



A Proposed Mountain Resort for the South Anderson Valley of the BC Cascade Mountains

Expression of Interest

SUBMITTED TO



Tourism and Resort Development Division
Government of British Columbia

PRESENTED BY

Spuzzum First Nation

JULY 2023



**SPUZZUM
FIRST NATION**

Our Land. Our Future. Our Success. Forward Focused Nation Building.

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May 17, 2023

Bill Hunter, Director

Mountain Resorts Branch

Ministry of Tourism, Arts, Culture and Sport
510-175 2nd Ave, Kamloops, BC V2C 5W1

Dear Mr. Hunter

Regarding the BC Mountain Resorts Branch Expression Of Interest Submission by the Spuzzum First Nation

Further to our meeting a few months ago I am pleased to submit our application to the BCMRB for an Expression of Interest to develop an all-season resort for the South Anderson and Central Anderson Valleys in the Traditional Territory of the Spuzzum First Nation.

The Spuzzum First Nation submission is the conclusion of three years of feasibility and planning tasks resulting in our decision to proceed with the next planning stage for the project. The South Anderson Mountain Resort will be a crucial undertaking for the Spuzzum First Nation, area First Nations, and other communities in the Fraser Canyon. Moreover, we will help BC continue to achieve excellence in tourism infrastructure with an Indigenous foundation.

In the spirit of reconciliation, we invite British Columbia to join with the Spuzzum First Nation to develop the South Anderson Mountain Resort -- the first Indigenous driven comprehensive all-season mountain resort in BC.

Yours truly

K^wuk^wstemc (Thank you)

Chief James Hobart
Spuzzum First Nation



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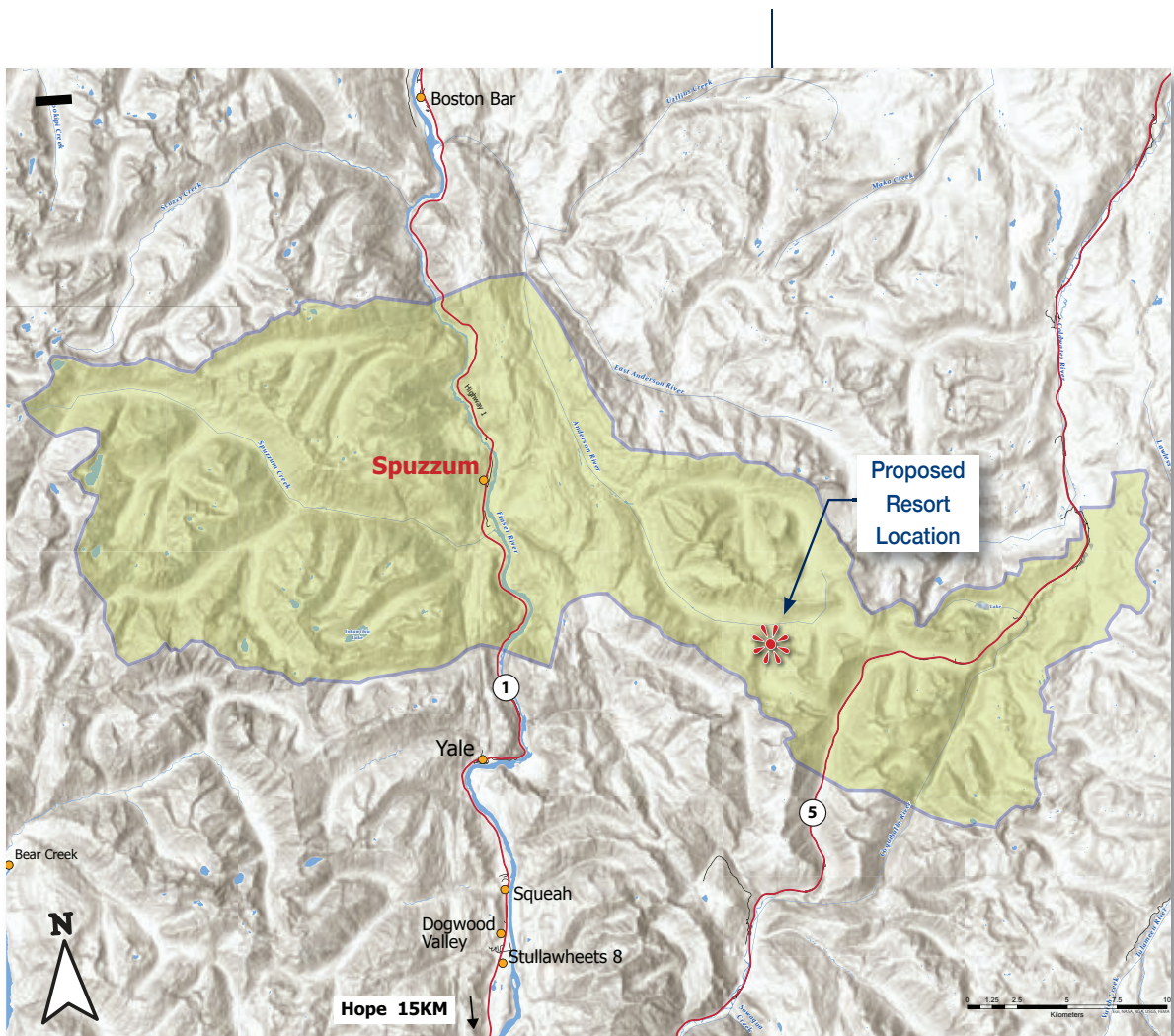


Figure 1 Spuzzum First Nation Traditional Territory



1 *Executive Summary*

1.1 *Spuzzum First Nation Vision*

The Spuzzum First Nation, a BC indigenous community located 38 kilometers north of Hope BC has taken the initiative to develop an all-season resort in our Traditional Territory as part of an economic strategy. Our lands and rivers have sustained us for thousands of years and Spuzzum leadership intends to maintain this sustenance for many generations to come.

