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Environmental Preview Report

(Revised)

Colinet-Rocky River Zipline and Adventure Park

Registration 1752

To:

**Honorable Andrew Parsons
Minister
Department of Municipal Affairs and Environment
Government of Newfoundland and Labrador
P.O. Box 8700
St. John's, NL A1B 4J6, Canada**

From:

**Trevor Linehan
Rocky River Zipline and Adventure Park
PO BOX 101 Colinet, NL A0B 1M0**

30 June 2018

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1 Name of Undertaking

The undertaking has been assigned the name:

“Colinet-Rocky River Zipline and Adventure Park”

2 Proponent

2.1 Name of the Proponent

Rocky River Zipline and Adventure Park

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3 The Undertaking

3.1 Nature of the Project

Rocky River Zipline and Adventure Park intends to establish a vacation and recreational facility in Colinet, Newfoundland.

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The natural setting of the Rocky River flowing from the bridge (Highway 91) to the Colinet Arm of St. Mary's bay is nothing less than spectacular and pristine. The project involves the careful development of a festival ground, cottages, nature trails and a zip line in the estuary area.

The Proponent was considering later expansion and development of ATV/Snowmobile trails on the west shores of Colinet Arm toward John's Pond and North Harbour Arm, as well as a small pleasure craft marina and launching facility. However, such future plans remain entirely conceptual at this time.

The development project is planned to be executed in two phases. The first phase will see the establishment of the Black Duck River Hiking Trail, the Black Duck River Cottage Rentals and Festival/Stage Area, and the Rocky River Zip Line system over the Rocky River estuary. As the first phase of development is completed, properly and economically operational for some time, the Proponent will further explore the development of the ATV/snowmobile trail and the small pleasure craft marina.

The finished product will be a small high-quality hospitality and rental cottage development supported by affordable eco-tourism and adventure park activities and facilities, respecting and capitalizing on the natural beauty of the area. The Proponent aims to attract both within province and out-of-province visitors seeking either a summer or winter eco-tourism experience at affordable cost.

3.2 Purpose, Rationale and Need for the Project

In the development of the business plan and of the environmental assessment process, the Proponent has received a lot of positive feedback and encouragement from a variety of hospitality and eco-tourism industry stakeholders. They all expressed a great interest in the project. The industry recognizes the need and demand for more high-quality hospitality and eco-tourism facilities in Newfoundland.

Ecotourism is purposeful travel that created and understanding of a region's culture and natural history, while safeguarding the integrity of the ecosystem and producing economic benefits. Newfoundland has such rich culture, extensive history and beautiful natural setting, which constitutes a unique and world class ecotourism asset.

The tourism industry in Newfoundland and Labrador has evolved substantially to the point where traditional markets are being separated into highly specific niche markets. The adventure tourism market is still in its developing stages, therefore leaving plenty of room for growth in the industry.

Adventure travel and ecotourism for one of the world's fastest-growing tourism sectors. It holds appeal for travelers who are no longer happy with traditional vacations, like Cruise Ships and tropical beach destinations. Members of these groups look for the things that adventure travel and ecotourism offer: excitement, adventure, unique experiences, education and fun.

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Newfoundland is in a good position to profit from the increased demand for adventure tourism. The province offers pristine environments, wildlife and challenging experiences. Despite its potential, Newfoundland attracts a very small amount of the North American Market. Clearly there are opportunities for growth in this type of business. Even though the eco-tourism business can be seasonal, the proposed project can expect a 6 to 9 months a year operation.

The “Outdoor Adventure” industry in Newfoundland is still pretty much restricted to paintball, laser tag, mountain biking, hiking, climbing and similar outdoor activities. Many of which require extensive expenditure on personal equipment, training and time commitment. Most require travel to outside the city itself.

In locations throughout the world Ziplines are rapidly becoming a popular attraction with people seeking an adventurous thrill without a great deal of time and training invested. Many existing recreational adventure facilities have been adding or retrofitting to add Zipline attractions to their offerings. As a result, safety standards for construction and operation have been developed and accepted throughout North America.

Therefore, the combination of rental cottages, walking trails, zipline and water sports should be a good formula to bring substantial enough tourism and visitors to the site.

Further market research and business planning has been done by the Proponent to satisfy himself that the proposed venture has great potential. Similar combinations of adventure tourism exist already in Newfoundland¹, and have demonstrated both economic sustainability and minimum environmental impact.

Another example of a similar adventure park currently established and in operation in Lumsden, SK is Outer Edge Adventure Park².

Other than B & Bs (which are challenged by the expanding AirBnB business model), the tourism industry operators need to provide accommodations and destinations of interest. There is no particular organized or developed destination of interest in Colinet and surrounds, other than the bird sanctuary at Cap St. Mary’s Ecological Reserve.

In 2017, there were 553,100 out-of-province visitors in NL whom spent \$575.2 million during their visits (\$1,040 per visitor)³ – 412,900 flew in, 101,900 drove in and 38,300 were on cruise ships. Only 29% of out-of-province visitors came for business purposes. 80% of visitors budget was for accommodation, food and transportation, leaving 20% for discretionary spending. Therefore, \$115 million was spent on entertainment, site entrance fees, souvenirs, etc.

¹ Marble Mountain and Steady Brook area <http://www.marbleziptours.com/> ; Petty Harbour <https://www.zipthenorthatlantic.com/>

² <https://www.outeredgepark.ca/>

³ The Economy 2018, Building for Our Future, Newfoundland and Labrador, www.gov.nl.ca/fin

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“In recent years, tourism spending in the province has totaled around \$1.13 billion annually.” “Residents engaging in tourist activities within the province account for the majority of spending in the province’s tourism sector, typically representing between 50% and 55%.”⁴ This indicates that about \$525 million are spent by residents in tourism activities. On the notion that residents would have a lesser accommodation and transportation cost than out-of-province visitors, one can estimate the discretionary spending portion to be higher, in the range of 30%-40%. Therefore in total, discretionary spending from tourism activities would amount to \$275 million to \$325 million annually. Statistics researched and published by the NL Statistics Agency⁵ indicate that the annual tourism industry growth is higher than 5%, with the 2017-2020 Provincial Tourism Product Development Plan⁶ aiming to bring the total tourism spending to \$1.6 billion by 2020.

Looking at rates and fees charged by existing, commercially established, ziplines in the province and out-of-province, \$100 per person per 2-hour zipline use appears to be the going rate. Starting from a simplified capital and operating cost analysis on a zipline operation, and an estimate of overhead and profit required to ensure commercial viability, we can estimate that Rocky River Zipline will need 2,500 customers over 120 operating days to achieve business success:

| | |
|--|-------------------|
| Total Annual Zipline Revenues | \$ 250,000 |
| Capital Cost amortised over 5 years | 50,000 |
| Direct Labor | 80,000 |
| Materials/Consumables | 10,000 |
| Repair & Maintenance | 5,000 |
| Advertising / Promotion | 25,000 |
| Administration / Insurance / Interest cost | 30,000 |
| Subtotal - Cost | \$ 200,000 |
| Gross Profit | 50,000 |
| Corporate Income Tax | 8,000 |
| Net Profit | 42,000 |
| | |
| Operating Period (Days per Year) | 120 |
| Unit Revenue per customer use | \$ 100 |
| Total Number of Customer Use | 2,500 |
| Average number of customer req'd. per day | 21 |

Therefore, the zipline operation notionally needs 21 customers per day over 4 months of operation per year to be commercially viable. This business case for such a proposal is therefore pretty clear. Existing zipline operations in NL (Marble Mountain/Steady Brook and Petty Harbour) have demonstrated commercial viability.

⁴ The Economy 2017, Newfoundland and Labrador, www.gov.nl.ca/fin , Page 53

⁵ <http://www.stats.gov.nl.ca/>

⁶ http://www.tcii.gov.nl.ca/tourism/tourism_development/pdf/17-20_prov_prod_dev_plan.pdf

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With regards to the operation of seasonal rental cottages and small hotel/restaurant, as proposed, their business cases are well known and demonstrated throughout the province, the country and the world. For such businesses, quality offerings at attractive prices, properly advertised and promoted, and properly operated, succeed into sustainable commercial enterprises. The Proponent has every intention to create a quality operation that will be attractive to out-of-province visitors and Newfoundland residents.

The Proponent has done extensive market research and business planning to justify the nature of the business as proposed, and to warrant the capital and lifestyle investments involved. The Proponent is committed to undertake business and economic development in the community where he is from and where he wants to live.

The Proponent and the Consultant feel that the details of market research, marketing and business plan for such a venture should not be required to be publicized as part of any EPR or Environmental Assessment. Such information is simply of a business confidential nature.

Properly conceived, developed and operated, the proposed adventure park facility will attract enough local Newfoundland and out-of-province visitors to become economically viable. The Newfoundland tourism industry statistics and annual revenues mentioned above are certainly indicative of the commercial feasibility and sustainability of the proposed adventure park in Colinet.

According to market research by the Proponent from the 2012-2016 tourism reviews and 2011 Exit Survey, which were published by the Department of Tourism NL, the need and opportunity for this proposed adventure park has been identified. As part of the business plan, the market analysis supports the prospective feasibility of such a park.

3.3 Impact on the region and the Province

The establishment of such an ecotourism and hospitality accommodation facility at the proposed location in Colinet will have very beneficial environmental and economic impact on the local area, the Avalon region and the Province overall.

3.3.1 Environmental Benefits

- Despite real and perceived environmental impacts of adventure / nature park developments due to increased traffic and human activities, nature park developments contribute to preservation and maintenance of valuable natural areas and environments such as the proposed site by Rocky River falls and estuary;
- Preservation of the site from eventual future discrete developments that would destroy the natural setting and environment of the site;

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- Provide a park area right in the centre of the Colinet community and improve quality of life and healthy leisure to the community;
- Although small in the scale proposed, the park will maintain the natural integrity of shore and the Rocky River estuary into St. Mary's Bay;

3.3.2 Economic Benefits

- Direct employment for the Colinet and surrounding area, with construction and operation of the proposed ecological and ecotourism park facility;
- Acquisition of supplies and services from the local area;
- Additional traffic stopping at Colinet for food, gas, etc...;
- Diversification of the small local economy;
- 100% Newfoundland local small business venture.

4 Description of the Undertaking

4.1 Geographical Location

Colinet is a small community located at the northernmost end of St. Mary's Bay. It is 95 km from St. John's and 50 km from the Argentia ferry dock. Colinet is nestled between the Rocky River estuary on the west and the Colinet River estuary on the east. Figure 1 shows the location of Colinet on the map.

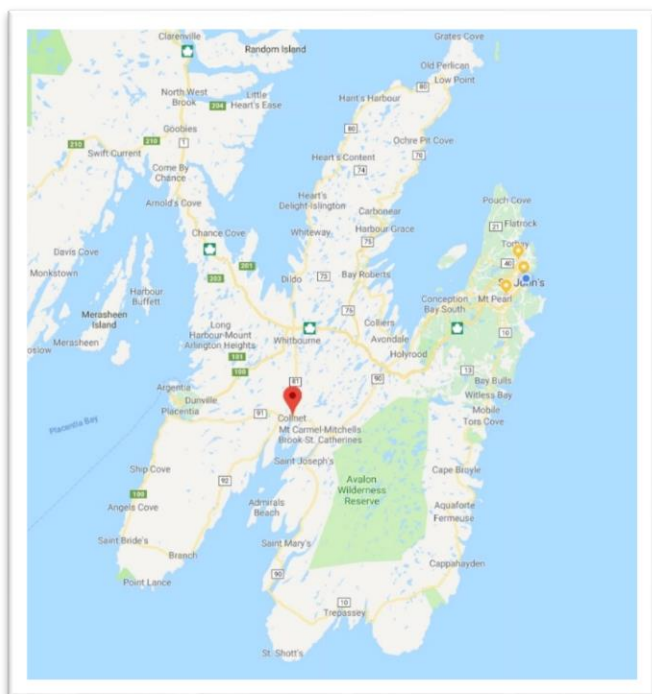


Figure 1 - Location Map - Colinet

4.1.1 Rocky River Estuary Location

The land area between Highway 91 on the north-east side and the Rocky River estuary on the south-west was selected for the proposed adventure park development as shown in Figure 1 – Location Map. The subject land area is approximately 320,000 square meters (32 Ha, 80 acres), with a length of 780 meters parallel to the road and the estuary, and 500 meters of width. Figure 2 shows the aerial photo of Colinet and the land proposed to be used for the project.

