make them aware of route plans.



**Figure 20. Location of a Sawmill on the south side of Portland Creek.**

*Wylezol and Wentzell Properties in the North of Portland Creek.*

In the North end of Portland creek the trail has little choice but to cross a river at a location where the private property boundaries indicate ownership up to the water's edge (Figure 21). Therefore, Tract Consulting Inc has contacted the property owners in question. Wylezol has said he is open to an easement and there is an email record of this; Wentzell has said by phone that he has no issue with a bridge across the stream that runs through his property. These discussions with the property owners are on-going to obtain written permission for the GCT to access their property.



**Figure 21. Demonstration Trail and buffer near the Entente Cordiale Inn, northside of Portland Creek.**

### Marine Contractors Quarry

Tract Consulting Inc is engaged in discussions with Marine Contractors about the trail route around the quarry (Figure 22). The original trail route was too close to the quarry and has been rerouted accordingly. However, there are still concerns about the proximity of the trail to the quarry because there are still occasional blasting operations. To mitigate this safety issue, the trail may need to be closed when blasting operations are in progress. Discussions about how to manage this are still ongoing with Marine Contractors.



Figure 22. Location of Marine Contractors quarry north of Portland Creek.



During the planning and design stages of these projects, ongoing consultations have been held with local stakeholders, including the town councils and business owners. All stakeholders are enthusiastic about these prospective developments.

Measures to mitigate potential adverse environmental effects and land use conflicts include:

- Ongoing collaboration with private landowners will be undertaken to obtain permissions, address concerns, and develop agreements that protect their property while allowing trail access.
- Sensitive habitats along the trail will be identified and buffer zones will be established around them to ensure environmental integrity.
- The trail will be designed to minimize the need for extensive grading and earthmoving.
- Trail design and construction will emphasize design principles to minimize soil erosion to protect waterbodies and minimize environmental disturbance.
- Tree cutting and other vegetation removal will be limited during trail construction to minimize disturbance of the natural landscape and protect natural habitats.
- No vegetation clearing will occur within 800m of Bald Eagle nests and 200m within other raptor nests.
- Renaturalization programs will be implemented to replace native vegetation and soil removed during construction.
- Guidelines for the use and storage of equipment, vehicles, and fuels will be established to prevent oil spills, thus protecting waterways and aquatic habitats as well as natural landscapes from contamination.
- Dust control measures will be implemented on construction sites when needed. These measures include water application or dust suppressants.
- Construction activities will be scheduled to non-quiet hours.
- Techniques will be applied during trail construction near waterbodies to minimize disturbance to aquatic ecosystems. This can include barriers to prevent runoff from entering the waterbody.
- A waste management plan will be developed to ensure proper disposal of construction waste to protect the environment.
- GCT personnel will continue to engage with the local community, environmental organizations, and relevant authorities to gather input and support for the undertakings.
- GCT personnel will seek partnerships with conservation organizations for guidance and support to minimize environmental impacts of the undertakings.
- GCT personnel will continue to comply with all relevant environmental regulations and permits to ensure that the project is legal and environmentally responsible.

#### **(iv) Operation**

Both undertakings will operate in unison as permanent facilities. The gateway will be the grand entrance to the Great Coastal Trail, welcoming tourists, and locals alike. The Demonstration Trail will then guide hikers and cyclists along the scenic coastline. Permitted users on the trail include hiking and cycling only (ebikes included). In other words, ATV and dirt bike use is not permitted.

We anticipate conflicts between hikers and cyclists due to differing travel speeds. To minimize conflicts between hikers and cyclists good trail design will be critical. For example, ensuring good sight lines around corners can reduce the probability of user conflicts resulting in better user awareness.

Nevertheless, public education on proper trail etiquette will also be essential and this can be addressed using trail signage and wayfinding.

Given the popularity of ATV use in the province, we anticipate conflict arising through ATV users trying to access the trail. Unfortunately, ATV, dirt bike, or other motorized vehicle use will not be permitted. This is primarily due to the speed disparity, as ATVs can quickly reach high speeds. Heavy ATVs at high speeds in the narrow trail corridor can create dangerous situations for hikers and cyclists. Additionally, given the weight of the machines and knobby tires, ATVs will negatively impact the sustainability of the trail's tread surface, for example damaging the surface tread and increasing erosion. For these reasons, the Demonstration Trail will be restricted to non-motorized use only.