The mountain resort development is proposed for the upper South Anderson Valley within Traditional Territory on lands east of Hwy #1 and west of Hwy #5 (see map). Existing access to the resort site will be via Highway #1 at the Alexandra Bridge Provincial Park 44 kms north of Hope BC. The proposed resort base is a scenic 25 kilometer drive east on former logging roads to the upper valley watershed. In addition, lands in the Central Anderson River watershed to the north of the South Anderson Valley will form part of the project incorporating ecotourism and traditional use activities.

Through working with our traditional lands the Spuzzum First Nation anticipates the creation of numerous vocations and project cash flow to sustain our Nation for generations to come as it has for generations in the past.



Spuzzum youth chopping wood for Elders

1.2 *Project Scope and Scale*

The focus of the South Anderson Mountain Resort (temporary name) is to create a contemporary, world-class mountain resort with an abundance of outdoor recreation amenities and a variety of tourist accommodation, real estate and day visitor facilities. Winter operations are focused on skiing and snowboarding for all abilities with a focus upon outdoor hiking and mountain biking in the summer seasons. More formal activities such as golfing and Indigenous events/activities will complement the resort.

The proximity to the Greater Vancouver Area (GVA) will make the mountain resort a popular day trip or weekend destination for this market. While the potential alpine ski terrain will cater to mainly to beginner and intermediate skiers, the scenic value of the site and proximity to Abbotsford and Vancouver airports will likely attract Canadian visitors from outside of BC as well as international visitors.

1.3 Conclusions and Next Steps

As a result of preliminary planning and feasibility studies the Spuzzum First Nation is confident that the mountain resort will be a viable and long-lasting asset not only to the Spuzzum First Nation community but to the people of British Columbia.

We invite the BC Mountain Resort Branch to join us in facilitating our submission with what will be the first British Columbia driven Indigenous driven mountain resort project in British Columbia.

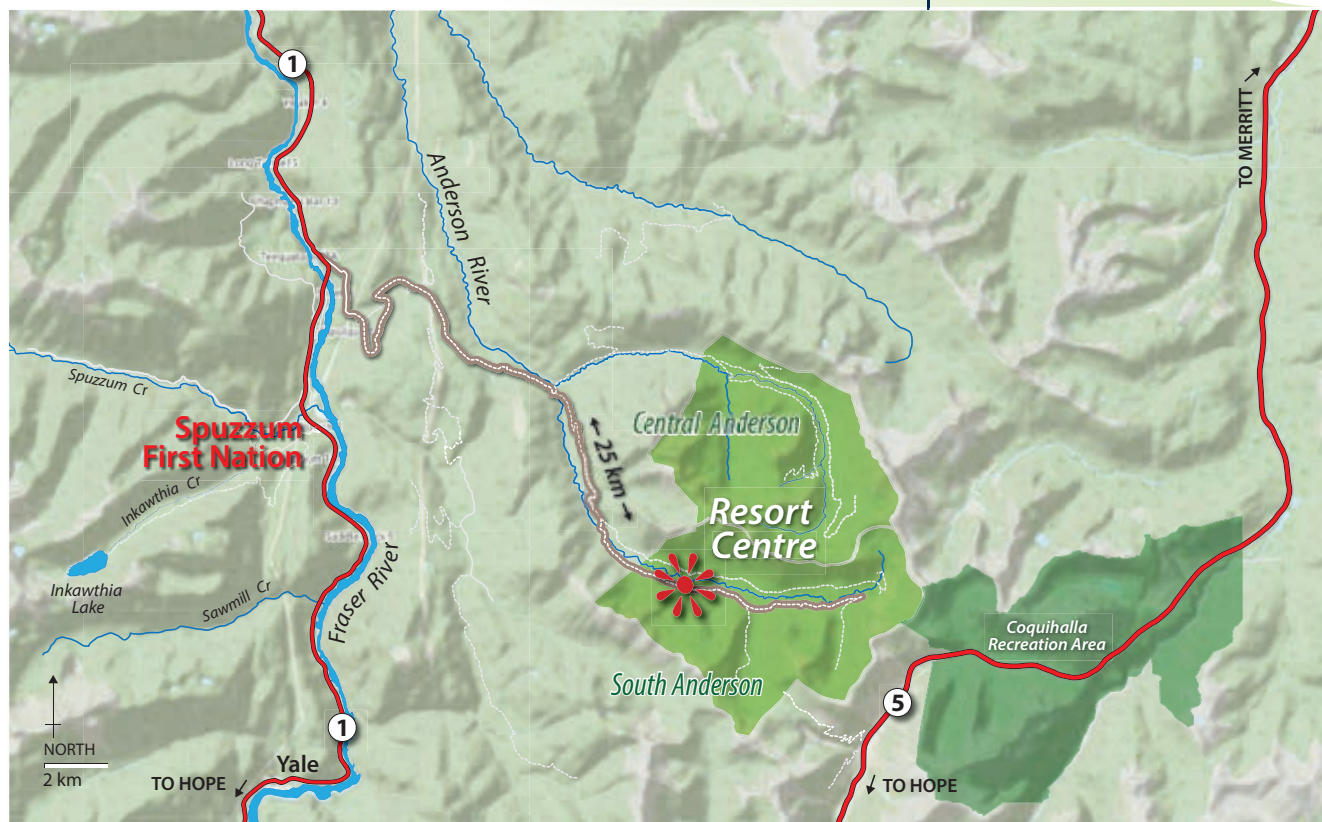
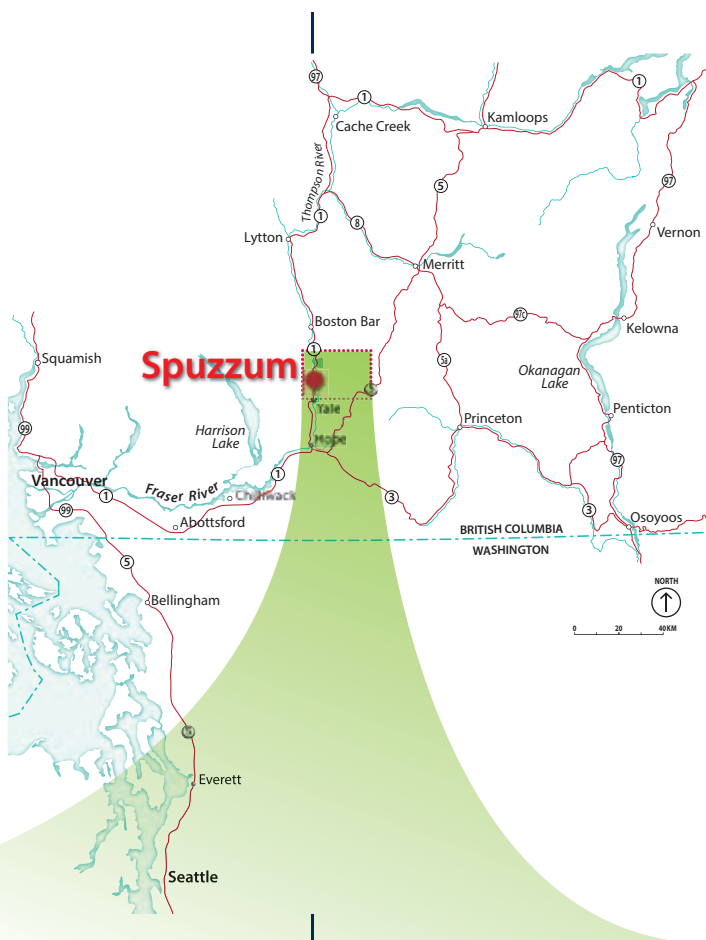


