

# Bridal Veil Mountain Resort



BC's Next Great All-Season Mountain Resort

## Bridal Veil Mountain Resort Expression of Interest ADDITIONAL ACCESS OPTIONS

June 22, 2023

### INTRODUCTION

At the request of the Mountain Resorts Branch, Bridal Veil Mountain Resort (BVMR) has included additional road access options to the potential Valley and Alpine Village areas as part of its Expression of Interest (EOI) concept. These additional access options are intended to:

- Verify and optimize vehicle circulation and access to the proposed Valley Village base area;
- Create redundancy in access and support emergency planning and preparedness;
- Enable the application of next-generation transportation technologies that will support a compact, pedestrian-oriented Village base area;
- Identify and confirm the physical capability to establish public and service road access to the potential Alpine Village base area;
- Identify the interests and land uses of existing communities;
- Respond to feedback received by Provincial Agencies and Local Government; and
- Respect the area's topography and environmental, geological, and hydrological realities.

At this early stage in the review process, these additions to the EOI concept do not include detailed design or planning, and the changes to the EOI concept are limited to illustrating routes with the physical potential to provide public and service road access to the potential Valley and Alpine Village base areas, providing a high-level description of the potential roles and uses of each potential access route, and identifying existing land use interests that may be subsequently impacted. Detailed design and planning, including traffic impact studies, for these access options will be required at later stages of the All Season Resort Policy planning process.

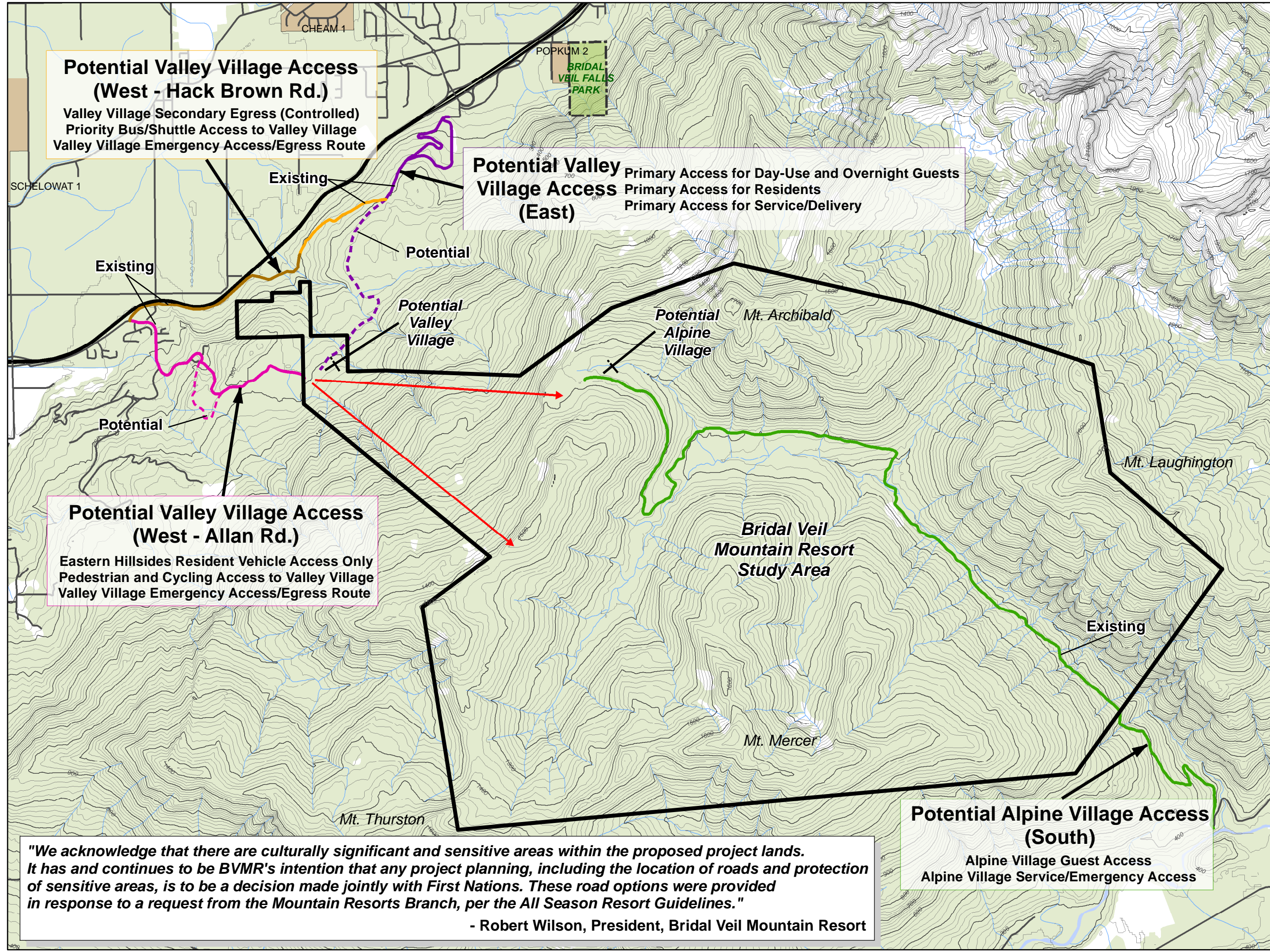
BVMR is committed to a joint resort planning and design process with interested Stó:lō Communities that is grounded in the traditional, cultural, and land stewardship values of the original peoples of these lands. Through this joint process, the road and access routes that are presented here will be reviewed, confirmed or removed, and refined as necessary. Finally, all Stó:lō Communities, Provincial agencies, local government, stakeholders, and the public will have the opportunity to review and comment on the access routes, and the full BVMR resort concept, at both the Formal Proposal and Master Plan stage of the Provincial review process before any final decision on BVMR is made.

