

**ENVIRONMENTAL ASSESSMENT
REGISTRATION DOCUMENT**

**TAYLOR ESTATES
PHASE 2**

**RURAL RESIDENTIAL DEVELOPMENT
LITTLE HARBOUR, DEER LAKE
060366**

**Lakeside Investments Inc.
P. O. Box 197
Pasadena, NL A0L 1K0
060366**

Prepared By:

Anderson Engineering Consultants Ltd.

April 2006

TABLE OF CONTENTS

	<u>Page #</u>
1.0 NAME OF UNDERTAKING	1
2.0 PROPONENT.....	2
2.1 Name of Corporate Body	2
2.2 Address	2
2.3 Chief Executive Officer	2
2.4 Principal Contact Person	2
3.0 THE UNDERTAKING	3
3.1 Nature of the Undertaking	3
3.2 Purpose/Rational/Need for Undertaking	3
4.0 DESCRIPTION OF THE UNDERTAKING.....	4
4.1 Geographical Location	4
4.2 Physical Features	4
4.2.1 Major Physical Features of the Undertaking	4
4.2.2 Area to be affected by the Undertaking	8
4.2.3 Conceptual Drawing	10
4.3 Construction	10
4.3.1 Construction Period	10
4.3.2 Potential Sources of Pollutants	10
4.3.2.1 Mitigation Measures	10
4.3.3 Resource Conflicts	12
4.4 Operation	13
4.4.1 Description of Operation	13
4.4.2 Period of Operating	13
4.4.2.1 Potential Sources of Pollutants	13
4.4.3.1 Mitigation Measures	13
4.4.3.2 Resource Conflicts	14
4.5 Occupations	15
4.5.1 Construction	15
4.5.2 Operation	17
4.6 Project Related Documents	17
5.0 APPROVALS REQUIRED FOR THE UNDERTAKING	18
6.0 SCHEDULE	18
7.0 FUNDING	19

1.0 NAME OF UNDERTAKING

Taylor Estates – Phase II

2.0 PROPONENT

2.1 Name of Corporate Body

Lakeside Investments Inc.

2.2 Address

P.O. Box 197
Pasadena, Newfoundland and Labrador
A0L 1K0

2.3 Chief Executive Officer

Name: Mr. Thomas Jones
Official Title: Chief Executive Officer and President
Telephone No.: (709) 686-2412

2.4 Principal Contact Person for purposes of environmental assessment

Name: Mr. Walter Anderson, P.Eng.
Official Title: President, Anderson Engineering Consultants Ltd.
Telephone No.: (709) 634-9944

3.0 THE UNDERTAKING

3.1 NATURE OF THE UNDERTAKING

The proposed development is the second phase of a rural residential development along the shores of Deer Lake adjacent to Little Harbor. The residential development will encompass up to 27 hectares of private forested land and will include for the development of forty (40) rural residential properties on lots ranging in size from 0.4 hectares to 0.6 hectares (1.0 acres – 1.5 acres) and the construction of roads, water and sewer infrastructure and utilities.

3.2 PURPOSE/RATIONAL/NEED FOR THE UNDERTAKING

The original undertaking was released from further environmental assessment on July 8, 2004 and is identified as Phase 1 for the purpose of this Environmental Assessment Registration Document. That document identified fifty-five (55) rural residential lots for development. Site conditions reduced that number to fifty-two (52) lots. Forty (40) of those lots have been purchased to date with sales for the remaining twelve (12) lots very likely to occur before this summer, confirming the demand for rural residential development.

Although the appeal of four seasons wilderness living has drawn inquiries from both the local and the provincial market, the majority of the property sales to date have been from the international market.

Front door adjacency to the wilderness via boat, snowmobile, cross country skiing and hiking as well as near by golf courses and down hill skiing is overwhelming to a more physical active society. Full year residency is not always possible at the Humber Valley Resort located down stream on the opposite side of Deer Lake. Taylor Estates caters more to those individuals who will be permanent year-round residents.