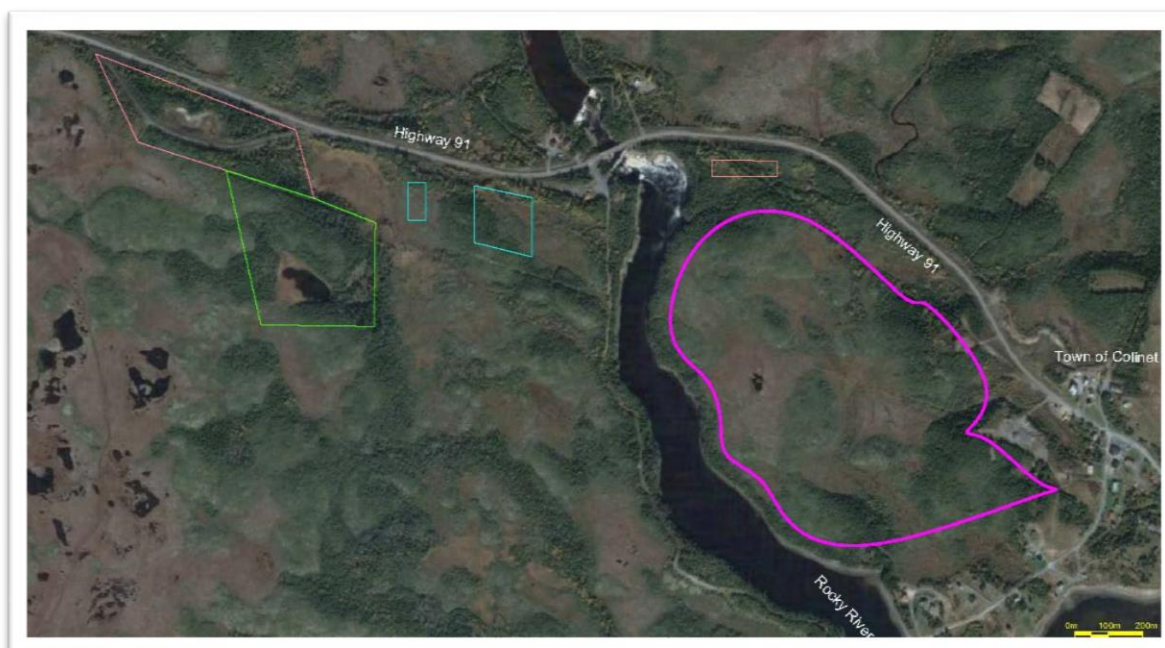


Figure 2 - Aerial Photo - Colinet & Proposed Land Use

The proposed location and site layout is shown in Figure 3 and in more details in Appendix 1.

Colinet is a small Newfoundland community with a population of 165 people in 2006, and 110 in 2011. The local population is mostly retired and living off fishing and a bit of agriculture. The town site and surrounding areas are scenic, with natural lands, fresh water rivers and ponds, bordering the Colinet Inlet, part of St. Mary's Bay.

The area proposed to be used for the development is a typical eastern Newfoundland land – water northern ecosystem. Other than the spruce wooded bordering areas along both sides of the Rocky River estuary, most of the land on the east side of the estuary is mostly low value wet lands⁷, bogs and sparse spruce forest. The areas

⁷ Wet lands are assessed based on a scoring model with a scale of 1 to 5. A score of 1 is the lowest value and the score of 5 refers to the highest value. The scoring comes from a number

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between the estuary and the Highway that are more elevated, dry and more forested are already all claimed as private properties.

On the land on east side of the estuary is the remains of the old road (former Highway 91) leading to the old abandoned bridge crossing the Rocky River at the falls.

The area to the north, between the Rocky River rapids and the current Highway 91 has high grounds that are densely forested where the Proponent plans to have the chalet and the base camp of the zip line. This small area is bordered to the south by the Black Duck Gully and to the north by Highway 91, and to the west by the Rocky River rapids. The Black Duck Gully comes from the north, across the current Highway 91 and runs west to east on the subject land, and drains into the east side of the Rocky River estuary below the rapids. The proposed festival grounds will be located on the west side of the estuary, across the rapids. See Figure 2 above taken from aerial photo, using Google Earth, as well as Figure 3 and Appendix 1.

4.1.2 Site Description

The current project proposal now includes only four immediate components:

1. Zip lines along and across the Rocky River estuary, including base camp chalet in the area east of estuary and north of Black Duck Gully;
2. Festival Grounds on the west side of the Rocky River estuary, on the south side of Highway 91;
3. Nature Walking Trails on the east side of the Rocky River estuary;
4. Rental Cottages on the west side of the Rocky River estuary, south of the power line, nearby the small pond located 300 meters south of Highway 91 and 600 meters west of estuary shore.

Therefore, only the northern triangular section of land, bordered by the Highway, the Rocky River rapids and the Black Duck Gully will be used to establish the zip line base camp and chalet. That area covers 52,500 square meters (5.5 Ha, 13.6 Acres). The rest of the land south of Black Duck Gully will be used for walking trails and tower sites along the east shore of estuary for the zip line system.

The festival grounds and its associated parking area will be located on the west side of the estuary, on the south side of Highway 91, covering an area of 5.5 Ha (13.6 Acres).

To access the proposed zipline base camp chalet area, the goal is to reinstate and repair the section of the old Highway from the current Highway from the north to the south side of the Black Duck Gully and open a driveway toward the Rocky River estuary to service the zip line base camp area. The festival grounds on the west side will be accessed via the current Highway 91.

of considerations and criteria that are ecological, geotechnical, hydrographical and economical in nature. With the abundance of such wet lands / bogs in the Colinet area and the small size of the subject wetland area, the value score will be toward the low end of the scale.

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Currently both sides of the estuary are Crown Lands. SMBN-RDA had Crown Land lease for the walking trail on the north east side and the north west side of the estuary, until recently when it was returned to Crown Lands. The Proponent has applied to Crown Lands to lease these lands for developing and operating the adventure park. Crown Lands has been receptive to the Proponent's applications.

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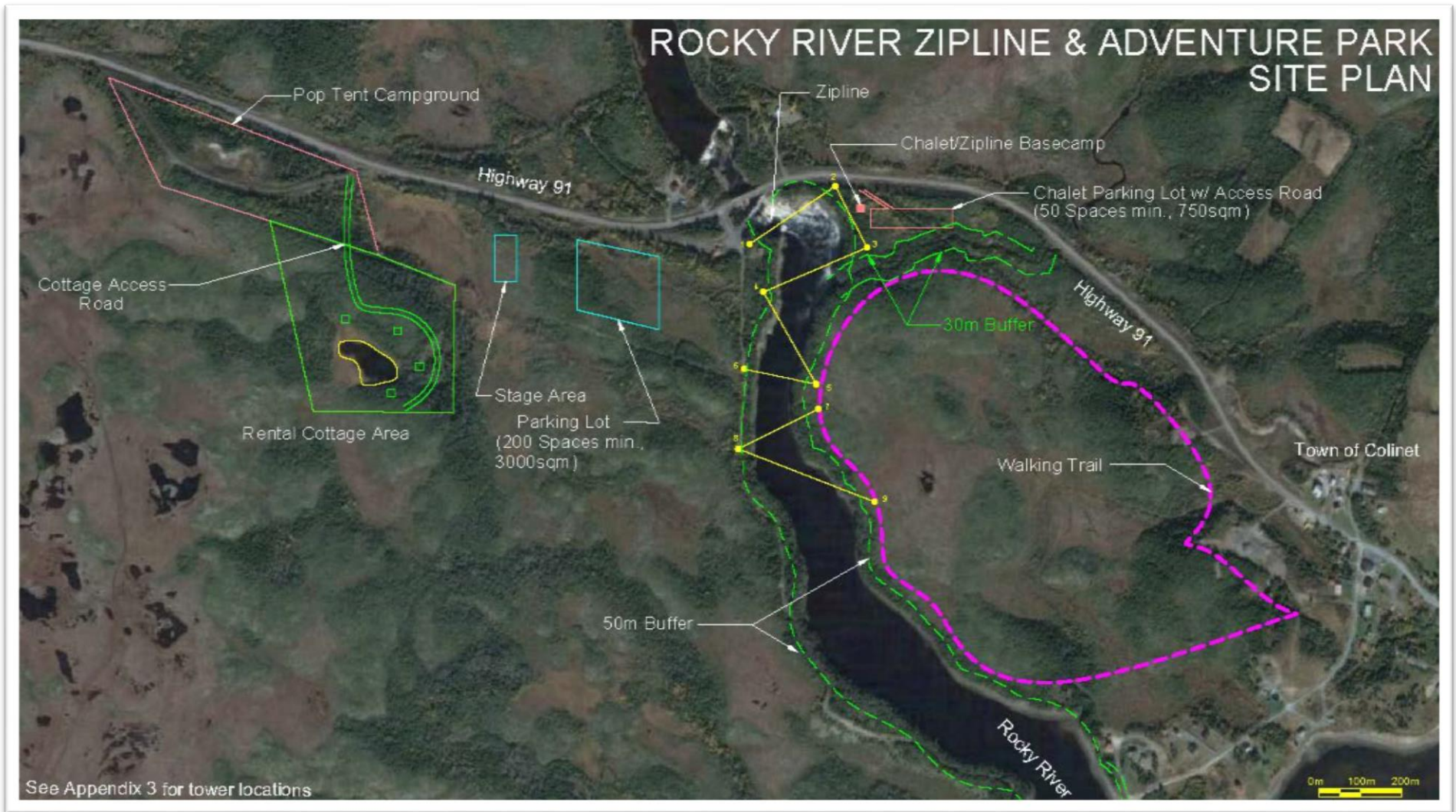


Figure 3 - Detailed Site Plan & Layout (see Appendix 1)

4.1.3 Topography of the Site

The east side of estuary has elevations above sea level ranging from 16 meters by Highway 91 to 4 or 5 meters by the estuary shores. Black Duck Gully runs from 16 meters above sea level by Highway 91 to 2 meters as it drains into the estuary.

The proposed festival grounds area is also fairly flat and slopes down toward the estuary on the west side. The easterly boundary will border the existing trail/dirt road running parallel to the estuary to Colinet Arm, in a north-south orientation. Over the east-west length of 420 meters parallel to Highway 91, the festival grounds area goes from a 30 meter altitude on the west side of the land to 18 meter above sea level along the trail/dirt road going to Colinet Arm. The stage area of the festival ground area will be located in the higher grounds in the west end of the proposed parcel of land.

4.1.4 Current Ownership and Zoning of the Site Land

The ownership and leaseholds of these parcels of land currently rests with the provincial government, Lands Branch of the Department of Municipal Affairs (Crown Land). The St. Mary's Bay North Regional Development Association (SMBN-RDA) held leases of the areas on both sides of the estuary by the falls, but these leases have been expired, and the title to these lands has returned to Crown Lands.

In meetings and subsequent correspondence with SMBN-RDA, the Proponent has received full assurance of the willingness of the SMBN-RDA to help and cooperate to support the development of the adventure park and zip line facilities. The SMBN-RDA land portion on the east side of the estuary, north of Black Duck Gully, was under Crown Lands lease, which expired recently. The proponent has applied to Crown's Lands for a lease for this section of land.

“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.”⁸

The Proponent has applied to Crowns Lands to lease both the existing SMBN-RDA managed property and the proposed festival grounds area. Crowns Lands is receptive to the proposed lease plans. Appendix 4 show all the Crowns Lands applications pending and approvals obtained to date for all the parcels of land identified in this proposal.

4.2 Construction

The proposed project construction is to take place over 3 successive years, over several phases. The construction activities will start in the spring and end in the fall, or late fall as weather permits.

⁸ Letter from SMBN-RDA, 27 October 2016, Marjorie Gibbons, Secretary.

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Initial ground works and preparations for the zipline, the festival grounds development and the walking trail will be done in the first spring/summer season. The first 3 zipline towers will be located and installed in the first year.

Over the second year, the subsequent 3 zipline towers will be constructed and the cables linking all 6 towers will be installed, and the system commissioned. The festival ground stage, ticket booth and related infrastructures will be built in year 2. The walking trail will be fully constructed by the end of second year construction season. Also the roadway/driveway construction to rehabilitate the proposed section of the old Highway and the construction of new driveways and parking spaces for the chalet and the rental cottages on the north side of Black Duck Gully will be done during the second year. The construction of the chalet will also be done during the second year.