A high-resolution map of the road access options is included as an attachment to this update, and on the following page as a lower-resolution image.



# Bridal Veil Mountain Resort EOI

2023



**Potential Valley Village Access (West - Hack Brown Rd.)**  
 Valley Village Secondary Egress (Controlled)  
 Priority Bus/Shuttle Access to Valley Village  
 Valley Village Emergency Access/Egress Route

**Potential Valley Village Access (East)**  
 Primary Access for Day-Use and Overnight Guests  
 Primary Access for Residents  
 Primary Access for Service/Delivery

**Potential Valley Village Access (West - Allan Rd.)**  
 Eastern Hillside Resident Vehicle Access Only  
 Pedestrian and Cycling Access to Valley Village  
 Valley Village Emergency Access/Egress Route

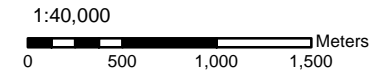
**Potential Alpine Village Access (South)**  
 Alpine Village Guest Access  
 Alpine Village Service/Emergency Access

- Bridal Veil Mountain Resort EOI Study Area
- Potential Alpine Access (Chipmunk Creek FSR)
- Potential Valley Access (East) - Existing Res Road
- Potential Valley Access (West) - Existing Res Road
- Potential Valley Access (West) - Hack Brown Rd.
- Potential Valley Access (East) - Existing Rec Road
- Potential Valley Access (East) - Proposed
- Potential Valley Access (West) - Allan Rd.
- Potential Valley Access (West) - Allan Rd Reroute
- Potential Gondola Alignments
- Highway
- Local Roads
- Resource Roads
- Indian Reserves

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Potential Access Options

**"We acknowledge that there are culturally significant and sensitive areas within the proposed project lands. It has and continues to be BVMR's intention that any project planning, including the location of roads and protection of sensitive areas, is to be a decision made jointly with First Nations. These road options were provided in response to a request from the Mountain Resorts Branch, per the All Season Resort Guidelines."**  
 - Robert Wilson, President, Bridal Veil Mountain Resort



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## PROJECT SCOPE – ACCESS OPTIONS

### Potential Valley Village Access - East

At the request of the Mountain Resorts Branch, BVMR now proposes that the primary resort access route originate from the Highway 9 interchange with Highway 1, then travel southwest, climbing to the proposed Valley Village base and staging area. Based on existing data and a desktop map review of site characteristics, this option could utilize existing recreation and resource roads linked with a new road section to connect to the proposed Valley Village site. This route would be designed to public road standards as required by the Ministry of Transportation and Infrastructure, providing resort access for day-use guests (e.g., day skiers, sightseers), overnight resort guests (e.g., hotels), and resort residents.