Economic spin off in the form of goods and services required by the full time residence of Taylor Estates, as well as the goods and services required for construction will provide economic returns for the developer, sub-contractors and suppliers is the catalyst for this development. However, the developer is ever cognizant of the fact that aggressive conservatism policies must be maintained to ensure minimal impact to the ecosystem and thus ensuring the prestigious appeal of the area.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 GEOGRAPHICAL LOCATION

The Phase II site of the proposed rural residential development is located on the South Shore of Deer Lake adjacent to Phase I at Little Harbor, five kilometers west of the Town of Deer Lake on the West Coast of the Island of Newfoundland. The development will encompass 27 hectares. Access to the site will be through Phase I from the Trans-Canada Highway via the new intersection now under construction. Figure SK-02 identifies the proposed planned site development. Shown on the National Topographic System maps 2H04289 and 2H04299 at a scale of 1:3500 is appended to this document.

4.2 PHYSICAL FEATURES

4.2.1 MAJOR PHYSICAL FEATURES OF THE UNDERTAKING

The proposed development consists of an extension of the existing roads and utilities for the forty (40) lot rural residential development.

(a) Roads

A road network will be established within the Phase II development as outlined on the proposed site development plan. Road construction will be to municipal standard with granular base and asphalt surface to reduce dust and provide a good driving surface. Access to both Phase I and Phase II of Taylor Estates will be via the Trans Canada Highway by way of a graded intersection. Drawings were submitted for approval in June of 2005. Permission was granted by the Department of Transportation and Works August 22, 2005. Prior to the construction of the graded intersection, a geotechnical investigation for an area of slope failure adjacent to the on-ramp was completed in July of 2005. A requirement of that investigation included for the preloading and monitoring (after construction) for the slope failure area, which is presently underway and is expected to be completed by July of 2006. The results of that monitoring will be submitted to the Department of Transportation and Works for their review and approval. After approval to proceed is given by the Department of Transportation and Works, the graded intersection will be completed by Lakeside Investments Inc.

(b) T'Railway

Relocation of the T'Railway was completed in July of 2005 and is identified on drawing SK-02. Representatives of Parks and Natural Areas Division, Department of Environment and Conservation have carried out an inspection of

the relocated T'Railway through Taylor Estates in August of 2005 and have approved the relocation in principal. Minor deficiencies were identified for correction. Paper work required for the transfer of land is in progress and should be completed shortly.

(c) Utilities

(1) Electrical

The development has reserved an electrical right-of-way easement for provision of electrical service to each lot. The installation of electrical services will be contracted to Newfoundland Power.

(2) Water

Samms Brook was developed as a water supply source for Taylor Estates, Phase I. A water storage surface reservoir was created with the construction of a concrete dam at elevation 85 meters providing a working pressure of approximately 105 psi at the development. A permit to Alter a Body of Water (permit No. ALT1973) was granted June 14, 2005. Water is transmitted via a 200mm diameter water transmission line to Taylor Estates through both public and private property, utilizing a number of easements and licenses. A License for Occupancy of Crown Land for the purpose of the Dam and Intake (No. 127398) was approved October 31, 2005. A Lease (No. 3016089) required for the water transmission line easement was approved June 28, 2005. A permit for work within the Department of Transportation and Works Right of Way (No. 127399) to allow for installation of the water transmission line across the Trans Canada Highway was granted June 7, 2005. Permission to cross the electrical transmission line right of way owned by the Deer Lake Power Company Limited was granted August 9, 2005. A Water Use License No. WUL-05-076 was granted August 9, 2005.

The recently constructed dam and reservoir permits flow over the spillway, thus providing water to fish habitat down stream. A review of the proposed dam construction drawings on March 14, 2005 and a site visit on May 5, 2005 was completed by Fisheries and Oceans Canada with a letter identifying no negative effects likely to occur during construction or operation was provided to the developer.