Figure 2 - Regional Context and Proposed Resort Area

SPUZZUM FIRST NATION



2 Project Introduction

2.1 Who we are as the Proponent

The Spuzzum First Nation, of the Nlaka'pamux speaking and cultural tradition is the proponent (through a legal entity) for the resort development. We are a Fraser Canyon based community with Traditional lands east of Highway #5 and west to the mountain ridges overlooking Harrison Lake. We are a First Nation with an ambitious economic strategy to regain and develop our economy. As project planning unfolds and regulatory approvals are in place, partnerships with companies having expertise in resort and real estate development will be invited to participate with us.

2.2 The Nature of the Resort

Our Vision for the proposed resort –

The Spuzzum First Nation vision for the South Anderson Mountain Resort is two fold: - First, to create vocations, societal and financial opportunities for our Nation's membership and - Secondly, to create an exceptional all-season mountain resort that will allow visitors to experience the beauty and recreation opportunities in the Cascade Mountains in an environmentally sustainable and responsible manner.

What we intend to develop –

Spuzzum First Nation is planning for an all-season resort with amenities typical of a mountain location. This will include winter activities such as downhill skiing, cross-country skiing, snowshoeing and backcountry skiing and skating coupled with summer activities such as hiking, sightseeing, golf, mountain biking, fishing, climbing and other ecotourism-related activities. Conference and meeting room facilities are expected to attract business during the spring and fall shoulder seasons. A modest

Nlaka'pamux interpretive centre will compliment the resort through the presentation of Spuzzum history, culture and the land.

How we intend to develop –

The final corporate structure and ownership of the proposed South Anderson Mountain Resort project remains to be finalized. At the present time, the intent and expectation is that the Spuzzum First Nation will retain a significant interest in the project by way of an economic development corporation owned by the Band. The Spuzzum First Nation is also expected to have an ownership stake in a number of project components. (eg. the RV Park, the golf course, cultural / interpretive centre, eco-tourism opportunities).

Given the size and complexity of the project, it is currently envisaged that the development will be split into two separate components/corporate entities:

1. "Lift Co" will be responsible for the financing, construction and operation of the lifts and directly related infrastructure including the base village and mountain top lodges as well as the mountain biking, downhill and Nordic ski trail networks.
2. "Land Co" will be responsible for the financing and development of all onsite infrastructure (roads, sewer, water, power etc.) as well as real estate sales.

Lift Co and Land Co will probably be set up as separate limited partnerships with a number of equity investors including the Spuzzum First Nation and potentially other local area First Nations.

Ownership interests will depend in part on the equity and investment requirements for the project which are currently estimated at approximately \$100 million. Equity requirements will depend on a number of factors including the phasing of development and the level of provincial/ federal government participation.

Management control of the Lift Co and Land Co limited partnerships will reside with an experienced operator/developer. In selecting the operator for Lift Co, preference will be given to a company with experience running an existing ski resort of comparable size, preferably in Western Canada. In selecting the operator for Land Co, preference will be given to a major land developer based in Vancouver.