Over the third year of construction and development, the final four zipline towers will be built and commissioned. And the four rental cottages will be built and commissioned, as well.

The proposed construction period starts in June 2018 and ends in October 2020, a period of 28 months as planned. The works will be done over the constructions seasons of late spring to early fall. No construction activities are planned over the 6 winter months of each year.

The zipline system construction will take place over 3 phases:

- Phase 1 – Towers 1-3 - Starting June 2018 and ending September 2019;
- Phase 2 – Towers 4-7 – Starting April 2019 and ending October 2019; and
- Phase 3 – Towers 8-12 - Starting May 2020 and ending September 2020.

The festival ground development and construction will take place from June 2018 to September 2019, over a period of 16 months as planned.

The walking trails will be built from June 2018 to September 2019, and the roadway/driveway to the cottages and chalet areas will be built in May and June 2019.

The chalet will be built over the period of summer 2019, from June to November 2019, and the cottages will be built over the period of summer 2020, from May to October 2020.

A construction project schedule as proposed, is presented in Appendix 2.

4.2.1 Zipline

Zipline facilities are designed to provide a thrilling aerial ride experience over stunning natural sites or amusement parks, while maintaining the highest standards of safety to the users. Ziplines are built and used in amusement parks, zoos, natural sites of mountainous landscapes or canyons, river beds, water falls, shoreline landscapes and seascapes. Some ziplines have throughput capacities as high as 900 people per hour. Zipline systems are built on mature technologies and products, designed to high standards of structural and mechanical engineering. Several Canadian companies provide zipline design and construction services and export their services as well.

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The Proponent is planning to procure a comprehensive zipline system plan with detailed design, engineering and costing before undertaking the 3 progressive phases of construction of the zipline system. The system will be designed for a singular zipline initially, but the towers will have provisions to take a second zipline to increase throughput capacity and improve customer experience in the future. The design process will determine the nature of tower construction (steel and/or wood). In any case the foundation footprints of the towers and their access trails will be substantially the same, not depending on the type of tower construction.

The zipline towers and access trail sites will be located outside the 50-meter buffer to the shores of the estuary and within the 30 meter buffer on the Black Duck Gully. The Proponent will locate the towers and the access trails to take best advantage of the beauty of the natural environment and in so doing protecting that natural environment. The spans between zipline towers over the estuary are well within the norms of zipline systems, such that the tower infrastructure will not be destructive of the natural environment, other than approximately a 10-meter square foundation footprint.

Furthermore, the zipline towers that are in the proximity of the power transmission line need to be located a minimum of 5 to 7 meter away from the power transmission line (according to NL Power/NL Hydro requirements).

The zipline system will be designed to maximize the experience of the customers in terms of sights, speed and thrills within the design and safety standards of the industry. The towers will be placed strategically to provide the best possible runs and rides, with maximum visibility of the rapids, the estuary and the shores of the Rocky River. Typical zipline towers are shown in Figures below. Zipline tower can be built with wood or steel. Such towers can be rendered architecturally attractive and can have more features built in such as climbing walls, net/mesh climbs and others. The towers can also provide vintage point for observing nature, fauna and ocean nearby. Some of the towers can also be used to hold visible functional signage.

The Proponent will engage a professional firm experienced and competent in the design and construction of zipline systems, to build a quality zipline system featuring the latest technologies and equipment in terms of functionality and safety. The most functional and economical design for this specific site will then dictate whether the towers will have steel or wood structures, or both.

The environmental foot print of the zipline system will be very small. The walking trails to reach the towers and the tower footprints will require only small extent of clearing and grubbing. The required geotechnical analysis of the tower sites will dictate the types and extent of footings and foundations that will be required for the towers. The footing/foundation footprints will be small (10 meters x 10 meters), but deeper than for conventional building constructions. After construction and erection of the towers, the Proponent will do the necessary landscaping rehabilitation to enhance the quality of the sites with proper aggregate covered trails and walkways, signage, benches, garbage containers, etc.

With the average altitudes of 15 meters above sea level on the west side of the Rocky River estuary, and average altitudes of 2 meters and 3 meters on the east side of the estuary, the towers on the west side will have heights of 3 to 5 meters, whereas the towers on the east side

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will have to have heights of up to 20 meters to provide zipline rides in both directions across the estuary. Because of the small slope required between the start and end points of the zipline trolleys carrying the rider, each tower will be able to have one level for arrival, and another level higher for departure to the next tower across the estuary.

Foundations / footings are excavated with excavators, forms and re-bar is installed and concrete is then poured. Erection of such tower structure is done with a crane with required capacity to lift only components that are assembled and secured on the tower as the erection progresses.⁹

Properly designed and engineered, these zipline towers will have reinforced concrete foundations sized according to the structural requirements of the towers and the capacity of the native soils. Geotechnical analysis of the planned sites will be done to design adequate foundations and towers. This may lead to additional excavations and additions of structural aggregates and rocks to properly instate the towers. The access to tower sites will be carefully planned to facilitate construction and reduce environmental impact. In any case, adequate tower site access will be necessary for operations and maintenance activities. And the towers will have security features to prevent unsupervised access, after business hours.

Proper civil site construction practices will be followed to prevent localized erosion and silting of the Black Duck Gully. Any activities that may generate dust will be conducted during rainy periods with low winds to prevent dust depositions over the surrounding environment.

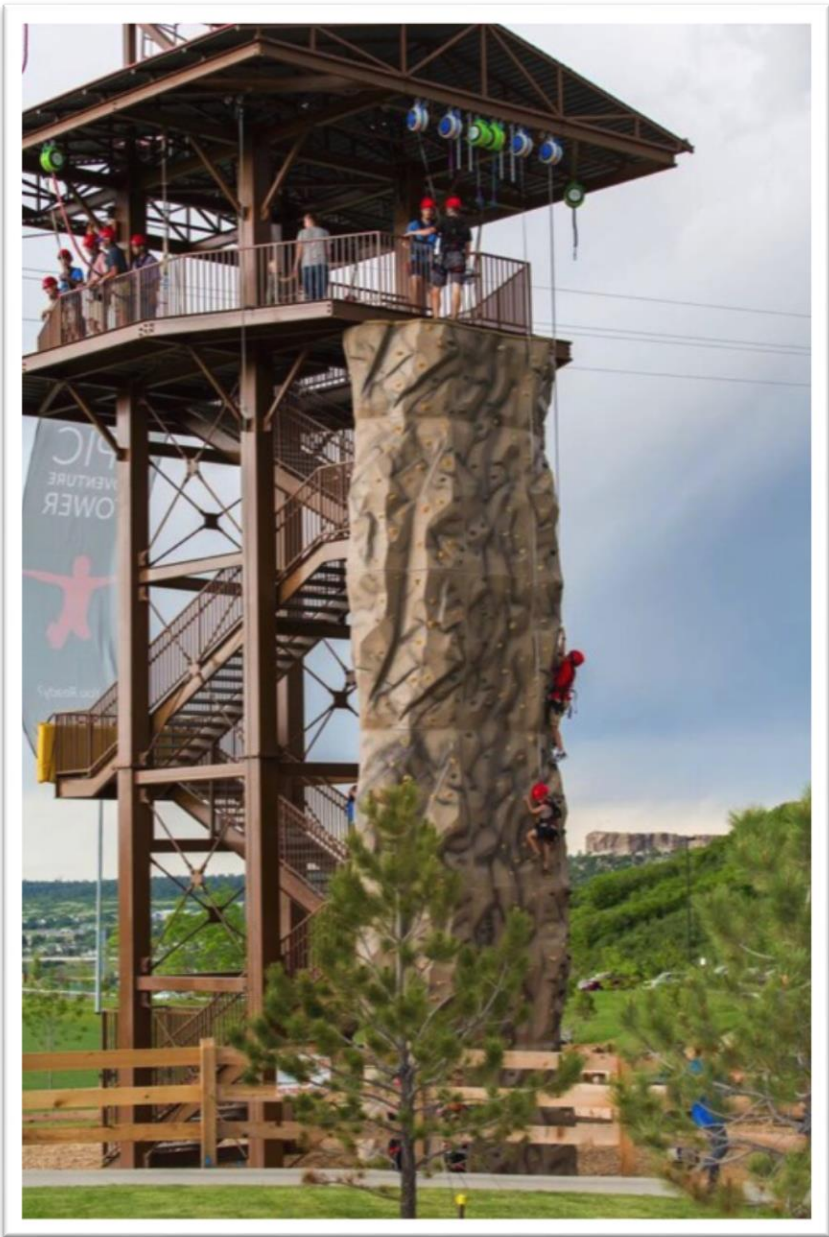
At this time, the exact height of zipline towers is not determined. Their sizes, heights, and design features will be provided when the detailed design of the system is done. Nonetheless, we know that the ground elevations along the west side of the estuary are averaging 15 meters above sea level, whereas the average ground elevations on the east side of the estuary are only 3 meters above sea level. Therefore, the towers on the west side will range in heights from 3 meters to 8 meters to rise above the tree line, the towers on the east side will have to be of 10 to 15 meter heights. Clearly the towers and their stairs and platforms and rails will be designed and built to relevant codes and construction standards.

A conceptual plan of the complete zipline system over the Rocky River Estuary is presented in Appendix 4, showing proposed tower locations, access and logistics.