Corner Brook Pulp and Paper Limited own the timber rights to the water shed area identified for Taylor Estates. In a Memorandum of Understanding dated May 20, 2005, Corner Brook Pulp and Paper

Limited and Lakeside Investments Inc., owners of Taylor Estates, agree that Lakeside Investment will have use of the Samms Brook water shed for the purpose of a water supply for Taylor Estates. Taylor Estates will not object to future forest management activities by Corner Brook Pulp and Paper Limited provided that those activities are carried out in accordance with all Environmental Protection Guidelines, including required buffer zones established and monitored by Provincial and Federal regulatory agencies.

Phase II of Taylor Estates will utilize the existing dam and reservoir to provide a reliable water supply for the additional properties. Upgrading will be restricted to the construction of a small water control weir located at the outlet of the small pond supplying Samms Brook. That control weir will raise the pond elevation approximately 500mm and ensure a constant supply of water for Taylor Estates (both Phase I and II) during dry periods throughout the summer months.

A water treatment building was constructed under Phase 1. A final decision on the type and manufacturer of the water treatment system is ongoing, with a pilot plant proposed to be operational for this summer. Expansion of that system to accommodate Phase 2 will be included in the final system design.

(3) Sewer

Under the guidelines for the assessment of unserved subdivisions for the development of more than 15 lots, an Engineering Study was completed for Phase I during the spring and early summer of 2005 and submitted to the Government Service Centre August 2005 for their review. That Engineering Study indicated many of the proposed 52 lots were not suitable for conventional on-site sewage disposal systems due to the poor soil conditions.

Many of those areas identified as having poor soil conditions may be capable of being modified using imported fill systems where conditions in the area of the proposed disposal fields meet the criteria as outlined in Section B-3, Fill Systems of the Private Sewage Disposal and Water Supply Standards.

It is proposed to excavate test pits on each lot at a location identified for a sewage disposal field. An official from the Government Service Centre will inspect the individual sites to determine where the required minimum depth of unsaturated soil exists. Soil test will be conducted at approved sites with the testing results submitted to the Government

Service Centre for review. Where the site conditions are in accordance with the regulations for private sewage disposal, design of a fill system will be completed and submitted to the Government Service Centre for review. If a permit for the installation of a sewage disposal system for an individual lot is obtained from the Government Service Centre, the construction and installation requirements will be adhered to.

For sites not meeting a conventional on-site sewage disposal system or a fill system, other means of sewage disposal will be required. The use of prepacked secondary sewage treatment plants (i.e. Biogreen System), the use of an Abydoz Engineered Wetland or other alternate systems will be discussed with the official of the Government Service Centre for Phase I.

For Phase II it is proposed that each residence will provide on-site sewer treatment prior to disposal in an absorption field. The design of each primary treatment system will meet all requirements of the Government Service Centre and Environmental Health Standards.

It is anticipated that Phase II of the proposed development will also follow the same process as Phase I and will require an Engineering Study, since more than fifteen (15) lots have been identified for development.

Based on our preliminary investigation, many of the proposed lots in Phase II are at a much higher elevation. That, combined with the larger lot sizes, would tend to indicate the number of lots not meeting the requirements for a standard on-site sewage disposal system should be less than Phase I.

(4) Storm Sewer

An integrated Storm Sewer System will not be provided. However, culvert and drainage ditching will be used to control storm water. Culverts will be at all road crossings and at all driveway locations. Culverts will be sized for anticipated flows based on sound engineering practice. Natural vegetation will be maintained where possible to help control the storm water removal. Where deemed necessary, catch basins will be placed to collect or redirect storm water. Rip-raping of culvert ends and placement of rock aprons will be used to also reduce erosion of native soil at culvert locations. Rock lining of ditches on steeper slopes to control erosion will also be utilized for Phase II.