The Valley Village access from the Highway 9 interchange could also accommodate and incorporate a variety of transportation options, including buses and shuttles, but also gondolas, gondola taxis, autonomous EV buses, bike-share and active transportation modes, and other transportation technologies and programs that are, at this point considered novel or 'next-gen', but that will likely soon become commonplace. Transportation solutions would also extend beyond resort boundaries, connecting with local and regional public transportation systems and, collectively, working to limit the reliance on personal vehicle use to and from the resort and within the Valley Village. This is all to foster an intimate pedestrian-oriented Valley Village experience while reducing barriers to resort access (e.g., overcoming costs of vehicle ownership and operation) and environmental impact from transportation.

### Potential Valley Village Access - West (Allan Road)

With the addition of the Potential Valley Village Access from the East, the role of the previously proposed access to the Village along Allan Road will be repositioned within the BVMR concept. Responding to early feedback from the City of Chilliwack, as proposed Allan Road will not provide dedicated vehicle access to the resort base. Instead, it will only serve the residents of the Eastern Hillside Neighbourhood as currently envisioned in Municipal planning and bylaws. However, BVMR will still look to incorporate Allan Road as an emergency egress and access route, integrated as appropriate into the Valley Village concept in support of emergency planning and preparedness for both the Valley Village and the Eastern Hillside Neighbourhood.

With this change, the extent of residential development in the Eastern Hillside, the nature of road access, and any associated infrastructure would follow the Eastern Hillside Comprehensive Area Plan. Traffic volume on Allan Road and the desired structure and composition of the Eastern Hillside Neighbourhood will be aligned with municipal plans.

This change to the access routes is not intended to result in the Eastern Hillside being isolated from the BVMR Valley Village, and the nature of the relationship will be carefully managed to achieve the greatest benefits to the Neighbourhood and Resort. For example, residents of the

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Eastern Hillside would be able to access the Valley Village on foot or by bike via walking paths and a multipurpose trail network. They could use all the shops, services, amenities, and public spaces of the Village, and will be within walking distance of the proposed gondolas and alpine recreation activities. However, the Eastern Hillside Neighbourhood would not be a simple extension of the Valley Village and BVMR will work with the community, the City, and future developers to ensure that the Neighborhood retains the desired residential form and aesthetic. Subject to detailed Village and base area design in the later stages of the All Season Resort Policy approvals process, shops and services could be concentrated away from the residential areas, the Village stroll could be oriented towards the eastern access point, and natural buffers (e.g., forests, streams/riparian areas) could be used to separate the Village from residential areas in the Eastern Hillside. The details of the extent and nature of the relationship between BVMR and the Eastern Hillside Neighborhood would be established through a collaborative process, following the appropriate OCP and Zoning bylaws and procedures, and guided by a joint planning and design process with interested Stó:lō Communities, based on their traditional, cultural, and land stewardship values.

## **Potential Valley Village Access - West (Hack Brown Road)**

BVMR has included an alternative access option for consideration in future detailed planning and design work. It would originate at the Annis Road interchange and extend from the end of Hack Brown Road along an existing resource road, connecting to the proposed East Access to the Valley Village. As envisioned, it could act as a secondary access route and a possible complement to the Valley Village access route from the Highway 9 interchange. Further investigation and analysis would be conducted in subsequent stages of the planning process but based on existing data and the physical characteristics of the land, the potential for an access route exists.

Use of the route could be minimal, offering limited and specialized access to the Valley Village base area. For example, it could serve as a priority bus and shuttle access, providing guests with direct service to the heart of the Valley Village and an easy connection to the gondolas and alpine recreation area. The route could include a dedicated bus/shuttle lane once it connected with the potential East Access route, bypassing personal vehicles associated with day-use and overnight guests coming from the Highway 9 interchange, in turn ensuring quick travel to and from the Valley Village for bus and/or shuttle patrons. Bus and shuttle services could be connected to regional public transportation services or linked with complementary tourism attractions in the surrounding area, incentivizing guests to leave their cars at home and creating an integrated and expanded tourism experience for out-of-town guests.

The Hack Brown Road access route could also serve as an additional emergency access/egress route to/from the Valley Village, or as a secondary non-emergency egress route open only at certain times of the day to manage and expedite vehicle movement back onto Highway 1 and regional roads. The suitability and desirability of these uses will be explored through detailed joint planning and design with Stó:lō Communities, grounded in their traditional, cultural, and land stewardship values, in subsequent stages of the planning process. The refined BVMR concept

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will be subject to additional Stó:lō, Provincial, local government, stakeholder, and public review and comment.