⁹ Video of a zipline system construction - <https://vimeo.com/224390331>

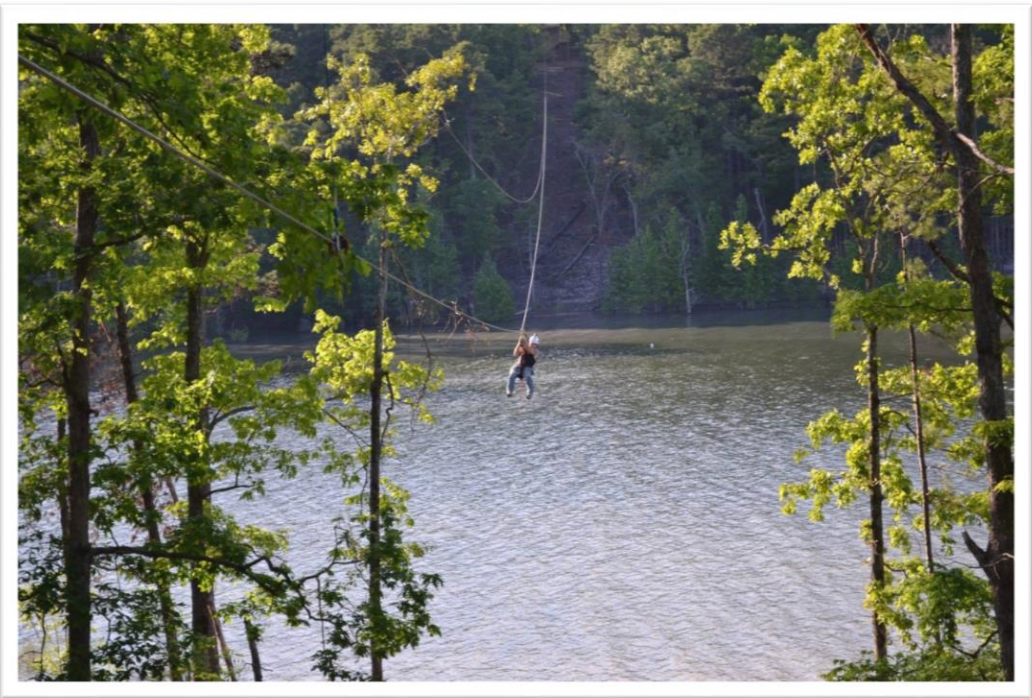
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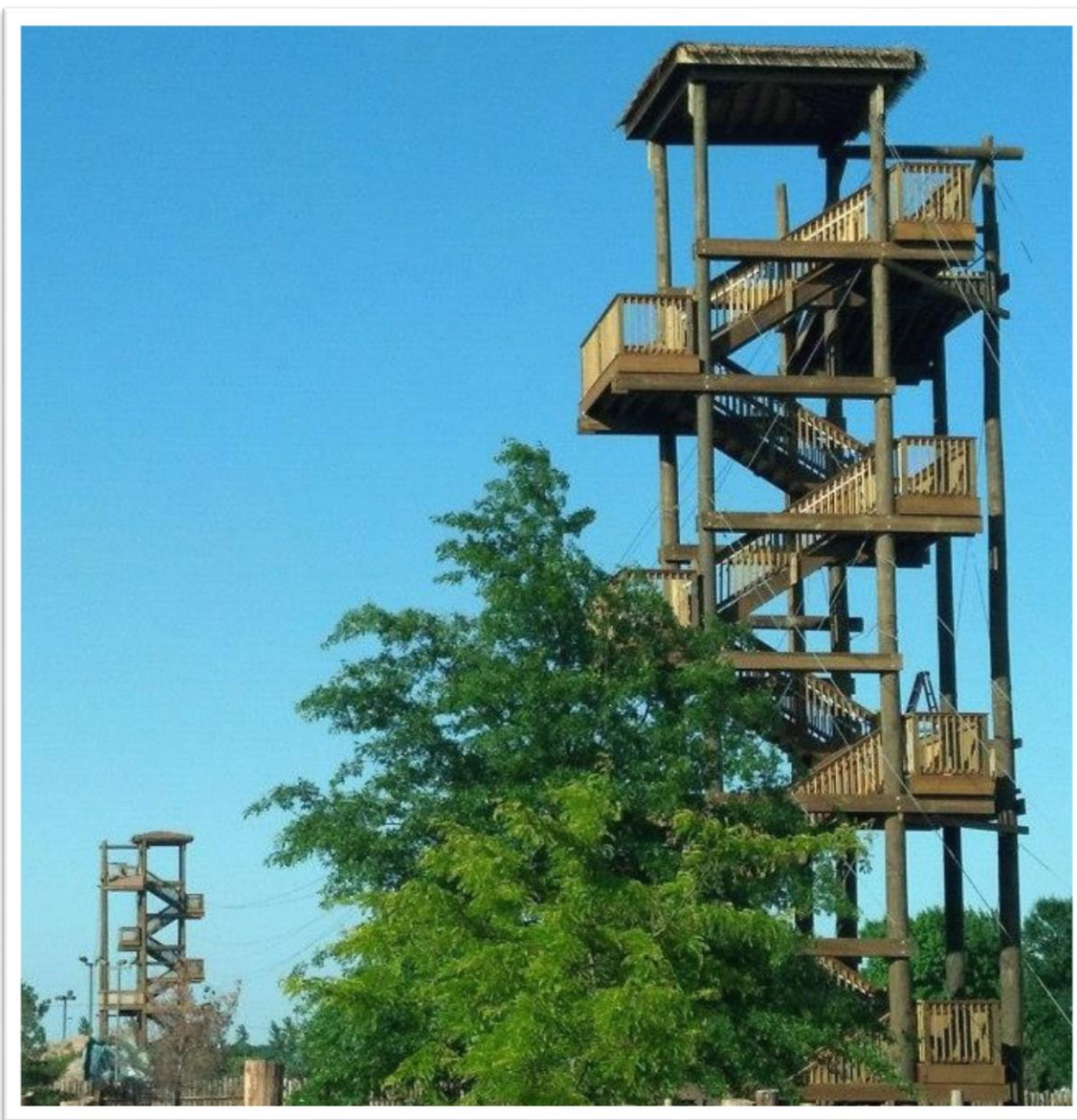
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The layout of the proposed zipline as well as basic dimensions and locations of towers is presented in Appendix 3.

4.2.2 Nature Walking Trails

Built walking trails aim to provide a peaceful and safe leisure walk experience to the public, away from any motor vehicles (cars, ATVs, snowmobiles, dirt bikes) or any bicycles traffic. They are designed to maximize contact and enjoyment of the natural environment without disrupting it in any way. Such built walking trails also provide guidance and directions as well as rest areas for the users benefit and comfort.

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The Proponent intends to build a nature walking trail of about 1.95 km in length, that will follow the general perimeter of the land on the east side of the Rocky River estuary and Highway 91 and form a loop. As required, the walking trail and associated features will respect the 50 meter buffer to the shore of the estuary and the 30 meter buffer on the Black Duck Gully, as well as the water permit when and where the trail is within 15 meters of a body of water, including wetlands. The walking trail will connect with the existing walking trail developed previously by the SMBN-RDA on the eastern side of the Rocky River rapids, by going across the Black Duck Gully over the old Highway bridge.

The walking trail will be built so as to provide an easy walk without encountering mud and wet areas. The trail will be built with aggregate bedding, bound by pressure treated wood side curbs, or board walk sections, or simply cleared bushes and small trees area where the soil is sound and has good drainage. Small culvers across the built trail will be placed strategically to maintain the equilibrium of existing wetlands or small waterways. Culvert and drainage requirements will be addressed with the engagement of a professional engineering firm for design and locations of culverts and other infrastructures required to prevent any environmental impact on the surrounding wetlands.

One or two rest areas will be planned where benches can be used and a bit of shelter. The location of the trail relative to private property will be kept at 10 meters from these property boundaries. The Proponent met and talked to all the private property owners and residents about the project and the nature trails. All residents and property owners are satisfied with the Proponent's plans and simply look forward to using these walking trails themselves.

The mapping layout of the walking trails for the entire adventure park facility is presented in Appendix 1.

4.2.3 Festival Ground / Drive-In Movie Theatre

The proposed area for the festival ground will require clearing, grading, drainage and landscaping to provide the right land amenity for attendance to cultural and music events, and outdoor movie projections, including vehicle parking. A permanent stage building facility will be built, as well as canteen/ticket booth accessory building. The area will be fenced. An electrical service will be installed to provide for site lighting, stage and ancillary building services.

The stage infrastructure 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 canteen /ticket booth facility and the public washrooms will also be constructed using standard wood framed constructions, with concrete foundations.

Electrical service to the festival ground facility will be brought in from the road, to power lighting and equipment in addition to some minimum outdoor lighting for parking and attendance areas.

Onsite sewage treatment for the festival ground public washrooms and concession building will be achieved with an Advanced Enviro-Septic system properly designed, sized and approved

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by Service NL. Advanced Enviro-Septic uses a conventional septic tank for primary sewage treatment and the NSF/BNQ Certified Advanced Enviro-Septic disposal field system for secondary treatment and infiltration into the ground. Advanced Enviro-Septic is very cost effective and requires only a very small land footprint as compared to conventional septic disposal field.

For actual events, portable washroom units and holding tanks will be brought to site and serviced at and after every event. Also, the movie theatre screen will be retractable such that it will be deployed only during actual movie projections.

The festival ground will also serve as parking lot for the adventure park visitors using the zipline, the walking trails, the washrooms, etc...

Appendix 6 shows the site plan of the proposed festival ground.

4.2.4 Chalet and Rental Cottages

The chalet / zipline base camp (15 m x 30 m) will be located on the north side of the Black Duck Gully, with parking area by the Highway and the old Highway. The chalet will house administration, sales office/counter, boutique, and a 50-seat restaurant and reception facility, on the main floor, and 6 hotel bedrooms.



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Architecturally attractive and fitting in the natural site environment, the chalet and rental cottages will be designed and built to be away from the road with the parking area separated by a landscaped green belt. The chalet location will meet the separation distances requirements of being 30 metres from the Black Duck Gully and 50 meters from the estuary.

In the final stage of development, four (4) duplex rental cottages (11 m x 10 m) are planned close to the pond south of Highway 91 and the power line on the west side of the estuary. These 3-bedroom duplex cottages and the chalet will be of standard wood framed construction with slab-on-grade foundations. A 6-meter driveway access will be established from the Highway 91 over a distance of about 300 meters. The driveway will be of standard gravel roadway, with drainage ditches and culverts as required.



The sewage treatment system for these cottages will be an Advanced Enviro-Septic system for the four duplex cottages and the chalet. Water service will be provided with artesian wells. Electrical service will be brought in through a secondary pole power line along the 300 metre access driveway to the cottage area, from which individual services will be connected to the cottages. Similar services will be installed for the chalet / base camp and its adjacent parking lot.

The Proponent has applied to Crowns Lands to lease an area of land around that little pond to put the cabins.

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Appendix 1 shows the location of the chalet and rental cottages, the driveway and yard serving access to the buildings and parking space. Appendix 6 also shows the basic foot prints and floor plans of the cottages.

4.2.5 Roadway / Driveways

To provide vehicular access to the base camp /chalet, the Proponent plans to reinstate the old roadway from the intersection with the current Highway 91 to the north, to a point north of the Black Duck Gully. The Proponent will repair and reinstate the bridge crossing the Black Duck Gully on the old road to provide some vehicular access to the lands south of Black Duck Gully, for zipline construction and operation purposes.

4.2.6 Camp Ground

On the west side of the Rocky River falls, the area below road 91, west of the festival grounds, lends itself very well to a pop tent camp ground facility. The Proponent intends to develop a network of drivable path to establish pop tent camping sites, sufficiently isolated from each other to provide a wilderness camping experience opportunity with access to public washroom and entertainment with the other features of the overall site. Campers will be able to come, stay and enjoy the cultural events of the festival grounds, the eco-adventure entertainment of the zipline and the walking trails, along with the other sight-seeing and attractions of the St. Mary's Bay area.

The construction of the camp ground will include the selective clearing of the land to build the driveways network. Roadways will be 6-meter-wide, with gravel surface, and side ditches and culverts for drainage. Fire pits will also be built. In time, the Proponent plans for up to 50 camp sites.

A public washroom facility will be provided, and sewage treatment will be achieved with an Advanced Enviro-Septic system.

4.3 Operation and Maintenance

The Proponent plans to operate the nature walking trails, zipline and festival ground during the summer seasons initially. And as the zipline expands with the second and third phase, and with the progressive construction of the rental cottages, the operating season will be extended to 6 months a year or more. During the operating season, the park will operate 7 days-a-week.

Operations of the festival ground, camp ground and zipline facilities will require qualified staff to meet all the operational and safety standards associated with such facilities. As required, the Proponent may provide staff housing nearby in Colinet to facilitate the operations as well as recruitment and retention of staff. As the activities and operations of the festival ground will be intermittent, the level of staffing and contractors will fluctuate accordingly.

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The main daily and regular maintenance requirements of the facility operation will be garbage collection and disposal. Periodic landscaping maintenance will also be required for the walking trail, cottage/chalet areas, zipline tower areas, festival and camp ground. Periodic regular mechanical maintenance and testing will be done on the zipline system and towers to ensure good and safe operations.

4.3.1 Zipline Operation and Maintenance

The zipline will operate on a time band system instead of a tour setting. Zipline tickets will be purchased through the park website or at the base of tower one. But the Proponent plans on selling all the amusement and ride tickets from the Chalet as well by year three. The clients will choose from one of the selected time tables 9:00 AM to 12:00 AM, 1:00 PM to 4:00 PM, and evening 6:00 PM to 9:00 PM. Each zipline session will consist of three hours, allowing an hour in between for scheduled inspection and maintenance.

Each of the zipline towers will have a trained staff present at all times. After the zipline users purchase their time band, they 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 Zipline) takes place. After being fitted with a harness by a qualified staff, the user is now ready to begin the zipline 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 zipline in which the user will then proceed to descend from tower one to tower two. The process continues to the end of the second zipline where the client then is disengaged from the line by staff member keeping their harnesses on. The user then exits the last tower and enjoys a short walk back through the existing RDA walking trail (324m) to tower one to start the zip line course over again.

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 their tower location and proceed to main office with inspection reports in which operations manager is 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 zipline would be shut down until proper repair and commissioning has taken place.

Regular maintenance and inspections on the structures, lines and harnesses will also be conducted 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 replaced 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 has been reached the towers being of natural wood can be dismantled easily being post and beam construction with little impact to its surroundings. The

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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.

4.3.2 Festival Area/Movie Theatre

Colinet-Rocky River Zipline 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. Planned attendance for such concert and cultural events will range from 500 to 1500 people. 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 at the chalet. 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 a professional security firm for each event, Portable toilets 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 in place.

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.

4.3.3 Chalet Operation

The chalet is slated to open at end of year 2 and the development of the rental cottages will begin in year 3. The chalet will become the focal point of the park as it will serve as the information centre, office, main public washroom location, 50 seat restaurant / reception hall, canteen and gift shop. One office staff member will be needed for ticket and information counter where zipline time bands and accommodations will be purchase at this location. The chalet will be opened during regular business hours, 7 days a week, during the operating season.

4.3.4 Nature Walking Trail

The walking trail is slated to be opened mid-summer of the second year of construction and will be free to the public to use at their 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 trail.