It is expected that the operators for both Lift Co and Land Co will be chosen by the Spuzzum First Nation prior to receipt of final project approvals from the Government of British Columbia. Accordingly, these operators



Planning team at proposed resort location

will be expected to assist the Spuzzum First Nation with preapproval and preconstruction funding requirements.

The size of the project –

The size of the proposed CRA is 7,415 hectares incorporating the upper reaches of the South and Central Anderson Valleys (see Figure 3-2). The lift concept for the South Anderson Resort has a buildout capacity of 9,000 Skiers Per day with 11 lift installations in three phases. The first major phase of development on the mountain is planned with a capacity of 5,000 skiers per day and 5 lift installations. The village core, located at the base of the Phase 1 development zone includes 2,300 warm beds. The total potential overnight capacity of all types of accommodation is estimated at 12,000 bed units plus a small RV Park and employee housing.

The project fit into the region and the province as a development project –

The 2010 BC Resort Strategy and Action Plan highlighted five Strategic Directions:

1. Maintain and Enhance British Columbia's Competitive Edge in Resort Development.
2. Increase Resort Development.
3. Support Resort Communities.
4. Improve Transportation Infrastructure.
5. Build Indigenous Partnerships.

The South Anderson Mountain Resort proposed by Spuzzum First Nation meets all the above objectives – including reinforcing the economies of the Fraser Canyon communities from Hope north on Highway #1 and providing a new and unique experience for BC's mountain resort offerings, reinforcing BC's place as a global destination for mountain resorts. The Resort meets the threshold for an environmental assessment review under BC's Environmental Assessment Act (2018) in addition to the requirement for a Resort Master Plan review under BC's Land Act. It is anticipated that some or all parts of the provincial review processes can be done concurrently.

2.3 Project Benefits

The mountain resort upon build-out will create in the order of 800 jobs comprising numerous vocations for not only Indigenous Peoples but for the surrounding non-native communities such as Hope and Boston Bar as well.

The construction process over 10 to 20 years will be a boon for suppliers, contractors and service sectors in the upper Fraser Valley – including Hope.



The mountain resort will provide a high quality venue for the Greater Vancouver area population seeking day trips or weekend getaways in the Cascade mountains.

Figure 3.1 Preliminary Road Access Routing

2.4 Project Location and Regional Context

The mountain resort development is proposed for the upper South Anderson Valley within Traditional Territory on lands east of Hwy #1 and west of Hwy #5 (see map #2). Existing access to the resort site will be via Highway #1 at the Alexandra Bridge Provincial Park 44 kms north of Hope BC which in turn is 150 kms east of Vancouver on Highway #1. The proposed resort base is a scenic 25 kilometer drive east on former logging roads to the upper valley watershed. In addition, lands in the Central Anderson River, the watershed to the north of the South Anderson, will form part of the project incorporating ecotourism and traditional use activities.

2.5 Road Access

New Road Access

There is no existing public road access to the South and Central Anderson resort study area, however, extensive past logging has resulted in a large network of Forest Service Roads (FSR) in variable conditions that connect to Highway 1 on the east side of the Fraser River and Highway 5 to