Regarding the ongoing operation of the Demonstration Trail, potential sources of pollutants are from maintenance equipment, noise, and litter. Maintenance crews will require a variety of tools including gas power tools, so there is a chance of gas and oil spills during refueling. To mitigate the impacts of such incidents, maintenance crews will be trained in best practices and have cleanup kits on hand. Litter is a concern, so public education will emphasize the importance of respecting the environment, staying on the designated trail, and following "leave no trace" principles. This can be addressed using trail signage and wayfinding.

To mitigate potential adverse environmental effects, ensure the safety of the users, and minimize conflicts from operations the following measures will be implemented:

- A regular monitoring and maintenance program will be established to address erosion, trail degradation, and other issues that may arise to ensure minimization of environmental damage and protect user safety.
- Trail users will be informed to respect trail-use etiquette to ensure safety of all users and protect wildlife from disturbance.
- Trail users will be educated about the importance of respecting nature, staying on the designated trail and not disturbing wildlife. An emphasis will be placed on "Pack-in, Pack-out" and "Leave No Trace" principles for trail users to minimize their impacts on the environment and other trail users.
- Signage will be used to protect nesting, breeding areas or other sensitive habitats from disturbance by trail users.
- Maintenance activities will be scheduled to minimize disturbance to wildlife.
- Information about local flora and fauna will be provided to promote appreciation, understanding, and respect for the environment.
- Protocols for the use and storage of equipment, vehicles, and fuels will be established, emergency spill response plans developed and designated containment areas established to ensure protection of the environment and water bodies.
- Tree cutting, pruning, and vegetation clearing will be limited to the minimum amount necessary to meet trail maintenance requirements to protect natural habitats.
- Renaturalization techniques will be implemented and monitored to restore any disturbed areas to the extent possible to maintain biodiversity and protect natural habitats.
- A waste management plan will be developed to ensure proper disposal of waste and recyclables to keep the natural environment as pristine as possible.
- GCT personnel will continue to engage with the local community and relevant authorities to gather input and continued support for the operation of the undertakings. This will strengthen partnerships, cooperation, and foster long-term stewardship of the environment.

- Partnerships with conservation organizations will be developed for guidance and support to ensure long-term protection of the natural habitats and environment.

## **(v) Occupations**

The estimated number of employees required for the construction of the Gateway project:

### **Design Team**

- 21201 Senior Landscape Architect
- 21201 Landscape Architect
- 21200 Architect
- 21300 Civil Engineer
- 52120 Graphic Designer/ Illustrator

### **Construction Team (to be contracted out):**

The estimated number of employees required for the construction of the demonstration trail project:

### **Design Team**

- 21201 Senior Landscape Architect
- 21201 Landscape Architect
- 21300 Structural Engineer
- 52120 Graphic Designer/ Illustrator

### **Construction crew (to be contracted out):**

- 70010 Construction Manager
- 73400 Excavator Operator
- 72310 Carpenter
- 85121 Landscaper/ Stone Masons

### **Management and Maintenance Crew (to be contracted out):**

- 82031 Park (Trail) Maintenance Supervisor
- 13100 Parks Administration Director
- 85121 Trail Engineering Technician (Lead Landscaper)

To address employment equity relative to age and gender various policies can be implemented. These include:

- Equal pay for work: Policies will be developed to ensure that employees of all genders, age groups and diversities are paid equally for the same or substantially similar work. This involves conducting regular pay equity audits to identify and rectify any disparities.
- Recruitment and Hiring: Strategies will be developed to attract a diverse pool of candidates, including individuals of different ages and genders.

#### 4. Approval of the Undertaking:

- License to Occupy (LTO) - Government of NL, Crown Lands of the Department of Fisheries, Forestry and Agriculture (FFA);
- Statement of Intent - Government of NL, Crown Lands of FFA;
- Permits from the Water Resources Management Division of the Department of Environment and Climate Change; and
- Forest Cutting Permit from FFA.

#### 5. Schedule:

The Gateway project is dependent on the completion of a harbour study to determine the required height of the bridge. The earliest construction will start in the summer of 2024. The latest would be the fall of 2024.

The earliest demonstration trail construction would be spring 2024. This schedule depends on when all the snow has melted, and the soil is dry enough to begin construction. The latest construction will start in the summer of 2024.

#### 6. Capital Cost Funding:

Funding is provided by the province of Newfoundland and Labrador. The approximate project capital value for the undertakings are:

- i. Gateway Bridge \$4,100,000
- ii. Demonstration Trail \$2,500,000

Aug. 14. 2023

Date

Lucy Goosney

Signature of Chief Executive Officer