4.2.2 AREA TO BE AFFECTED BY THE UNDERTAKING

Negative impact on the surrounding area will be minimal. The close proximity of the Trans Canada Highway will ensure a smooth flow of traffic in and out of the development.

Positive impact to the surrounding area will be in the form of economic activity through spending by the residents of the development and the employment opportunities for the operation and maintenance of the development infrastructure.

Impact from construction will be minimal. Grubbing material will be removed from the site. Sub grade materials necessary for road building will be obtained on site. Granular material for road base and sub base will be obtained off site. After construction for the development, those affected areas will be reinstated with organic cover to promote vegetative growth. During construction, every effort will be made to conserve the natural environment. Exposed slopes will be stabilized with rock cover and vegetative growth promoted.

(a) Geology

The proposed project is located within the Humber Zone, one of the four principal tectonic divisions of Newfoundland. The Humber Zone contains the oldest bedrock in the province. The bedrock geology of the area consists predominantly of granite compositions.

(b) Climate

The climate in the vicinity of the proposed development is characterized by cool temperatures, as compared to the interior of the island, with temperatures ranging from a summer mean of 14° to a winter mean of -6°. The area receives moderate amounts of precipitation as compared to the rest of the island with a mean range 1050 -1150 mm of annual precipitation.

(c) Vegetation

The proposed project is located in an area with the dominant forest cover being Balsam Fir, Spruce and White Birch. Some of the area is covered by wetlands characterized by bogs and marshes.

Much of the forest cover has been harvested with the present growth being regenerated from natural reforestation.

(d) Fish and Fish Habitat

The Humber River System is a scheduled Atlantic Salmon River with populations of brook trout. It is the largest salmon producing river in Western Newfoundland. All work on the project will adhere to the Federal Department of Fisheries and Oceans Canada regulations and guidelines to ensure as little impact as possible on the salmon populations.

(e) Mammals and Furbearers

The proposed development is located in Moose/Black Bear Hunting Area 7, South Brook. The Bear Hunting Season runs from the last week in August to the first week in September, while the Moose hunting season runs from mid September to mid December.

The surrounding area supports high numbers of furbearing animals such as beaver, lynx, snowshoe hare, muskrat, mink, wisel, red fox, coyote and otter.

(f) Waterfowl & Raptors

Surveys of the Humber River System show the presence of American black duck green-winged teal, ring-necked duck, common merganser, common golden eye, common pintail and Canada Geese in the area.

(g) Human Activities

The project site was once occupied by Camp Harty, a Summer Camp operated by the Roman Catholic Parish of Corner Brook. The Phase II site is now accessible by the newly constructed access road through Phase I and via the relocated T'Railway. Additionally, the site is also accessible by boat in the summer and by snowmobile in winter.

In summer, Deer Lake provides access to both the upper and lower Humber River, which supports a recreational salmon fishing. Deer Lake is used by a variety of pleasure craft including power, sail, jet-ski, canoe and kayak. Other human activities include hunting and trapping, hiking, cross country skiing and snow shoeing, in addition to snowmobiling, which has become very popular due to the adjacently of groomed snowmobile trails.

The development is in close proximity to the Deer Lake Airport, Gros Morne National Park, Marble Mountain and the City of Corner Brook.

4.2.3 Conceptual Drawing

The proposed site development plan SK-02 identifies the proposed lot layout as well as the proposed road network. The project is located between the shores of Deer Lake and the Trans Canada Highway as indicated on the plan.

4.3 CONSTRUCTION

4.3.1 CONSTRUCTION PERIOD

The proposed development will include for the development of forty (40) lots, road construction and the installation of a domestic water supply system which is an extension of the system installed under Phase I for the development. The schedule start of construction is September 2006.