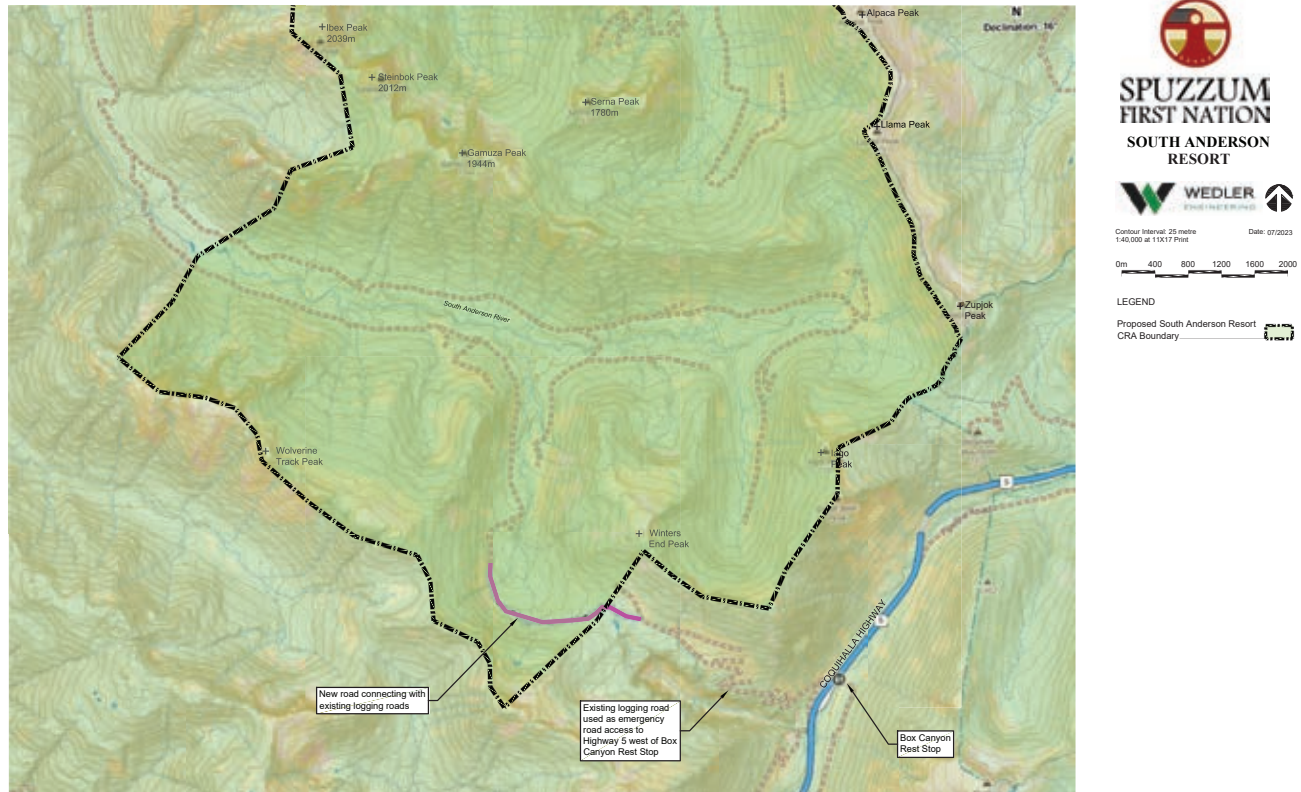


Figure 3.2 Proposed Emergency Access Alignment

the east. The provision of public road access to the site that would meet Ministry of Transportation and Infrastructure (MoTI) standards is identified as a key challenge for the South Anderson Resort proposal and as such, several options were considered in terms of feasibility, cost and overall benefit. This constraint, in combination with a strong interest in creating a direct connection for Spuzzum and other communities along Highway 1 in the Fraser Valley, to the new resort development pointed unequivocally to the conclusion that the new public road access to the site should come from Highway 1 on the west side of the study area. The new access road would be a paved, two-lane highway, designed and constructed to MoTI standards with potential considerations for more challenging grade areas.

The South Anderson Resort development zone can be accessed by 4WD vehicles from the Anderson River Mainline FSR, although a recent weather event has washed out the Anderson River Bridge so vehicle access will not be possible until the bridge is repaired. The existing direct route on FSR to the site is 27-kilometers and follows the Siwash FSR through a canyon with wash-out areas and high geotechnical hazard. The first objective of Wedler Engineering's (Wedler) assessment on road access was to look at the existing logging road access and determine to what extent re-alignments or re-grading is needed to upgrade the logging roads to MoTI's standards for public roads with a 14.7m cross-section and an average grade of 8%. Wedler's assessment concluded that the hazard zones in the Siwash FSR section of the existing route between Highway 1 and the Resort Center are not optimal for upgrades to a public road.

An alternative was considered up Gilt Creek to the north. Wedler's assessment of a potential alignment up Gilt Creek with a connection to the Anderson River Bridge is the preferred alignment of the new access from Highway 1 to the Resort Center. Figure 3-1 highlights the preliminary road access assessment and preferred alignment of the proposed new public access road to the South Anderson Resort. This route will be studied further for feasibility, cost and environmental impact at the next stage of planning and design.

The first section of the new and preferred access road would be an upgrade of the existing Anderson FSR from its intersection with Highway 1 just north of Alexandra Bridge Provincial Park to the intersection with Siwash FSR at Gilt Creek on the east side of the Fraser River. Upgrades to the Anderson River Mainline within Alexandra Bridge Provincial Park will have minimal impact on the landscape and forested areas in the Park. The new route will diverge from the intersection of Anderson FSR and Siwash FSR, with a new road alignment climbing up the Gilt Creek drainage to avoid geotechnically unstable areas south of Lake Duh, highlighted in Figure 3. At the Gilt Creek pass, the route will join an old FSR which requires upgrades, before connecting to the existing Ottomite Anderson FSR near the junction of the Central and South Anderson catchments. Some re-routing of the existing FSR in the Gilt Creek drainage is required to maintain grades that meet MoTI standards.

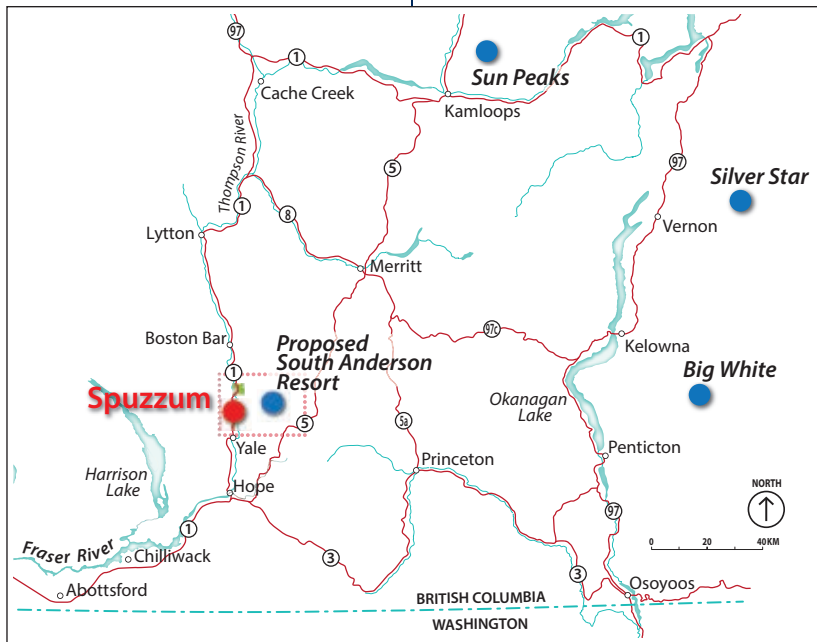
The Anderson River Mainline through Gilt Creek to Ottomite FSR route would be the preferred alignment to connect Highway 1 with the Anderson River Bridge. On the north side of the Anderson River Bridge, the existing FSR would be upgraded to reach the South Anderson Resort development zone. Further field investigation, detailed mapping, geotechnical and geometry design review is required to prove the feasibility of this contemplated alignment. Further sections of the existing road will likely require realignment to improve geometry, grade and to address potential hazards.