5 Potential Environmental Effect and Mitigation

5.1 Zipline

Section 4.2.2.1 above, and Appendix 3 describes the proposed zipline system. These include the locations, heights and access to the towers. For general information purpose, examples of tower constructions are shown in Section 4.2.2.1 above. Until a detailed zipline system design is done, taking in consideration the site topography and various constraints, an attempt at a schematic or drawing of a typical tower would rather be misleading rather than informative. Nonetheless, there are plenty of zipline systems in operation in NL, Canada, the USA and elsewhere in the world, to see examples of such facilities on the internet, YouTube, etc.

As illustrated in Appendix 3, the zipline system crisscross the Rocky River estuary from the bridges near Highway 91 to the end of estuary to the south. On the east side of the estuary, the towers will be accessed through the nature walking trail, the roadway/driveway from the road to the chalet, and through the existing (RDA) walking trail and the old bridge. The path between tower on east side of the estuary represents a walking distance of 900 m. On the west side of estuary, the towers will be accessed through the existing trail linking the old bridge area to the south-west end of estuary. The existing trail runs 1,100 meters from the old bridge to the small beach by the south end of the estuary.

As the number of zipline customers per day may range from 10 to 50, the walking traffic on these trails on both sides of the estuary will be in the range of 20 to 50 each hour of operation on both sides. That is a very light walking traffic over these 2 km of trails. In the design and layout of the zipline, the goal of the Proponent is to contain the extent to which the public can wander off property. This will be accomplished with clear trail path and signage, as well as the strategic location and provision of rest stops with garbage collection containers to prevent littering. The trails and garbage collection will be done frequently to prevent the prevalence of rodents in the area.

A sufficient green belt will be maintained between the tower sites and the shores of the estuary to reduce and better manage the public traffic to the estuary shores. This is to maintain the original natural site to be seen from the zipline rides and to prevent / reduce public access leading to destruction of the natural environment and littering.

5.2 Nature Walking Trail

Standard nature walking trail design, construction and operation will be done to maximize exposure to the natural environment while providing restraints to prevent people from wandering off trail and possibly damaging the natural environment. There is extensive documentation available for free to properly design and build walking trail.¹⁰

South of the Black Duck Gully, the proposed walking trail area lies within a designated sensitive waterfowl area (wintering grounds). The Wildlife division recommends a 50 meter naturally vegetated buffer be maintained along the estuary and a 30-meter buffer along fresh water bodies and wetlands. The Proponent will maintain the route of the walking trail path to respect the 50-meter separation from the estuary shores, and the 30 meter separation from the Black Duck Gully.

As the proposed trail will circumvent the entire area of land between the east side of the estuary, the south side along the back boundaries of existing houses, and the east side by the Highway, the entire bog area will essentially be off limit to the public. Consequently, sea and land birds, as well as migratory birds, nesting, resting or dwelling in this large area will not be disrupted. Adequate signage and vintage rest stop sites will be place along the trail, with benches and garbage collection, which will assist in having the public respecting the surrounding natural environment. Generally, people using these walking trails do it for the exercise, the sightseeing, and the experience of the natural environment. Such public is generally very respectful of the natural environment. The trail will be actively managed and will not become the site of loitering, littering and vandalizing activities.

5.3 Festival Ground

The proposed festival ground area will be developed with adequate civil engineering design and practices, as per municipal affairs standards. The grounds will be sufficiently removed for the estuary shore, and at a sufficient distance from existing residences and cottages on the west side of the Rocky River. The stage will be located 300 meters from the 2 closest residential and cottage properties on the west side.

The existing tree buffer between the Highway and the proposed land parcel for festival ground will be maintained. Appendix 4 shows a detailed plan of the proposed festival ground development, with adequate driveways, parking space, restroom facilities, solid waste collection, etc.

5.4 Camp Ground

Further west, 600 to 800 meters from the bridges, the Proponent wants to use an area of 5.4 Ha (13 Acres) of crown land to establish a pop tent camp ground area. The area is already serviced

¹⁰ <http://www.americantrails.org/resources/trailbuilding/> ;
<http://www.albertatrailnet.com/downloads/TBManual.pdf>

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by a dirt road and a previously cleared area in the center. With such an existing setting, the establishment of a pop tent camp ground area would have a very minimal environmental impact. The existing dense tree buffer between the Highway and the area will be maintained. Campers, using the area will be able to avail of the facilities provided at the chalet and the festival grounds. Consequently, other than solid waste management, there will be no environmental impact. And in general, the environmental footprint of pop tent camping is small.

5.5 Rental Cottages

Once construction of cottages and the site development and landscaping is completed, the environmental impact of the occupancy of the cottage will be minimal and properly managed by the adventure park staff. With adequately designed, Service NL approved and built, onsite water and sewage treatment systems will service the cottages with the highest environmental standards. The cottages and related driveway access will be away from the 30-meter buffer along the shore of the pond.

6 Effect of Weather and Climate on the Project

Sensitivities of the site related to long term climate change should be minimal. All the proposed infrastructure for the project sits at elevations above current sea level of more than 2 meters on the east side of the estuary and of more than 18 meters on the west side of the estuary. If sea levels rise by 0.2 to 0.6 meters by the end of 2100, the site should not be significantly affected.

The existing shores of the estuary are stable. The current of the river going down to the Colinet Arm, with alternating rising tides, and southerly winds in the summer creates can create above normal wave action and turbulence of the waters in the lower part of the estuary. Such turbulence and wave action impact the shores. With the shores as they are and with the vegetation cover along the shores, the coast line has long reached topographic stability. The key to preserve a robust shoreline is to maintain the vegetated buffer zone.

With the Rocky River falling substantially in elevation at and just north of the current Highway bridge, the risk of flooding the estuary area is low to nil. The east side would be the most vulnerable but would only possibly affect some part of the nature trail along the estuary.

Overall, the Proponent and the Consultant do not foresee any particular long-term issues with the site and its proposed infrastructures, as it would relate to climate change. The key is to plan, design and build quality infrastructure that will stand the tests of time. The other key element is the professional operation and maintenance of the site and its infrastructures over time.

7 Project Related Documents

7.1 Department of Municipal Affairs and Environment Documents

The project was conceived, and the environmental assessment registration submitted on April 10th, 2014 started the environmental assessment process and the public reviews. The documents submitted, and the successive public notices are listed and available online on the Environmental Assessment Division website of the Dept. of Municipal Affairs and Environment¹¹. The major documents filed to date are:

1. Environmental Assessment Registration - April 10, 2014
2. Environmental Preview Report Guidelines - August 14, 2014
3. Environmental Preview Report - February 10, 2017
4. Minister's Decision Letter on EPR - June 29, 2017

7.2 Public Notices

The successive public notices issued by the Environmental Assessment Division are also posted on the division's website, and include:

- Project Registered
- Environmental Preview Report required
- Environmental Preview Report Guidelines issued
- EPR Submitted
- EPR Deficient

7.3 Documentation on Zipline, Nature Walking Trail and Related Subjects

- Trail Builder's Companion, March 2001, For planning and Development of Recreational Trails in Alberta – Alberta TrailNet; Alberta Sport, Recreation, Park and Wildlife Foundation; Alberta Community Development.¹²
- Trail Development – Information for Project Sponsors; Department of Tourism, Culture and Recreation, Newfoundland and Labrador, Tourism Product Development Division.¹³
- Many websites on zipline designers/engineers, cable car design and engineering – A zipline system must be professionally designed and accurate and detailed construction drawings must be prepared to build a safe, functionally performing zipline system.
- The Economy 2017, Newfoundland and Labrador, NL Statistical Agency, ISBN 978-1-55146-638-5

¹¹ http://www.mae.gov.nl.ca/env_assessment/projects/Y2014/1752/index.html

¹² <http://www.albertatrailnet.com/downloads/TBManual.pdf>

¹³ http://www.tcii.gov.nl.ca/forms/pdf/trail_information.pdf

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- The Economy 2018, Newfoundland and Labrador, Economic and Project Analysis Division (EPAD), ISBN 978-1-55146-662-0
- The Way Forward, 2017-2020 Provincial Tourism Product Development Plan, Tourism, Culture, Industry and Innovation; Government of Newfoundland and Labrador, 2016

8 Public Information Meeting

As required and according to regulation, a public notice was published in the shoreline newspaper for two weeks and posted in the Colinet Post Office for a period of 3 weeks.

At the start a petition was circulated to all the local stores for people to show their support. With over 5,000 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 29th, 2015 - 7:00pm. 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. Their responses from the presentation were very positive, with all member attending supporting the venture.

There were only a few questions raised during the Q & A session.

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 feedback 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. The public attending expressed no opposition to the project. Rather, there is overwhelming support for the project being proposed.

9 Approval of the Undertaking

The permits, licenses, approvals, and other forms of authorization required for the undertaking prior to the start of construction, together with the names of the authorities responsible for issuing them (e.g., federal government department, provincial government department, municipal council, etc.), including but not limited to the following, are listed below:

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1. Approved by the Municipal Council Town of Colinet (Approved)
2. Permit from Crown Lands Division of Department of Fisheries and Land Resources to occupy the land (Submitted) for Trail Development – As per the Lands Act all trails that use crown land require a Licence to Occupy (LTO). This includes trails within a municipality.
3. Trail Development - Provincial Archaeology Office – As per the Historic Resources Act any plans for new trails or upgrades to existing trails that have not had prior approval from the Provincial Archaeology Office are to be referred to that office for review. As part of the LTO application, your trail will also be reviewed by archaeology. (Done)
4. Service NL, Government Service Centre
 - a. Life/Safety/Accessibility – Inspection Division – for Chalet
 - b. Structural Engineering Review & Inspection – Inspection Division – for zipline systems
 - c. Water wells & Onsite Sewage Treatment systems – Environmental Health Division – for Chalet, Rental Cottages and Festival Grounds facilities
 - d. Food Service License – Environmental Health Division
5. Dept. of Natural Resources, Randy Tucker Agrifoods Branch
6. Dept. of Municipal Affairs and Environment, Wildlife Division
7. Dept. of Municipal Affairs and Environment, Environment Assessment Division
8. Dept. of Municipal Affairs and Environment, Water Resources Division
 - a. Trail Development - Water Permit – As per Section 48 of the Water Resources Act, a permit is required from the Department of Environment and Conservation's Water Investigations Section when construction is within 15 meters of a body of water (including wetland). A permit will also be required under Section 39 for any work within a Protected Water Supply Area. Contact information attached.
9. Dept. of Transportation and Works
 - a. Permit - Access to and from Highway 91
 - b. Trail Development - Signage Policy – Fingerboard signs permitted through the Department of Transportation and Works can provide direction to trail heads (i.e. parking areas). These signs are issued through a permit system and include the manufacture, installation and maintenance at an annual fee of \$141.25. Other permitted signs along provincial highways include off-site promotional signage, issued through a permit system by the Department of Government Services. Applications for both fingerboards and off-site promotional signs are available at Government Services Centres.