4.3.2 Potential Sources of Pollutants

Potential sources of pollutants during the construction phases of the project are:

- silt and sediment
- dust
- construction debris
- sewage
- risk of fuel, lubricant and hydraulic fluid release
- airborne emissions from construction equipment
- noise pollution

4.3.2.1 Mitigation Measures

(a) Silt and Sediment

Silt fences will be utilized during and shortly after construction to ensure silt does not enter any water bodies. Run off from construction areas will not be permitted to discharge directly to any body of water. Run off will be diverted to settling basins to ensure silt is settled out prior to the final release of run off water.

(b) Dust

The creation of dust will be minimized during construction. During activities that generate dust, water will be used as the preventive measure. No chemicals or oils will be used to control dust.

(c) Construction Debris, Solid Waste and Garbage

Solid waste and garbage from construction activities will be minimized. Materials will be collected on a regular basis and disposed of at an approved disposal site. Construction debris will not be permitted to be disposed of on site. It may be contained on site for short periods of time prior to disposal at an approved disposal site.

(d) Sewage

The sewage generated during construction activities will be collected using portable toilets which will be cleaned out by a licensed operator on a regular basis. This practice will control any release of fecal coli forms to the local ecosystem.

(e) Risk of Fuel, Lubricant and Hydraulic Fluid Release

To minimize the risks of a fuel, lubricant or hydrocarbon release, construction equipment will not be permitted to be re-fueled within 30 m of any water body and equipment will be well maintained with any worn hydraulic lines replaced immediately. If it is necessary for fuel storage then it will only be stored in approved containers with all necessary permits in place.

(f) Airborne Emissions from Construction Equipment

Construction equipment will have their exhaust systems maintained to provide emissions released to the standards, the equipment was designed to, by the manufacturers, in accordance with Canadian Emission Standard guidelines.

(g) Noise Pollution

All efforts will be made to minimize the risk of construction activities disrupting wildlife. If any blasting is required then a ground level visual reconnaissance will be conducted one hour prior to blasting. Blasting will be postponed if moose are within 500 m of the blasting zone. Blasting mats will be used to reduce noise and dust and ensure the safety of the public and wildlife. Disturbance or displacement of wildlife by construction activities will generally be limited to incidental encounters.

Exhaust systems will be maintained to ensure noise levels are within the design specifications for that machinery.

4.3.3 Resource Conflicts

To maintain the integrity of the site as a natural setting, only areas that are required for placement of infrastructure will be removed. All wood that has to be cut for that purpose will be salvaged for use by Corner Brook Pulp and Paper or local sawmills.

(b) Mammals and Furbearers

There is a possibility that some furbearers may be displaced from habitat that is lost during the construction of the project. No effect is anticipated on the distribution or movements of big game animals or furbearers.

(c) Waterfowl and Raptors

The construction of the project should not adversely affect waterfowl or raptor populations. No construction will take place in localized nesting areas. If a nesting raptor or waterfowl is encountered then construction work will avoid the area until the chicks have left the nest. The Wildlife Division will be consulted to ensure the protection of the nesting birds or any other waterfowl or raptors that may visit the site. A 30 meter naturally vegetated buffer zone beyond the high water mark will be maintained for this development.

(d) Human Activities

During the construction of the project, which will employ a relatively small work force, there should not be an extra demand placed on the services provided in the local area. Since most of the work force is from the Pasadena and Deer Lake area, this will not negatively impact those resources but will provide positive economic benefits.

The use of the local transportation network will not be a problem since the area is adjacent to the Trans Canada Highway.

There should not be a conflict with members of the local population since the land has been privately owned for many years and is not normally used for hunting, hiking and fishing activities. There will be no significant negative impact on the hunting population. There may be a short term impact on hikers who may utilize the area. The effect on fishing activities should be minimal since the project affects a very small area of the Humber River System and will proceed in a manner that will have the least effect on the salmon population. The shoreline of Deer Lake will remain accessible to the public at all times.

4.4 Operation

4.4.1 Description of Operation

Operation of the rural residential development would be restricted to the ongoing daily maintenance, including garbage collection, snow clearing, water treatment, and street maintenance.