[Emergency Alternative Access](#)

The Planning Team has reviewed an option for an emergency access following the alignment of old mining and logging roads from the Coquihalla Highway (Hwy #5) at Box Canyon. There would be one new section of road (.5 km) required to make the connection as per Figure 3.2. Additional site reconnaissance will be required to further validate the option but the section of road from Box Canyon was drivable last time it was reviewed in the field, with an existing grade of approximately 15%.

2.6 The Resort Market

Preliminary market analysis indicates that the majority of South Anderson Mountain Resort visitors will come from British Columbia and Washington State. Primary markets in southwestern British Columbia and northwestern Washington State include Metro Seattle (population 4.1 million), Metro Vancouver (population 2.8 million) and the Fraser Valley (population 0.5 million). The population of these three primary market areas is expected to increase by more than 100,000 persons per annum during the next decade.



Location of area Ski Hills

Skier visits are projected to increase from approximately 150,000 in year one to between 400,000-450,000 in year ten. A significant share of these skier visits will be generated by population growth in the primary markets noted above. To support this conclusion, research undertaken by the Canadian Ski Council in 2019 indicated that downhill skiing had a 24% participation rate and that skiers spent an average of just under 7 days per year on the slopes. Based on these two numbers, population growth in the Metro Vancouver and Fraser Valley areas alone is expected to generate more than 300,000 additional skier visits by 2032.

Most residents of Metro Vancouver live within a 2-3 hour drive of the proposed development. For many residents of the Fraser Valley (from Abbotsford in the west to Hope on the east), drive times are about 1 to 1.5 hours.

The US Interstate #5 provides good highway access for residents of Metro Seattle. Drive times from Metro Seattle to the South Anderson Mountain Resort will be about the same as going to Whistler. American visitors will also be attracted by a favourable exchange rate (\$1.00 Canadian is currently about \$.75 US).

The market appeal of the South Anderson Mountain Resort is expected to grow over time as the scale of the project (eg. the number of ski lifts and the amount of overnight accommodation) increases. By year ten, the origin of skier visits is projected to be as follows:

- 50-60% from Metro Vancouver (mostly areas east of the Port Mann bridge);
- 20-25% from the Fraser Valley;
- 10-15% from Washington State (mostly Metro Seattle).

About 10% of skier visits are expected to originate from other markets including Vancouver Island, Alberta, Ontario, Oregon and California. Reflecting the scale of the proposed development, overseas markets such as Australia and Europe are expected to account for less than 5% of total skier visits.

In year one when onsite overnight accommodation will be very limited, day skiers are expected to account for more than 90% of total skier visits. By year ten when approximately 8,000 bed units (a mix of single family homes, townhouses, low rise condominium apartments and hotel rooms) are expected to be in place, the ratio of day skiers to overnight skiers should be close to 50/50.

While we anticipate tapping into a new growing GVA market some skier visits to the proposed South Anderson Mountain Resort will be transferred from existing resorts. Impacts in the 10% range are expected for the “big four” resorts in the Okanagan (Sun Peaks, Silver Star, Big White and Apex) and in the 20% range for the two local area ski hills (Manning Park and Sasquatch). The impact on Whistler Blackcomb is expected to be relatively modest (about 5%) in part because of its massive scale (over 2,000,000 skier visits).

This loss of business should not have any significant financial impact on existing ski hill operations as their markets are growing as well. For Whistler-Blackcomb, the transfer of skier visits to the South Anderson Mountain Resort may actually help to alleviate some of the pressures related to “over-tourism” in Whistler area including traffic on the Sea to Sky Highway.

The South Anderson Mountain Resort is expected to attract a considerable number of visitors outside of the mid December to early April ski season. Summer market attractions will include mountain biking, golfing, hiking, mountain climbing (particularly on the granite spires in the Central Anderson valley), front and back country camping, ziplines and a mountain coaster similar to the one recently opened at Cypress Mountain.

By year ten, summer visits as measured by lift ticket sales are projected to equal winter season skier visits. A big part of summer lift ticket sales will be to mountain bikers; the number of hikers and sightseers will depend to some extent on the size and scope of the mountain top amenities which remains to be determined.

Given its proximity to downtown Vancouver and the Vancouver International Airport, the South Anderson Mountain Resort is well positioned to attract small conferences and related private/public sector meetings. This visitor traffic will help to sustain certain components of the resort (the hotels and the retail/service commercial businesses in particular) during the spring and fall shoulder seasons.



South Anderson valley looking east to the development site.



3 *Goals and Objectives*

TABLE 1 GOALS AND OBJECTIVES

Goals	Objectives
Create a catalyst for local economic development within Spuzzum's traditional territory	<ul style="list-style-type: none"> -The master plan includes a vision for a four-season resort with a diverse recreation offering that will create a variety of jobs in the tourism sector -The resort will include opportunities for a First Nations Cultural Center and other four-season indigenous tourism experiences -Access to the resort from Highway 1 will drive economic development and tourism in communities along the Fraser Valley
Prepare a resort master plan that adheres to the highest standards of sustainable resort development	<ul style="list-style-type: none"> -Base area development will avoid environmentally sensitive areas such as riparian zones and old growth management areas -New building will adhere to modern standards for carbon emissions and sustainable principles -Conservation efforts for the Spotted Owl may be integrated with overall development in the region -An indigenous-led project will elevate First Nations conservation values and nature interpretation in a tourism-based development



4 Study Area Mapping

Ecosign Mountain Resort Planners, Ltd. was engaged by the Spuzzum Nation in April 2021 to undertake a Feasibility Study for an alpine ski resort in the South Anderson study area. Using mapping prepared from aerial photography, Ecosign prepared a technical assessment and two conceptual alternatives for a potential four-season mountain resort. A site inspection was carried out in July 2021 and Ecosign participated in two meetings with the Spuzzum project team and other consultants in Vancouver. At the conclusion of the Feasibility Study in October 2021, the potential for mountain resort development was confirmed and a preferred concept was selected for further study.