10 Decommissioning and Rehabilitation

If the business of the zipline adventure park was to cease, the following decommissioning and rehabilitation of the site would be done:

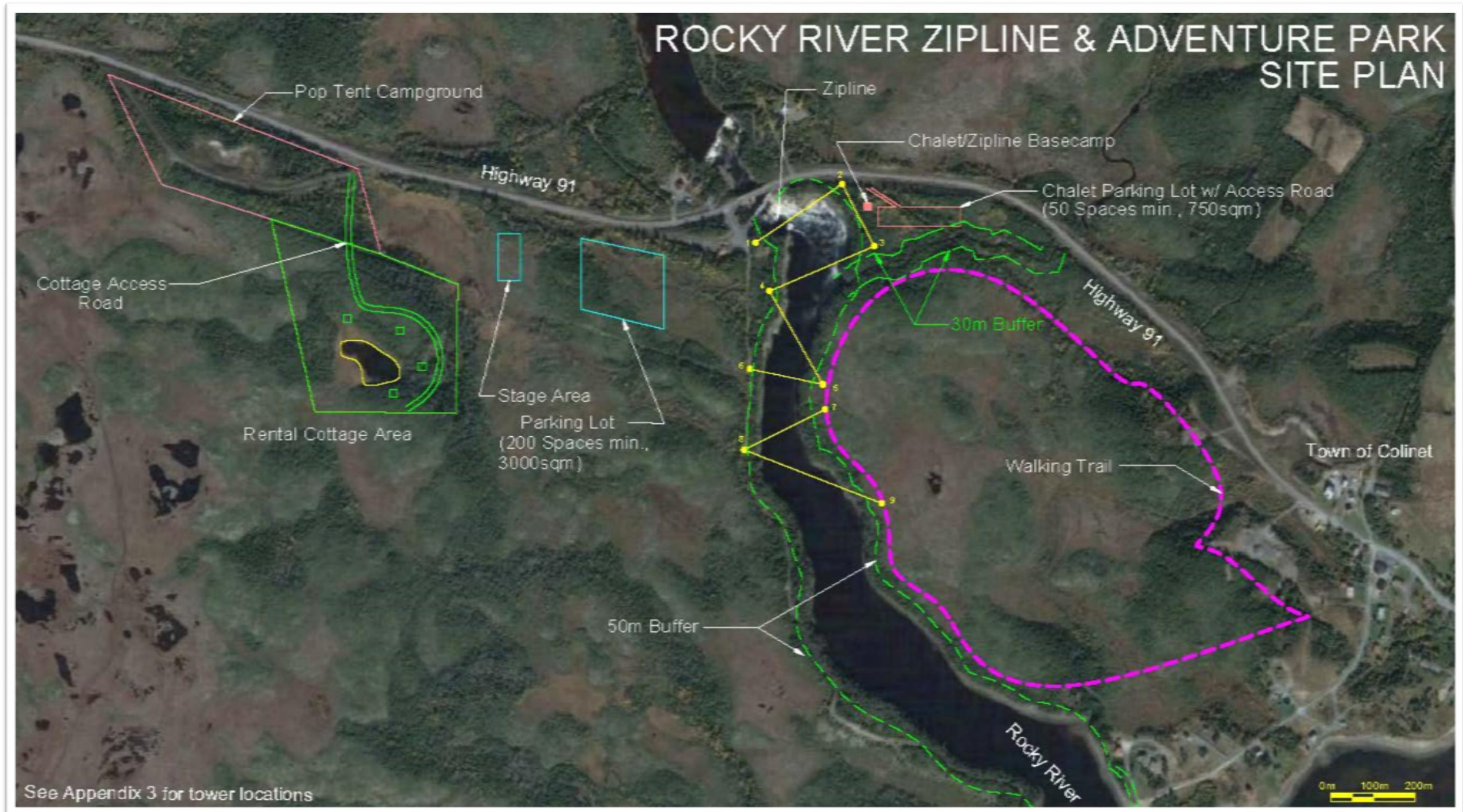
- Decommissioning and disassembly of the zipline towers (to be possibly resold to other zipline operators or scrapped);
- Removal (excavation) of tower foundation piers;
- Landscaping reinstatement of the tower sites;
- Demolition of stage and of other structures on festival ground;

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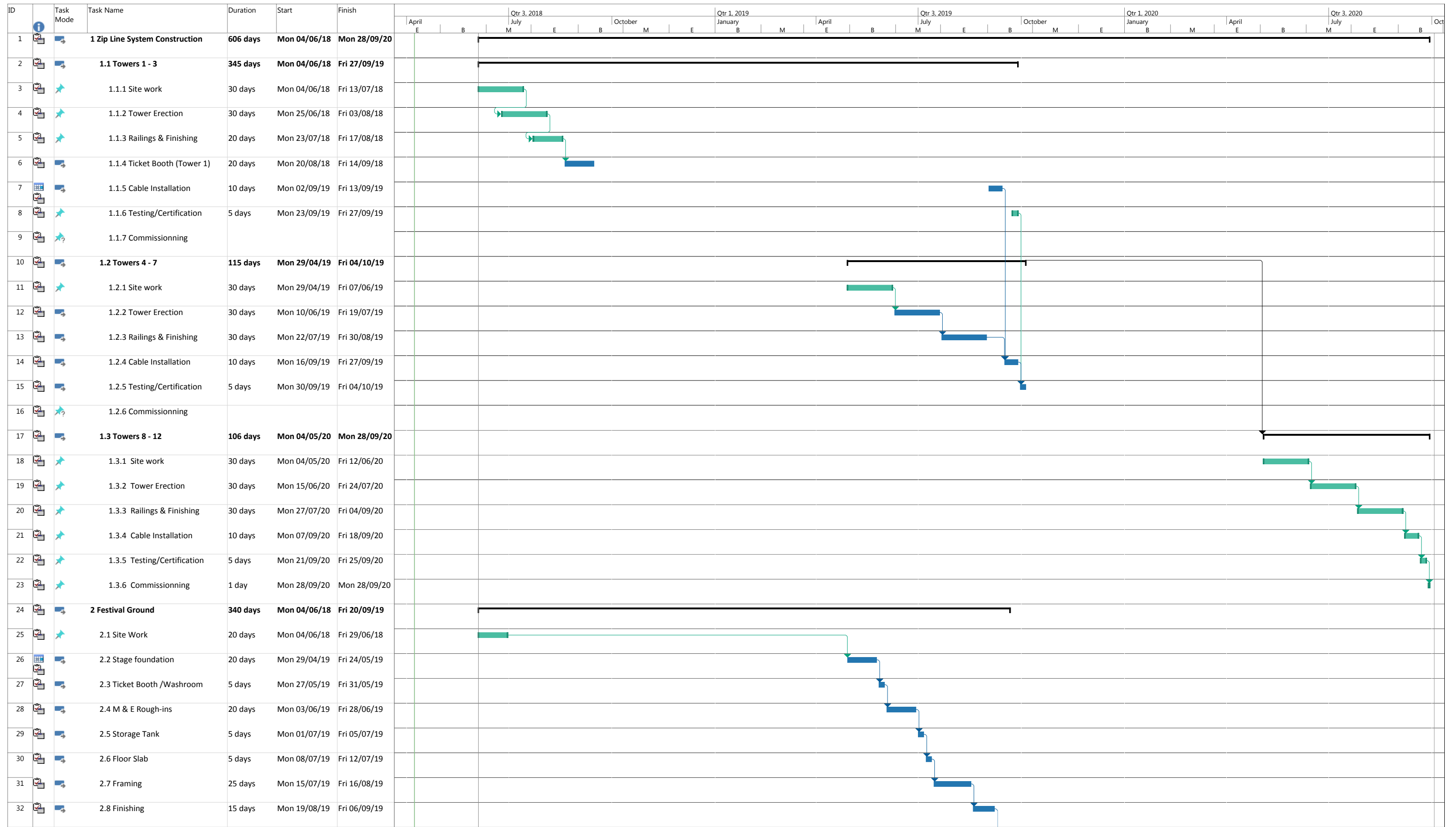
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- Sale / transfer of title of the festival ground land for other purposes such as RV Park facility, or outdoor storage facility (grounds are fenced);
- Sale / transfer of title of chalet and cottages;