4.4.2 Period of Operating

The period of operation would start for Phase II in the second year of the development and will be an ongoing operation.

4.4.2.1 Potential Sources of Pollutants

Potential sources of pollutants during the operation phase of the project are:

- silt and sediment
- dust
- sewage
- airborne emissions
- solid Waste
- noise Pollution

4.4.3.1. Mitigation Measures

(a) Silt and Sediment

Silt and sediment may have an affect on existing water bodies and the low lying and marsh land areas during periods of heavy runoff of storm water. The use of rock aprons and rip rap around pipe culverts and the use of vegetated buffer zones will reduce the impact on the adjacent areas. Settling ponds or basins will be used in areas where silt or sediment runoff could be of concern, especially during the first few years of operation. The regulations of regulatory bodies would be adhered to in regard to preventative measures undertaken to control runoff.

(b) Dust

All road-way within Phase II of the development will be paved after the first full year of operation, thus eliminating the major contribution of road dust.

(c) Sewage

Each residence will use traditional on-site sewage disposal depending on the soil conditions encountered. It is anticipated that the use of septic tanks in addition to absorption trenches will ensure that all effluent meets or exceeds the regulations of the Government Service Centre and will prevent pollution from entering nearby water bodies. Areas of concern will be identified during completion of an Engineering Study for unserviced subdivisions.

(d) Emissions

Maintenance equipment will have their exhaust systems maintained to provide emission releases to the standards for which the equipment was designed by the manufacturers to meet Canadian Emission Standard Guidelines.

(e) Solid Waste

Municipal solid waste will be collected by a private contractor specializing in the collection of Municipal Solid Waste who will transport and dispose of the waste at an approved disposal facility. Waste will be collected on a regular basis to ensure that the pristine beauty of the area is maintained.

4.4.3.2 Resource Conflicts

(a) Vegetation

The proposed development will occur on private land; therefore, a conflict with Corner Brook Pulp and Paper Ltd. over wood harvesting will not be a problem.

(b) Fish and Fish Habitat

There should be no deleterious materials entering water bodies through runoff or leaching through the ground.

(c) Mammals and Furbearers

There will be no hunting or trapping within the boundaries of the residential development. No effect is anticipated on the distribution or movements of big game animals or furbearers.

(b) Waterfowl and Raptors

The operation of the development should not adversely affect waterfowl or raptor populations. Nesting waterfowl or raptors will only add to the eco-tourism potential of the area. Waterfowl and Raptors will not be discouraged from nesting in the development area. A 50 meter buffer zone will be incorporated into the water front properties.

(c) Human Activities

Residents of the proposed development will utilize the existing amenities and services in the area, generating a positive economic impact for those facilities.

A strict set of guidelines will form part of the purchase sales agreement with the proposed land purchaser. That set of guide lines will stipulate limitations on lot development, buffer zones, land clearing, regulatory regulations, commercial development, lakeside development and set backs.

The existing old rail bed was relocated under Phase I of the development and buffers the proposed development. The use of the relocated T'Railway for hiking, cross country skiing, snowmobiles and A.T.V.'s will not be restricted.

4.5 Occupations

4.5.1 Construction

During the construction of the proposed residential development, it is expected that 78 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:

National Occupational Classifications
Applicable Classifications for Lakeside Investments Inc.
based on NOC 2001