After the completion of Ecosign's work in 2021, the Spuzzum Nation commissioned high-quality Lidar mapping of the of the South Anderson River valley and the mountains to the south of the river in the area proposed for development. One metre contours have been created from the new Lidar data and used to update the technical assessment and the preliminary Master Plan Concept. A second site inspection, this time in winter conditions was carried out in early March 2023.

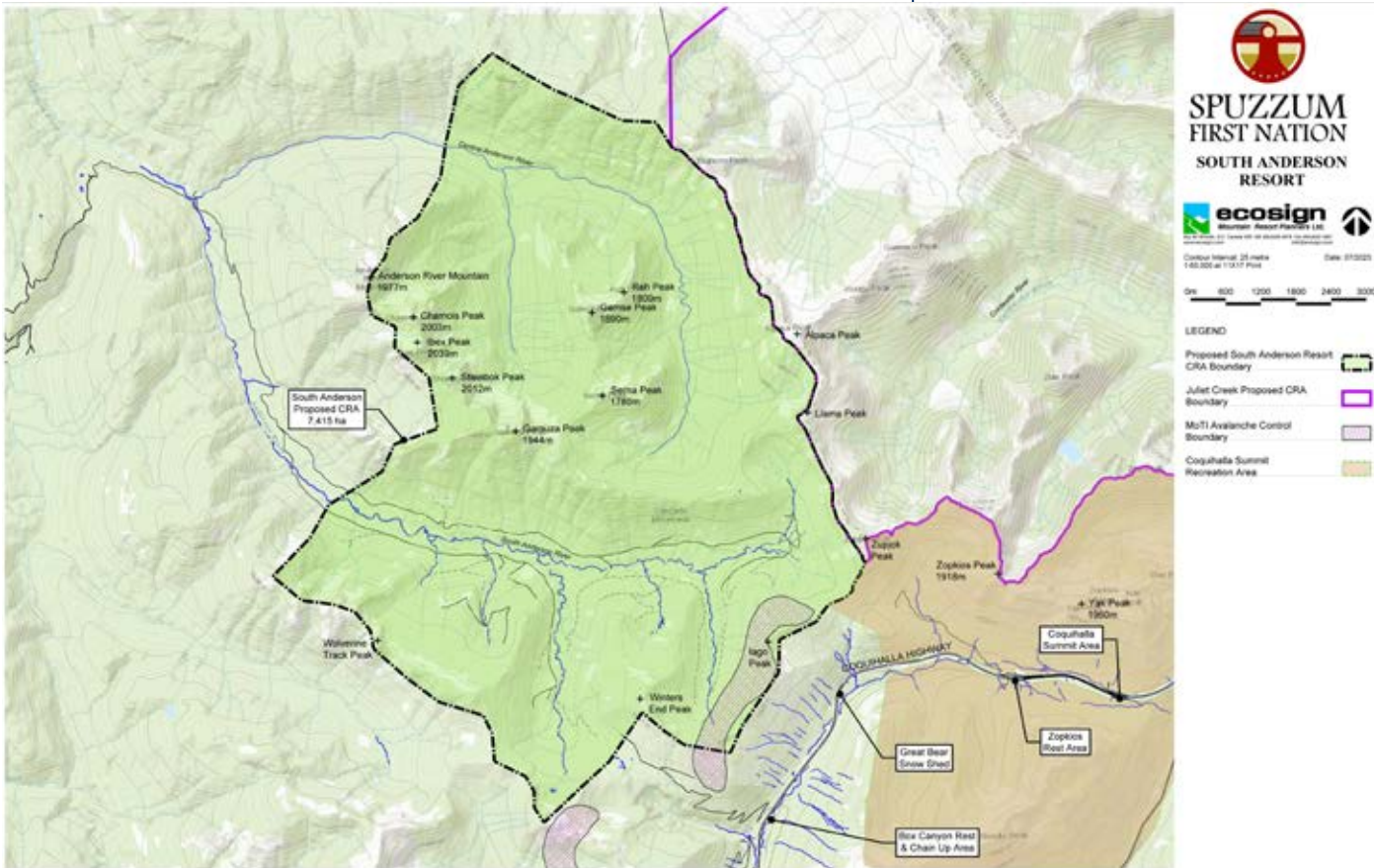


Figure 4 Resort Study Area including Proposed CRA and Existing Tenures



5 Preliminary Site Inventory and Analysis

5.1 Site Location & Proposed CRA Boundary

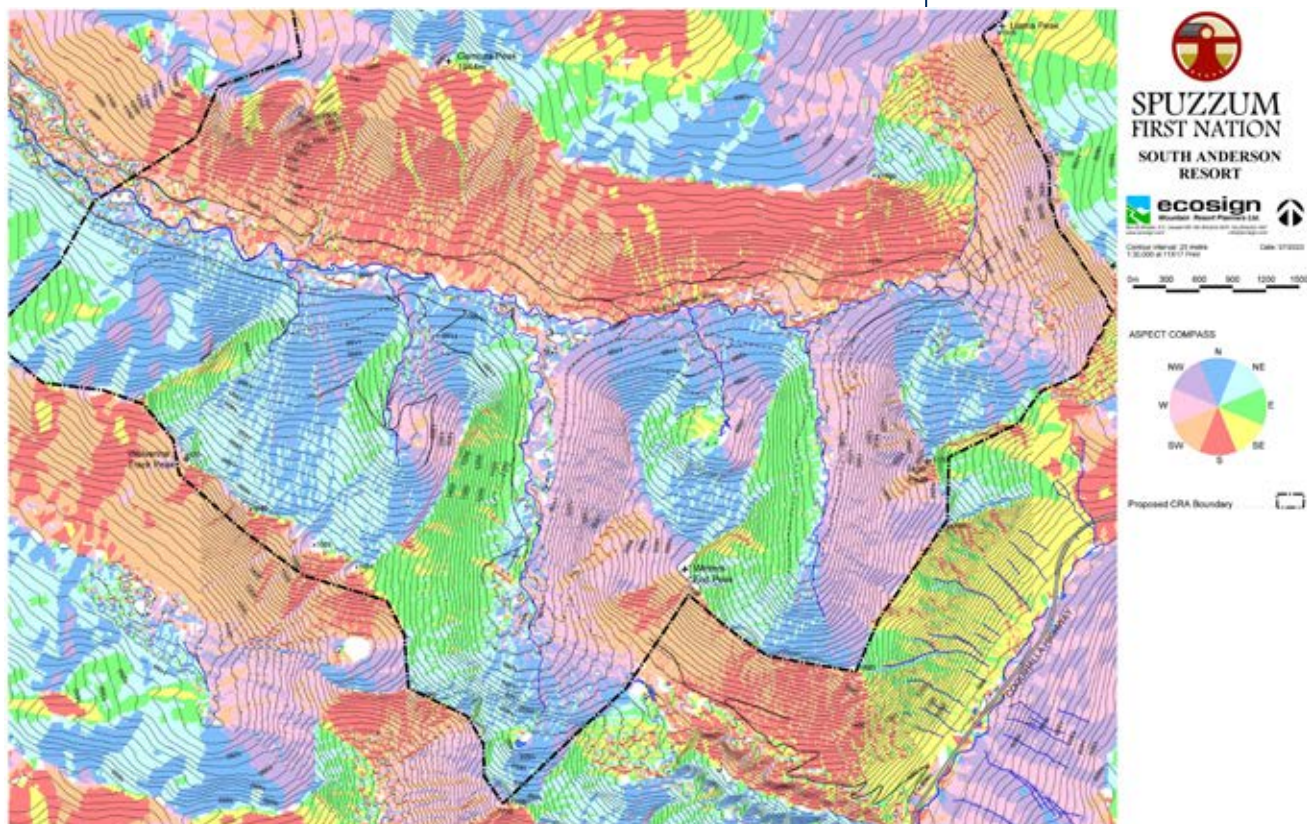
The proposed South Anderson Resort Controlled Recreation Area (CRA) is located northwest of the Coquihalla Summit Recreation Area, encompassing 7,415 hectares of land in the South Anderson and Central Anderson's watersheds. Figure 4 presents the proposed CRA within the context of the Coquihalla Highway, Coquihalla Summit Recreation Area and other existing tenures in the area. The eastern side of the proposed South Anderson CRA boundary abuts the proposed Juliet Creek Resort CRA and the boundary of Coquihalla Summit Recreation Area, flowing the height of land around Iago Peak to Wolverine Track Peak and the west side of the series of granite peaks from Steinbok to Anderson River Mountain.

The project area and proposed CRA fall within the Fraser Valley Regional District's Electoral Area B and Rural Area destination in the FVRD Strategic Plan. While mountain resort development is not specifically permitted in Rural and Recreational Lands at this time, this type of development is generally consistent with existing policies in support of new clusters of recreational, residential and resort development.

5.2 Existing Tenures and Land Use

