



Incoming Correspondence MAY 2016

LETTER NO	DATED	FROM	REGARDING
1.	April 20	Sean Dutton, CEO Fire and Emergency Services	Service Fee for Fire Protection and Detection Equipment Servicing Licenses
2.	May 2	Derek Simmons Director FES	Firefighting Equipment Program
3.	May 13	Michele Wood	Corte Real Road Traffic Use and Zoning Infringement Concerns (4 pages)
4.			
5.			

April 14, 2016

Mr. Wyman Jacque
Happy Valley-Goose Bay Town Council
PO Box 40, Stn B
Happy Valley-Goose Bay, NL A0P 1E0

DATE RECEIVED

APR 20 2016

HAPPY VALLEY-GOOSE BAY

Dear Mr. Jacque:

Re: Service Fee for Fire Protection and Detection Equipment Servicing Licences

The Provincial Government released its Budget today which contained a number of decisions that help to address the unprecedented fiscal situation the province is facing. Fire and Emergency Services – Newfoundland and Labrador (FES-NL) has reviewed its programs and services, including analyzing similar programs in other provinces. As a result, FES-NL is introducing a service fee for issuing licences to individuals and companies that receive a Fire Protection and Detection Equipment Servicing Licence.

The *Fire Protection Services Regulations* require that all persons installing, servicing, maintaining, verifying, certifying, or inspecting fire protection and detection equipment must have a valid licence from FES-NL. Currently, there is no fee associated with issuing the licence; however, effective October 1, 2016, there will be a \$300.00 service fee for each category of licence issued to each individual and each company that obtains a licence required under the *Regulations*. The licence is effective for five years and the associated \$300.00 fee is comparable to what is charged in other Atlantic provinces.

If you are currently licensed, you will not be impacted until you have to renew your licence or are applying for a new category of licence after October 1, 2016. For ease, payment of the fee will be available on-line and you will be provided instructions on how to use this feature in the application process. For a list of license holders, please visit our website at http://www.gov.nl.ca/fes/publications/fire_protection_detection equip_servicing_license.pdf.

If you have any questions about the new fee, I encourage you to contact Derek Simmons, Fire Commissioner at 709-729-1608.

Sincerely,



SEAN DUTTON
Chief Executive Officer



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April 26, 2016

Doc. # COR/2016/00222-03

Mr. Jamie Snook, Mayor
Happy Valley-Goose Bay Town Council
P.O. Box 40, Station B
Happy Valley-Goose Bay, NL A0P 1E0

Dear Mayor Snook:

Re: Firefighting Equipment Program

I acknowledge receipt of your Firefighting Equipment Program application dated March 29, 2016, regarding a request for financial assistance for your fire department.

Your request will be reviewed and you shall be advised, in writing, of the decision of this agency.

Yours truly,

A handwritten signature in black ink, appearing to read "Derek Simmons".

Derek Simmons
Director of Fire Services/Fire Commissioner

c: Honourable Perry Trimper, M.H.A.
Lake Melville District

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MAY - 2 2016
HAPPY VALLEY - GOOSE BAY

(3)

Michele Wood

Mayor Snook and Council
Town of Happy Valley-Goose Bay
212 Hamilton River Road
P.O. Box 40 Station B
Happy Valley-Goose Bay, Labrador
Canada
AOP IEO
Fax: 709 896 9454

May 13, 2016

RE: Corte Real Road Traffic Use and Zoning Infringement Concerns.

Dear Mayor Snook and Council,

I am writing to continue my efforts to bring issues of concern to your attention and to improve the experience of residents of Corte Real Road associated with ongoing industrial traffic accessing properties zoned as light industrial located at the northern end of Corte Real Road. Over the past few days we have noted, on average, 6 transport trucks pass our property between 7:30am-8:00am one of them being a flatbed truck transporting a mobile home trailer unit (wide load). The traffic congestion has not improved or decreased.

We feel that there are further points that you may wish to consider as you work towards mitigating the decision of past council in their approval of light industrial zoning for properties at the end of Corte Real Road.