11 Appendix I – Site and Facility Layout

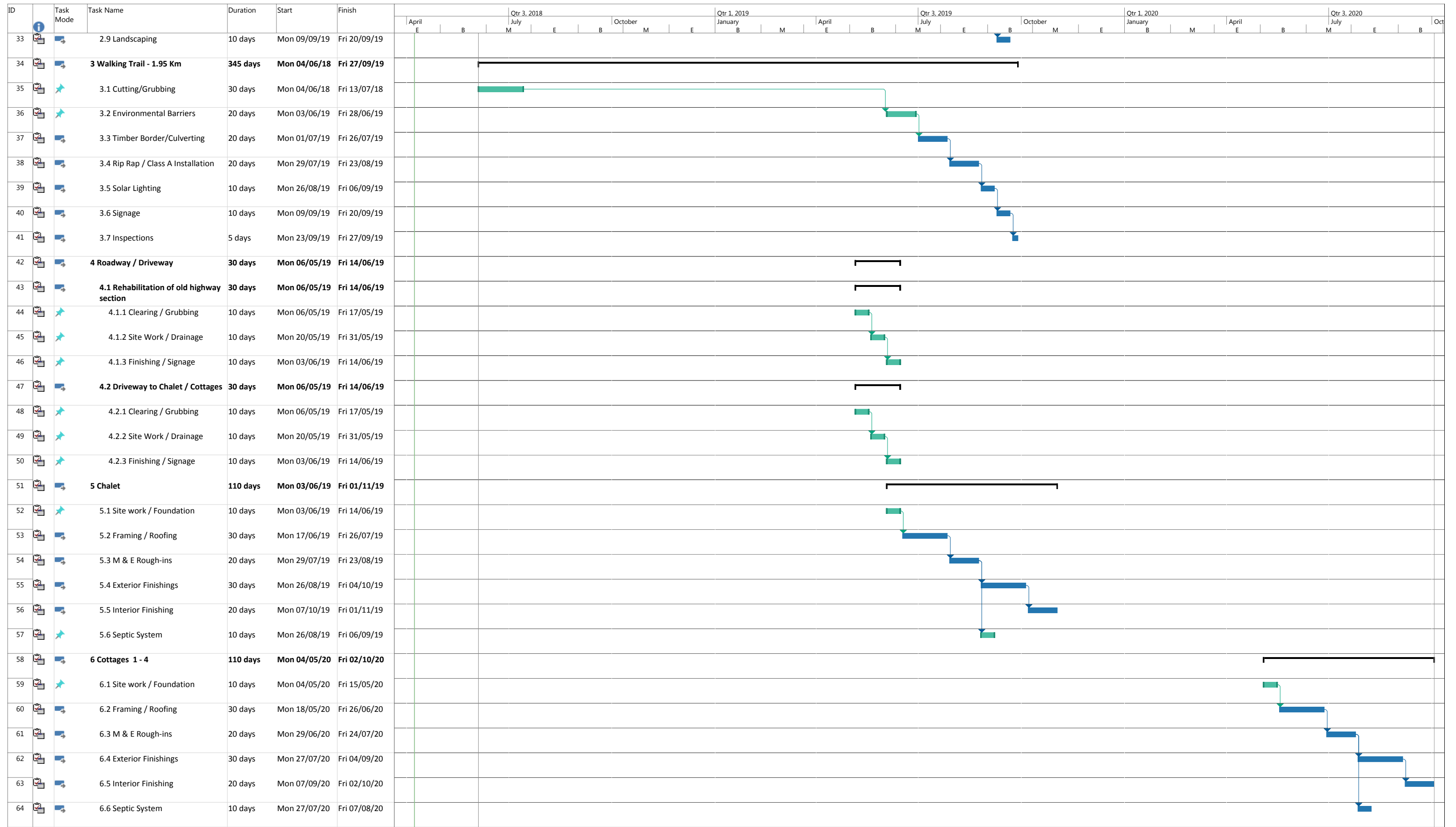


12 Appendix 2 – Project Construction Schedule



Project: Rocky River Zip Line Pa
Date: Sun 08/04/18

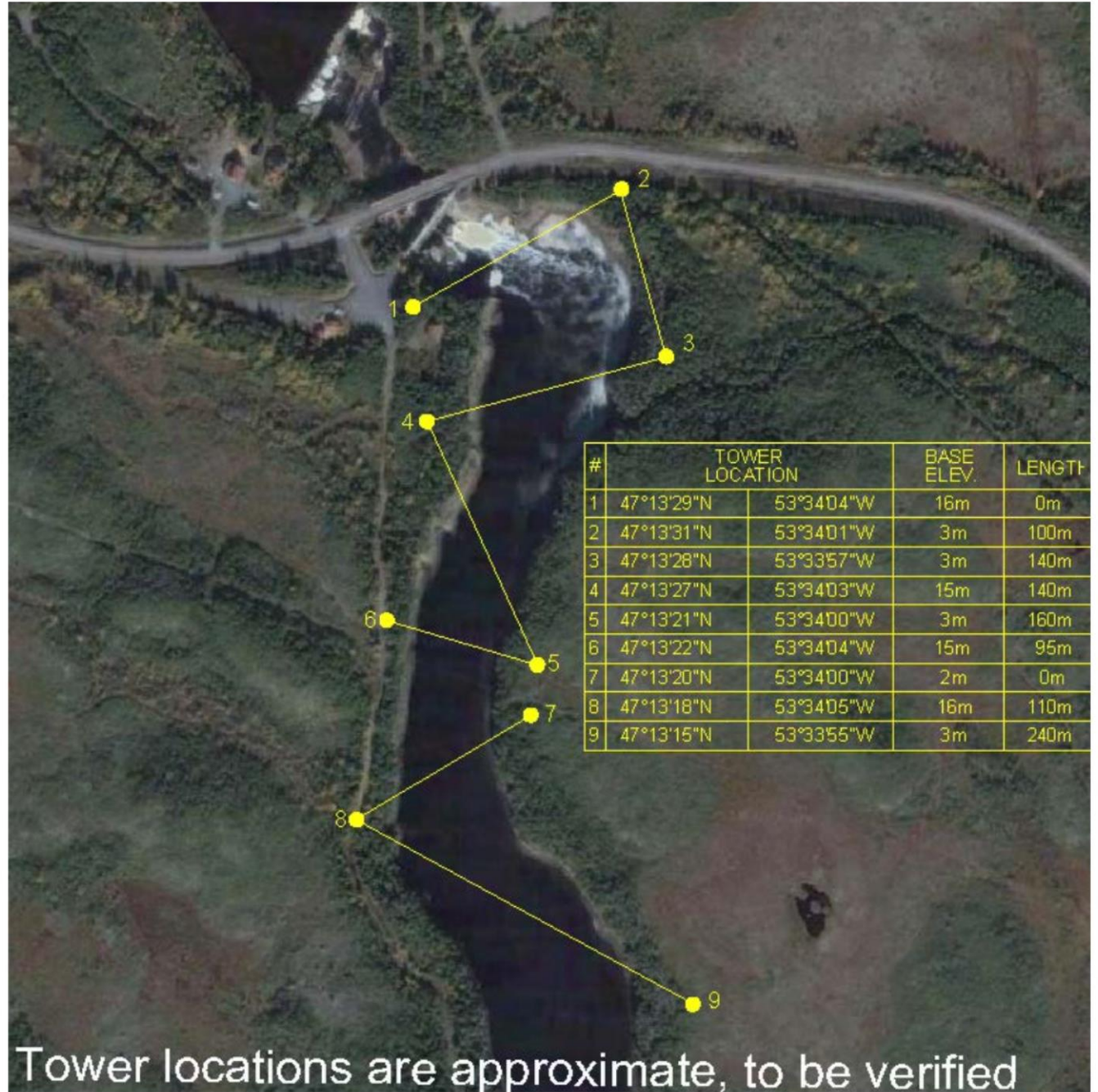
| | | | | | | | | | | | | | |
|-----------|--|-----------------|--|--------------------|--|-----------------------|--|----------------|--|--------------------|--|-----------------|--|
| Task | | Summary | | Inactive Milestone | | Duration-only | | Start-only | | External Milestone | | Manual Progress | |
| Split | | Project Summary | | Inactive Summary | | Manual Summary Rollup | | Finish-only | | Deadline | | | |
| Milestone | | Inactive Task | | Manual Task | | Manual Summary | | External Tasks | | Progress | | | |



Project: Rocky River Zip Line Pa
Date: Sun 08/04/18

| | | | | | | | | | | | | | |
|-----------|--|-----------------|--|--------------------|--|-----------------------|--|----------------|--|--------------------|--|-----------------|--|
| Task | | Summary | | Inactive Milestone | | Duration-only | | Start-only | | External Milestone | | Manual Progress | |
| Split | | Project Summary | | Inactive Summary | | Manual Summary Rollup | | Finish-only | | Deadline | | | |
| Milestone | | Inactive Task | | Manual Task | | Manual Summary | | External Tasks | | Progress | | | |

13 Appendix 3 – Zipline Layout and Dimensions



Zipline towers will be located within the 50-meter buffer, as allowed, but will connect with walking trail on the east side of estuary and with the existing dirt road / trail along the west side. In so doing their access and footprint will be kept to a minimum to prevent or mitigate any physical environmental impact.

14 Appendix 4 – Crown Lands Applications and Documentation

Government of Newfoundland & Labrador Department of Fisheries & Land Resources



NOTE TO USERS

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Some titles may not be plotted due to Crown Lands volumes missing from the Crown Lands registry or not plotted due to insufficient survey information.

The User hereby indemnifies and saves harmless the Minister, his officers, employees and agents from and against all claims, demands, liabilities, actions or cause of actions alleging any loss, injury, damages and matter (including claims or demands for any violation of copyright or intellectual property) arising out of any missing or incomplete Crown Land titles, and the Minister, his or her officers, employees and agents shall not be liable for any loss of profits or contracts or any other loss of any kind as a result.

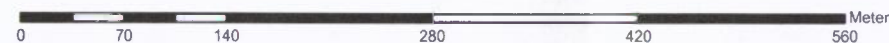
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Scale 1:4,758

Compiled on June 22, 2018

Crown Lands Administration Division



Zip line Tower
Application

149853

Lease

Walking Trail
Application

144214

Lease

Government of Newfoundland & Labrador Department of Fisheries & Land Resources



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Crown Lands Administration Division

Scale 1:2,163

Compiled on June 22, 2018





Newfoundland Labrador

Fisheries and Land Resources

APPLICATION FOR CROWN LANDS

FOR DEPARTMENT USE ONLY

| | |
|-----------------------|--|
| APPLICATION NO. _____ | RECEIPT NO. <u>096870</u> |
| FILE NO. _____ | AMOUNT <u>\$172.50</u> DATE <u>June 29, 2018</u> |
| DATE REGISTERED _____ | INDICATED ON PLAN NO. _____ |
| INITIAL _____ | TOPO NO. _____ INITIAL <u>A.L.B.</u> |

P.L.
10:501

APPLICANT INFORMATION

| | | | |
|--|-----------------------------|---|------------------|
| SURNAME <u>LWEHAN</u> | GIVEN NAME <u>Trevor</u> | MIDDLE NAME <u>ALYSSA</u> | AGE <u>42</u> |
| MAILING ADDRESS <u>PO Box 101 COLIVET</u> | | | |
| CITY/TOWN <u>COLIVET</u> | PROVINCE <u>NL</u> | POSTAL CODE <u>A0R 1M0</u> | |
| BUSINESS TELEPHONE <u>709 770 0084</u> | | HOME TELEPHONE | |
| ARE YOU A RESIDENT OF THE PROVINCE OF NEWFOUNDLAND AND LABRADOR? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | ARE YOU AN EMPLOYEE OF THE DEPARTMENT OF FISHERIES AND LAND RESOURCES? <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| HAVE YOU, YOUR SPOUSE, OR ANY DEPENDENT CHILDREN EVER APPLIED FOR, OR RECEIVED LAND FROM THE CROWN? <input type="checkbox"/> YES <input type="checkbox"/> NO | | | |
| IF YES, SPECIFY TITLE NO(S) _____ | | | |

PROPOSED TENURE AND USE

| | | | |
|---|--|--|--|
| TYPE OF APPLICATION | | | |
| <input type="checkbox"/> LEASE | <input checked="" type="checkbox"/> GRANT | <input type="checkbox"/> LICENCE TO OCCUPY | |
| LAND USE | | | |
| <input type="checkbox"/> RESIDENCE | <input type="checkbox"/> COTTAGE | <input type="checkbox"/> AQUACULTURE | <input type="checkbox"/> AGRICULTURE (provide details below) |
| <input checked="" type="checkbox"/> COMMERCIAL (provide detailed description below) | | <input type="checkbox"/> OTHER (provide details below) | |
| <u>Cottage Rentals as per the Rocky River Zoning</u> | | | |
| <u>Adventure Park EPR</u> | | | |
| DESCRIBE BUILDINGS TO BE ERECTED (if applicable) | | | |
| DIMENSIONS: LENGTH <u>32</u> WIDTH <u>42</u> <u>Duplex</u> | | | |
| PROPOSED WATER AND SEWAGE FACILITIES (if applicable) | | | |
| <input checked="" type="checkbox"/> WELL | <input checked="" type="checkbox"/> SEPTIC | <input type="checkbox"/> MUNICIPAL WATER | <input type="checkbox"/> MUNICIPAL SEWER |
| <input type="checkbox"/> OTHER (provide details below) | | | |

CL-0001/03-01

LAND DESCRIPTION

| | |
|--|--|
| 1. THE LAND IS SITUATED AT <i>Route 91</i> | |
| IN THE ELECTORAL DISTRICT OF <i>COLINET</i> | |
| 2. IS THE LAND APPLIED FOR LOCATED WITHIN MUNICIPAL BOUNDARIES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| 3. APPROXIMATE DIMENSIONS OF THE LAND <i>SEE map</i> | |
| FRONTAGE _____ metres | DEPTH _____ metres |
| 4. DISTANCE TO CLOSEST WATERBODY <i>Geo</i> _____ metres | NAME OF WATERBODY (if applicable) <i>Rocky River</i> |
| 5. IS THE SITE ACCESSIBLE BY ROAD? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| IF NO, WILL THE SITE REQUIRE NEW ROAD CONSTRUCTION FOR ACCESS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | IF YES, WHAT WILL BE THE APPROXIMATE LENGTH OF THE ROAD? <i>430</i> metres |
| FOR SITES WITHOUT ROAD ACCESS, PLEASE INDICATE METHOD OF TRANSPORTATION <input type="checkbox"/> WALKING <input type="checkbox"/> A.T.V. <input type="checkbox"/> BOAT <input type="checkbox"/> SNOWMOBILE <input type="checkbox"/> AIRCRAFT | |
| FOR SITES WITHOUT ROAD ACCESS, LOCATION OF ACCESS ROUTE MUST BE INDICATED ON THE MAP ATTACHED TO THE APPLICATION AND ACCESS BY A.T.V. MUST BE IN ACCORDANCE WITH A.T.V. REGULATIONS. | |
| 6. IS THE SITE PRESENTLY OCCUPIED: FENCES, BUILDINGS, SIGNS, CLEARING, LOCAL UNDERSTANDING? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| IF YES, STATE YEAR OCCUPATION COMMENCED, AREA OCCUPIED AND NAME OF PERSON WHO DEVELOPED OR OCCUPIED THE LAND | |
| | |
| | |
| | |
| 7. ARE YOU AWARE OF ANY EVIDENCE OF PREVIOUS LAND USE, SUCH AS FENCES, BUILDINGS, SIGNS, CLEARING, LOCAL UNDERSTANDING, ETC.? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| IF YES, STATE YEAR OCCUPATION COMMENCED, AREA OCCUPIED AND NAME OF PERSON WHO DEVELOPED OR OCCUPIED THE LAND | |
| | |
| | |
| | |

DESCRIPTION OF LAND

Please Note: When your application is accepted by this Department you are required to identify the site in the field by clearly marking your corner posts. If there is a discrepancy between the area marked in the field and the area indicated on the map, the latter shall prevail.

Sketch the land applied for showing distance to prominent nearby features such as buildings, fences, road intersections. Map must also be attached.

| | |
|--|---|
| BOUNDED ON NORTH BY | <i>TREUX LIWESHAN Application</i> |
| BOUNDED ON SOUTH BY | <i>Crown Land</i> |
| BOUNDED ON EAST BY | by <i>TREUX LIWESHAN Application</i> |
| BOUNDED ON WEST BY | <i>Crown Land</i> |
| PLEASE NOTE IT IS THE POLICY OF THE CROWN LANDS DIVISION TO ACCEPT APPLICATIONS ON A FIRST COME - FIRST SERVED BASIS. APPLICATIONS MUST BE FULLY COMPLETED, WITH A MAP SHOWING THE EXACT LOCATIONS OF THE LAND APPLIED FOR TOGETHER WITH THE APPLICATION FEE. ONLY THEN WILL THE APPLICATION BE ACCEPTED AND DEEMED REGISTERABLE BY THIS DEPARTMENT. | |

SKETCH

USE THE AREA BELOW TO SKETCH THE LAND APPLIED FOR SHOWING DISTANCE TO PROMINENT NEARBY FEATURES SUCH AS BUILDINGS, FENCES, ROAD INTERSECTIONS. MAP MUST ALSO BE ATTACHED.

See attached Drawing

AFFIDAVIT OF APPLICANT (to be read carefully)

I, Tree Line do hereby make oath and declare as follows:

- (a) The information contained in this application is true and correct to the best of my knowledge and belief.
- (b) I have inspected the land applied for and have found no evidence of occupation (with the exception of No. 6 and/or No. 7 on page 2, where applicable).
- (c) I am not aware of any adverse claim to the land applied for by any person(s).
- (d) I recognize and accept that I am solely responsible for correctly identifying the parcel of land that is the subject of this application.
- (e) I fully understand that acceptance of this application by the Department does not give me any rights or privileges in relation to the land under application.
- (f) I FULLY UNDERSTAND THAT THE LAND IS NOT TO BE OCCUPIED UNTIL I RECEIVE A FULLY EXECUTED TITLE DOCUMENT.
- (g) I FULLY UNDERSTAND THAT UNDER SECTION 14 OF THE LANDS ACT, THE MINISTER OF FISHERIES AND LAND RESOURCES OR THE LIEUTENANT-GOVERNOR IN COUNCIL MAY CANCEL, AMEND OR OTHERWISE DEAL WITH THE GRANT, LEASE, LICENCE OR EASEMENT AT ANY TIME PRIOR TO THE DELIVERY OF A FULLY EXECUTED TITLE DOCUMENT.