NOC Occupational Title Code	Title	# of Positions Anticipated
0015	Senior Managers	1
0711	Construction Manager	1
1111	Financial Auditors and Accountants	1
1131	Bookkeepers	1
1241	Secretaries	2
2131	Civil Engineers	1
2154	Land Surveyors	3
2225	Landscape and Horticultural Technicians	1
2231	Civil Engineering Technologists and Technicians	2
2253	Drafting Technologists and Technicians	2
7215	Contractors and Supervisors, Carpentry Trades	1
7217	Contractors and Supervisors, Other Construction Trades, Installers, Repairers and Services	1
7241	Electricians	3
7244	Electrical Power Line and Cable Workers	4
7246	Telecommunications Installation and Repair Workers	2
7251	Plumbers	3
7271	Carpenters	12
7272	Cabinetmakers	2
7281	Bricklayers	3
7282	Cement Finishers	2
7283	Tile-setters	1
7284	Plasterers, Drywall Installers and Finishers and Lathers	3
7291	Roofers and Shinglers	4
7293	Insulators	4
7294	Painters and Decorators	2
7295	Floor Covering Installers	3
7312	Heavy – Duty Equipment Mechanic	1
7411	Truck Drivers	2
7421	Heavy Equipment Operators	2
7611	Construction Trades Helpers and Laborers	4
7612	Other Trades Helpers	4
	Total	78

4.5.2 Operation

For the operation of the residential development it is expected that 7 people will be employed as a direct result of the project. The number of positions anticipated for the operation of the project using the National Occupational Classification system are as follows:

National Occupational Classifications Applicable Classifications for Lakeside Investments Inc. based on NOC 2001		
NOC Occupational Title code	Title	# of Positions Anticipated
2225	Landscape and Horticultural Technicians and Specialists	2
7421	Heavy Equipment Operators	2
7612	Other Trades Helpers and Laborers	3
	Total	7

4.6 Project Related Documents

There are no project related documents at this time.

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
Approval to service a development of more than 15 lots (on site sewage disposal)	Department of Government Services
Preliminary application to develop land	Department of Government Services
Protected road zoning and development control regulations	Department of Government Services
Approval for water and/or sewer servicing 26-100 services.	Department of Environment and Conservation
Approval for culverts less than 1200 mm in diameter	Department of Environment and Conservation
Approval for installation of a private septic system	Department of Government Services
Authorization for work or undertaking affecting fish habitat	Department of Fisheries and Oceans Canada
Permit to cut and burn	Newfoundland Forest Services

6.0 Schedule

The developer plans to start the project in the late summer/early fall of 2006. It is important that this project receive a release from the environment assessment process prior to August 04, 2006.