Currently, significant commercial traffic is utilizing Corte Real Road before accessing Provincial Highway Route 500 (Hamilton River Road being a part of this provincial highway). In my mind, it would be advantageous for the Town to consider redirecting traffic from the light industrial (LI) zone at the northern end of Corte Real Road. Two options for rerouting this traffic are provided below the first (figure 1.) is a distance of approximately 2.6 km and would take traffic from the LI area to Kelland Drive. The second is a route from the LI area to Mud Lake Road. This is a distance of approximately 1.3 kilometres and would not only minimize further degradation of Corte Real Road but would also provide an alternate route for large commercial vehicles to travel on municipal roadways. Over time this could decrease costs for roadway repair as Route 500 is under the jurisdiction of the Province of Newfoundland and Labrador and thus highway maintenance falls within their budget. The provincial highway is already being used by large commercial vehicles and is maintained to a standard that can withstand 8 ton+ traffic.



Figure 1: Corte Real Road to Kelland Drive



Figure 2: Corte Real Road to Mud Lake Road

The second point of concern for your address is the infringement of the same companies at the north end of Corte Real Road using the light industrial zoning areas for industrial zoning purposes. The majority of loaders, transport trucks, flatbed trucks, trailers and various other wide load and heavy equipment vehicles use Corte Real Road to access the light commercial properties. This heavy commercial access has increased the sand/dust from the commercial vehicles that is blowing over our properties, the noise disruption extends to all hours and our street is being eroded by the heavy loads that are constantly using the small residential roads as access. An important point to consider is that there are no weigh stations to monitor the load capacity of industrial vehicles using municipal roads. We can anecdotally note the degradation of my street, but there are no measures in place to ensure that load capacity is in compliance with residential street construction. Therefore, any repair costs fall to the municipality to correct. It will be difficult getting any kind of compensation from industry users without statistics showing levels of use identifying the potential impacts.

Further concern is as follows, on review of the "*Town of Happy Valley-Goose Bay Development Regulations 2008-2018*" I have noted that there are zoning issues that require your attention for correction and action for industry users that are operating outside of the municipal regulations as currently stated. For your convenience I have copied the table from page 62 of said document for your review which follows:

SCHEDULE B CLASSIFICATION OF USES OF LAND AND BUILDINGS		
GROUP	CLASS	EXAMPLES
INDUSTRIAL	Hazardous Industry	Bulk Storage of hazardous liquids and substances, Chemical Plants, Distilleries Feed Mills, & Lacquer, Mattress, Paint, Varnish, and Rubber Factories, Spray Painting
INDUSTRIAL	General Industry	Factories, Cold Storage Plants, Freight Depots General Garages, Warehouses, Workshops, Laboratories, Laundries, Planing Mills, Printing Plants, Contractors' Yards
INDUSTRIAL	Service Station	Gasoline Service Stations, Gas Bars, Car Wash
INDUSTRIAL	Light Industry	Light Industry, Parking Garages, Indoor Storage, Warehouses, Workshops

Michele Wood

Light industry includes "light industry, parking garages, indoor storage, warehouses and workshops". This does not include freight depots, warehouses and contractors yards all which are located at the top of Corte Real Road. Nor does light industrial include storage/movement of hazardous liquids (such as septic materials etc.) and other unknown substances and we have been witness to in hazardous materials vehicles which access properties located in Corte Real Road's light area industrial as well. What is being done to address current general/hazardous commercial use of the lots located in light industrial and I would like to better understand what remediation and mitigation measures are in place to address misuse of zoning areas. Will these industrial users, both general and hazardous, be required to relocate to the full industrial zoned area of the Canadian Side?

For example, one general industry user, Morneau Seigo, has noted their use of space for their location on Corte Real as one of 21 freight terminals in Atlantic Canada. Link attached: <http://www.morncausego.com/en/territories.html>. There is also a contractor's yard which would be better defined as general industrial (Gear's yard area). We would like a full review of activities of these users to ensure that they are in compliance with light industry regulatory use. If the Town finds they are not as is obviously the case changes will be required. We would absolutely oppose rezoning without alternative routing for the traffic from this area. In the absence of enforcement we would recommend councilors complete a review of the activities in this area and consider the cumulative effects of the operations on municipal infrastructure and residents well-being.

We will continue our efforts to inform and offer suggestions for the Town's consideration until a solution is found that can meet the needs of both residents and light industry users. To my mind, those not in compliance with light industry regulation should be required to move to the Industrial Park on the Canadian Side.

I look forward to your forthcoming reply.

Respectfully submitted,



Michele Wood