Sworn before me

At St. John's, NL

this 29th day of June 2018

Richard J. Byrne

Official Administering Oath

RICHARD BYRNE
A Commissioner for Oaths in and for
the Province of Newfoundland and Labrador.

[Signature]

Applicant's Signature

NOTE: A non-refundable processing fee of ONE HUNDRED AND FIFTY DOLLARS (\$150.00 plus H.S.T.) must accompany this application.

Cheques or money orders are to be made payable to the NEWFOUNDLAND EXCHEQUER ACCOUNT.

FOR DEPARTMENT USE ONLY

SUMMARY OF AGENCY REFERRALS

| | Approved | Refused | Comments Attached | Date Sent | Date Received |
|---|--------------------------|--------------------------|--------------------------|-----------|---------------|
| <input type="checkbox"/> Government Service Centre | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Mines Branch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Transportation Branch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Urban and Rural Planning Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Municipal Assessment Agency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Environmental Assessment Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Water Resources Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Dept. of Fisheries and Aquaculture | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Agriculture Branch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Forestry Branch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Wildlife Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Parks Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Municipal Authority | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Fisheries and Oceans (Federal) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Tourism Development Division | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |
| <input type="checkbox"/> Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | _____ | _____ |

Officers Comments: _____

Date

Lands Management/Lands Officer

Recommendation of Regional Office:

Approved (Complete section below) Refused (Give reason)

Date

Regional Lands Manager

This section to be completed by Regional Office when approval is recommended.

Area approved _____ Frontage _____ Consideration/Rental _____ Back/Rental _____

Lease Grant Licence Other Type _____

Cabinet approval required Yes No

Special instructions to surveyor (if any): _____

Departmental decision:

Approved Refused Deferred To Cabinet

Special instructions: _____

Date

Authorized Signing Official

Special Conditions of Approval: _____

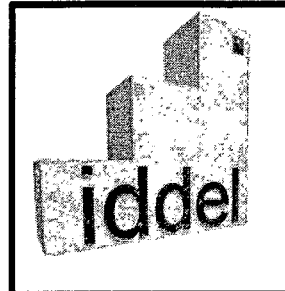
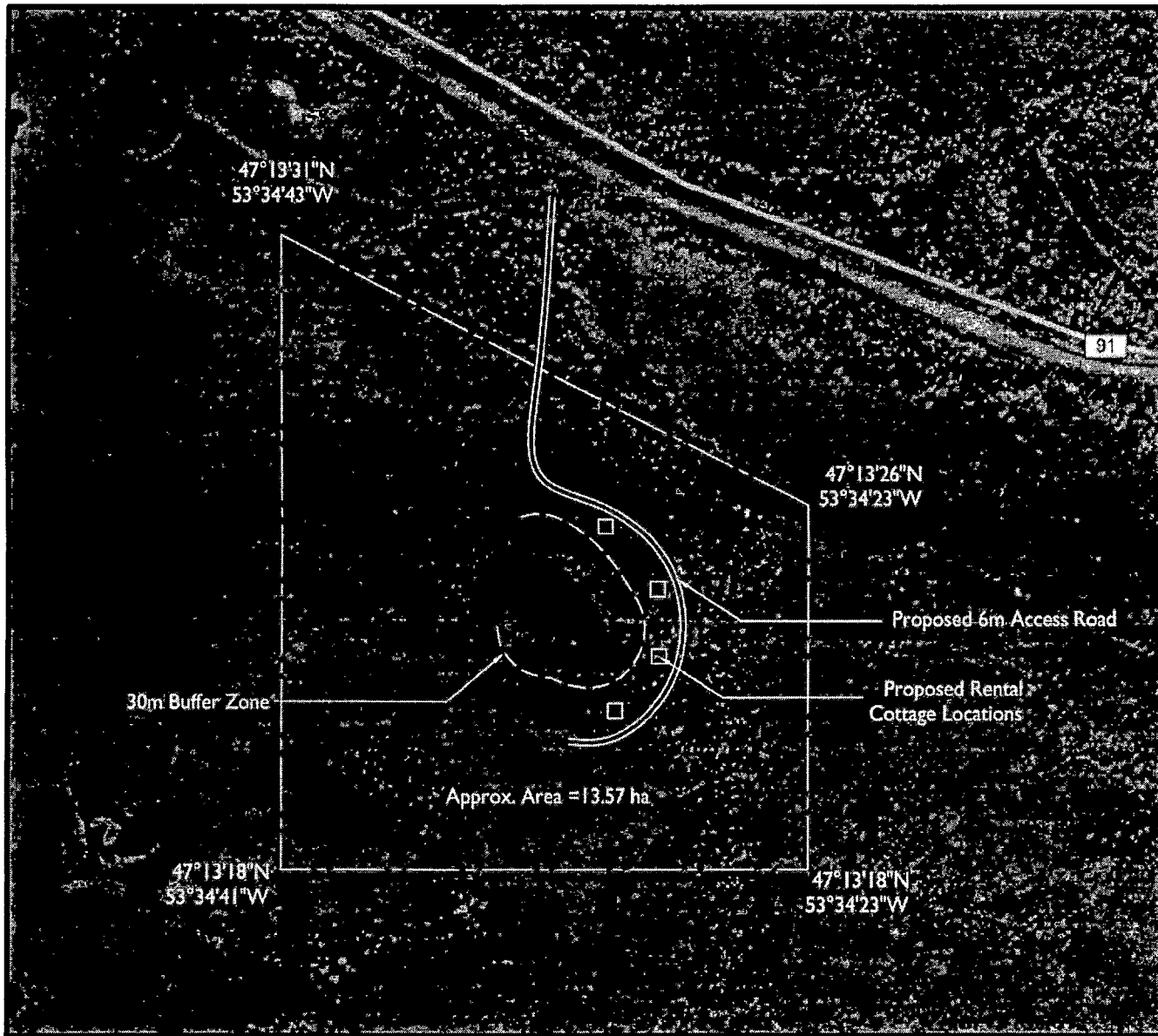
Date

Regional Lands Manager

Special Title Conditions: _____

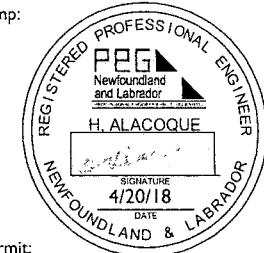
Date

Regional Lands Manager



Innovative Development & Design Engineers Ltd.
 Anderson House, 42 Power's Court,
 St. John's, NL A1A 1B6
 Tel: (709) 368-8870
 Web: www.iddel.ca

Stamp:



Permit:

PROVINCE OF NEWFOUNDLAND AND LABRADOR

PEG Newfoundland and Labrador
 PERMIT HOLDER
 This Permit Allows

INNOVATIVE DEVELOPMENT & DESIGN ENGINEERS LTD.

To practice Professional Engineering in Newfoundland and Labrador.
 Permit No. as issued by PEGNL N0428
 which is valid for the year 2018

Client: Trevor Linehan
 P.O. Box 102
 Colinet, NL, A0B 1M0

Project: Rocky River Zipline and Adventure Park

Drawing Title: Proposed Rental Cottage Site Plan

Project No.: XXXXX Scale: NTS

Drawing No.: C-101 Revision No.:

Government of Newfoundland & Labrador Department of Fisheries & Land Resources



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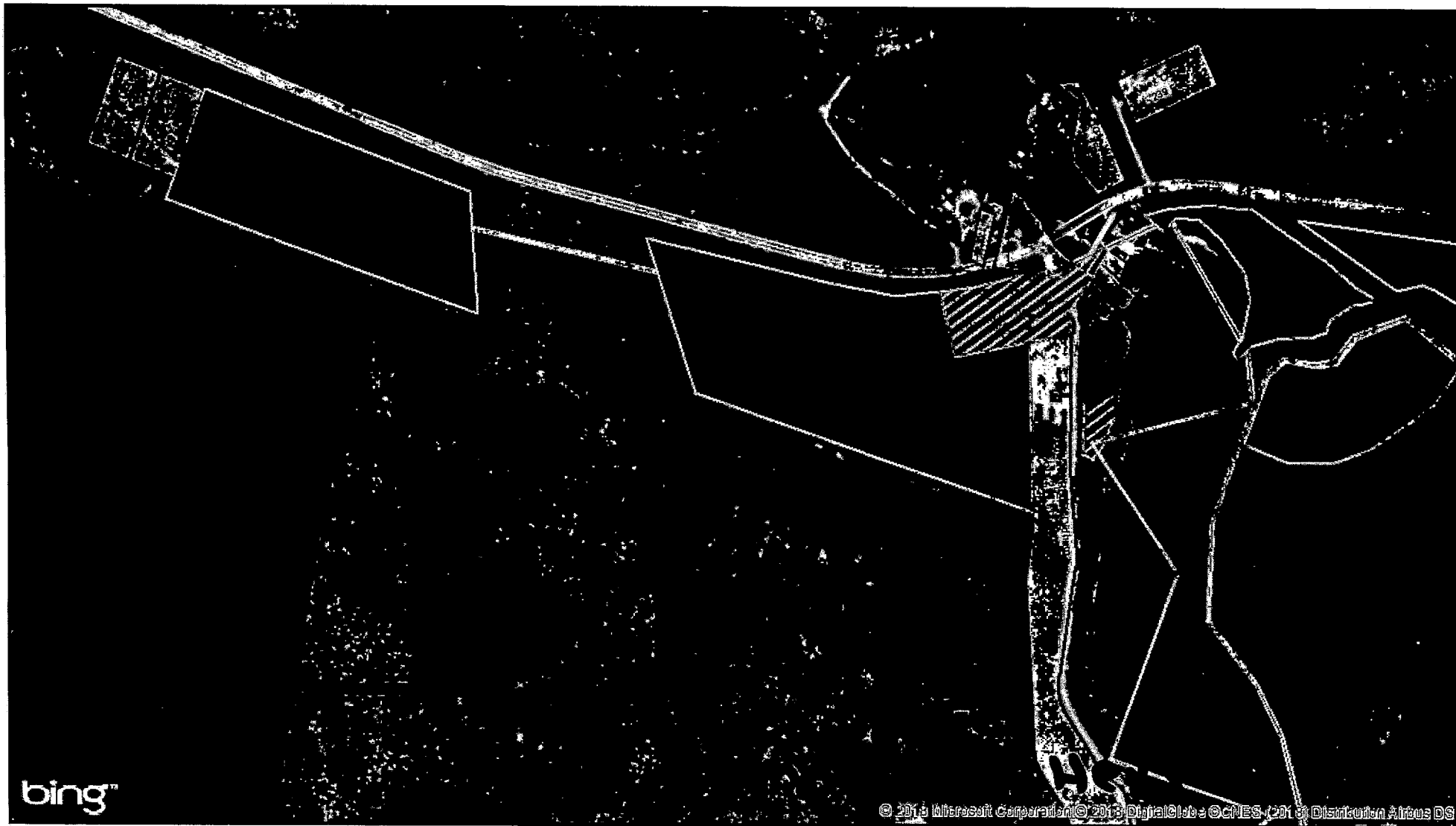
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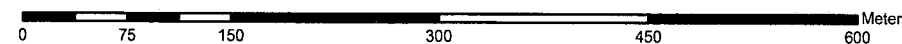
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Scale 1:5,000
Compiled on June 22, 2018

Crown Lands Administration Division



KLC
June 29 / 2013





GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
 DEPT. OF MUNICIPAL AFFAIRS
 CROWN LANDS DIVISION

096870

INTERIM RECEIPT

DIVISION CROWN LANDS June 29 20 18

RECEIVED FROM Trevor Aloysius Linehan

THE SUM OF One hundred - Seventy - Two 50 DOLLARS
100

IN PAYMENT OF APPLICATION fee (14)

INVOICE NO. _____ CUSTOMER NO. _____

H.S.T. \$ 22.50 TOTAL \$ 172.50

CHEQUE _____ CASH MO _____ CC _____

L.J. Byn
 SIGNATURE