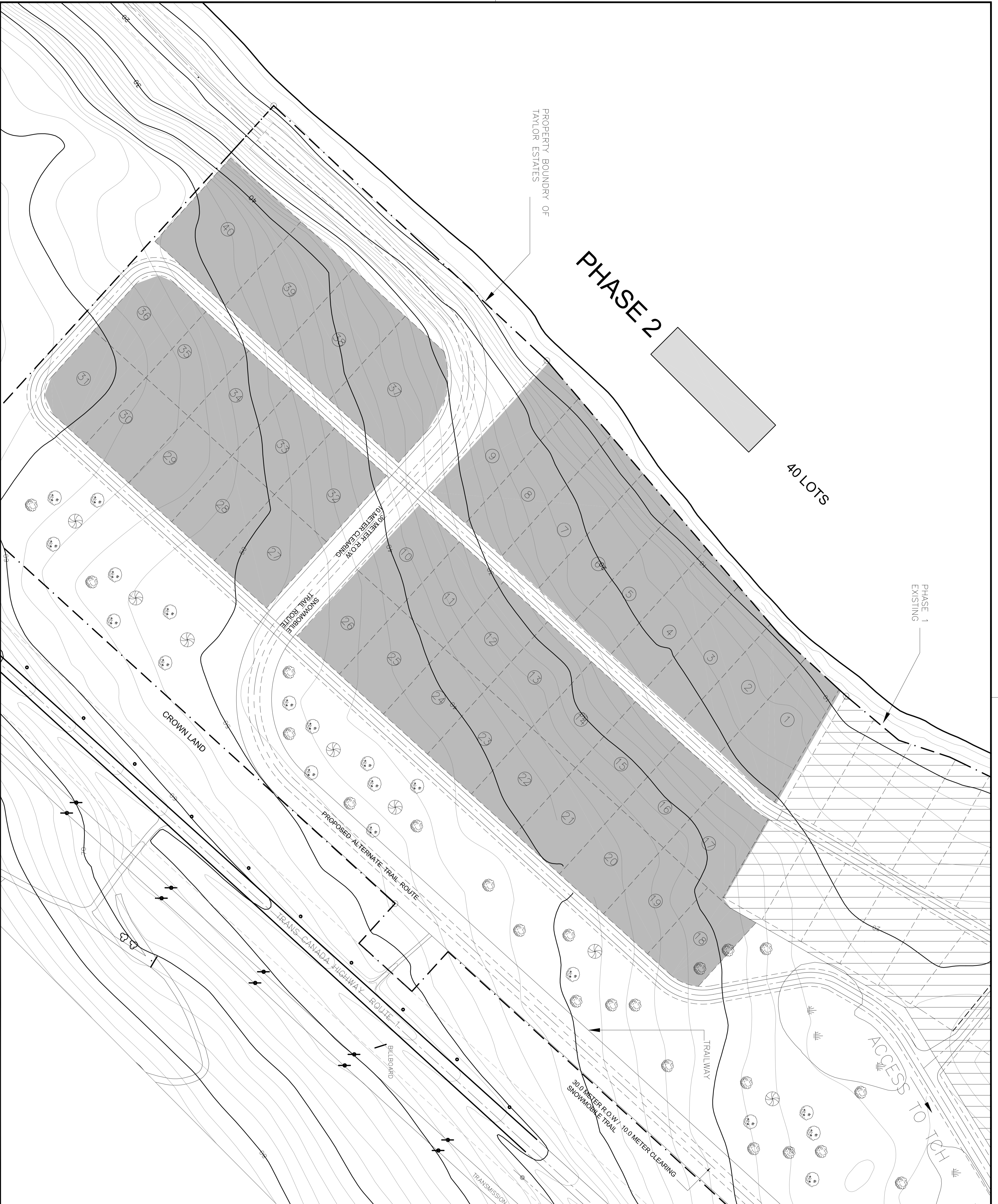
7.0 Funding

Funding for this project has been acquired from private sources and is therefore not dependent on grants or loan of capital funds from a Federal or Provincial Government Agency.

DATE: April 26, 2006

A handwritten signature in blue ink, appearing to read "G. Jones", is written over a horizontal line.

Signature of Chief Executive Officer



PERMIT

PROVINCE OF NEWFOUNDLAND
PERMIT HOLDER
 This Permit Allows
 ANDERSON ENGINEERING CONSULTANTS LTD.
 To practice Professional Engineering
 in Newfoundland and Labrador.
 Permit No. as Issued by APEC/LX0311.
 (Permit is valid for the year 2005.....)

Stamp: REGISTERED PROFESSIONAL ENGINEER
 PROVINCE OF NEWFOUNDLAND
 01/06/05
 W. J. ANDERSON
 Signature

designed by: W.J.ANDERSON
 checked by: W.J.ANDERSON
 approved by: W.J.ANDERSON
 date: 01/06/05

NOTES:

NO.	REVISION	DATE
A	A - DETAIL / SECTION NO.	
B	B - DWG. NO. WHERE DETAILED	



CLIENT:
 LAKESIDE INVESTMENTS INC.
 PASADENA, N.L.

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 TEL: (709) 634-9944, FAX: (709) 634-9945

PROJECT:
 TAYLOR ESTATES
 RURAL RESIDENTIAL
 DEVELOPMENT
 LITTLE HARBOUR, DEER LAKE

DRAWING TITLE:
 SITE LOCATION PLAN
 PHASE 2

DRAWN BY:
 R. HANCOCK

DATE:
 02/06/04

DEVELOPED BY:
 W. J. ANDERSON

SCALE:
 1:2000

PROJECT NO.:
060366

DRAWING NO.:
SK-02

REV. NO.:
 00