## **Potential Alpine Village Access - South (Chipmunk Creek Forest Service Road)**

As described in Sec. 4.2.2 of the BVMR Expression of Interest, the current vision for the Alpine Village is that of a “pedestrian-oriented, mountaintop alpine playground – a haven for recreationists and tourists searching for a different type of vacation escape”. The initial intent was for the Alpine Village to “contain a variety of highly specialized hotels, multifamily units, restaurants, and retail that is largely over-snow and lift-serviced, not so very different than Avoriaz, France, Murren and Wengen, Switzerland, but at a much smaller scale.” It would require “a high degree of self-sufficiency, guided by sustainable community development principles and [would encourage] the establishment of advanced technologies that [would] showcase the best possible approach to sustainable, low-impact alpine development.”

Under current Provincial policy, if the envisioned mountain village development includes accommodation on private lands, it must be serviced by a public road. While this is somewhat contradictory to the original intent and undoubtedly detracts from the desired character and atmosphere, it supports timely responses to health emergencies and critical incidents and provides a higher degree of operational certainty and security for guests and staff.

Following the direction of the current policy, BVMR has identified the existing Chipmunk Creek Forest Service Road (FSR) as a suitable starting point to explore options to access the Alpine Village. The Alpine Village access and related Alpine Village are priority elements of the current vision for BVMR and the realities of its development, its pros and cons, and ultimate suitability as part of the BVMR concept, will be addressed collaboratively through a joint planning and design process with interested Stó:lō Communities, and be subject to review and feedback from the Province, local government, stakeholders, and the public through the Formal Proposal and Master Plan stages of the review process. If private land development in the Alpine Village is confirmed through more detailed planning and design, analysis indicates that public road standards can be achieved, and these will be applied to the final road layout.

## **OTHER COMPONENTS OF THE BVMR EXPRESSION OF INTEREST CONCEPT**

The proposed location, extent, and composition of the Valley Village and Alpine Village base area and the boundaries of the Expression of Interest Study Area have not changed.



## OTHER CONSIDERATIONS AND COMMITMENTS

### Relationship with Adjacent Landowners

BVMR has strong working relationships with all adjacent landowners and is collaborating with them to support the development of the proposed all-season resort and the potential access routes to the Valley Village area. For the East Access and West Access (Hack Brown Rd.) routes, BVMR has an agreement in principle with a major adjacent landowner east of the Valley Village to permit road access and explore other development options. Also, to support the development of the Valley Village, BVMR has purchased 72 acres of land and owns another 54 acres of land in partnership with the adjacent landowners, west of the Valley Village base area in the Eastern Hillside Neighbourhood.

### Geotechnical Considerations

BVMR recognizes that geotechnical considerations are prominent within the study area and along the potential access routes and has committed to completing geotechnical assessments for the proposed Controlled Recreation Area and access routes as part of the Formal Proposal stage of the All Season Resort Policy review process (Stage 2 of 3).

BVMR has also considered geotechnical realities in the preliminary evaluation of the potential access routes to the Valley Village based on existing studies and municipal planning. Following the geological and streams hazards assessment presented in the Popkum-Bridal Falls Area D Official Community Plan (Map 2), most of the potential routes in the Fraser Valley Regional District fall within areas assessed as having no risk or limited risk from geological hazards, with a short section of the East Access route within an area of potential significant risk from geological hazards. Further, following the Eastern Hillside Neighbourhood Plan, the West Access routes, which travel along existing roads, sit in part within areas defined as 'Alluvial Fan' and are subject to the City of Chilliwack's Floodplain Protection Regulation, but avoid areas susceptible to upslope landslide hazards (Map 4). With the benefit of a refined all-season resort concept that will be realized through a joint planning and design process with Stó:lō Communities that is grounded in their traditional, cultural, and land stewardship values, BVMR will complete and integrate the findings of geotechnical assessments into the Formal Proposal application.

### Commitment to a Traffic Impact Study

The integration of the proposed all-season resort with local roads and transit services, the potential impacts on traffic and local resident access, and resulting mitigation actions are priority issues for BVMR. As part of the Formal Proposal stage of the All Season Resort Policy, BVMR has committed to completing a comprehensive Traffic Impact Study (TIS). The results of the TIS will inform refinements to the all-season resort concept and the Formal Proposal application.