A desktop study of existing water, forestry and mining tenures using provincial government data is provided in the Environmental Overview Assessment Report prepared in 2021 by Hemera Ausenco. This report provides a description and maps of existing Old Growth Management Area (OGMAs), authorized forestry harvest areas, active forest cut blocks, mineral and placer claims and mineral coal reserves within the CRA and surrounding project area.

A Section 16 Environment, Conservation & Recreation reserve in favour of the Ministry of Transportation near the peak of Mount Iago overlaps with the proposed CRA as shown in Figure 4. This tenure is used for the purpose of for avalanche control and a tenure for scientific observations.



It is expected that the proposed South Anderson resort would not have a significant impact on the activity associated with these existing tenures.

Figure 5 Aspect Analysis

5.3 Technical Assessment

The Technical Assessment includes identification and analysis of critical on-site and off-site factors which may affect the development potential of the mountain resort study area. The technical assessment comprises an analysis of climatic and physiographic characteristics of the terrain within study area. Through an understanding of the site's existing conditions and natural process, environmentally sensitive areas can largely be avoided, and natural development opportunities maximized.

The physical site characteristics discussed in this section all interact to aid the planning team when assessing the capability of the natural systems to support resort development. The purpose of the Technical Assessment is to integrate the unique development opportunities and constraints with the study area acceptable ski industry planning and design parameters as the foundation for efficient and effective.

5.3.1 Aspect Analysis

Aspect is defined as the direction in which a surface faces and is categorized using the eight cardinal points of a compass (north, northwest, west, southwest, south, southeast, east and northeast). The slope

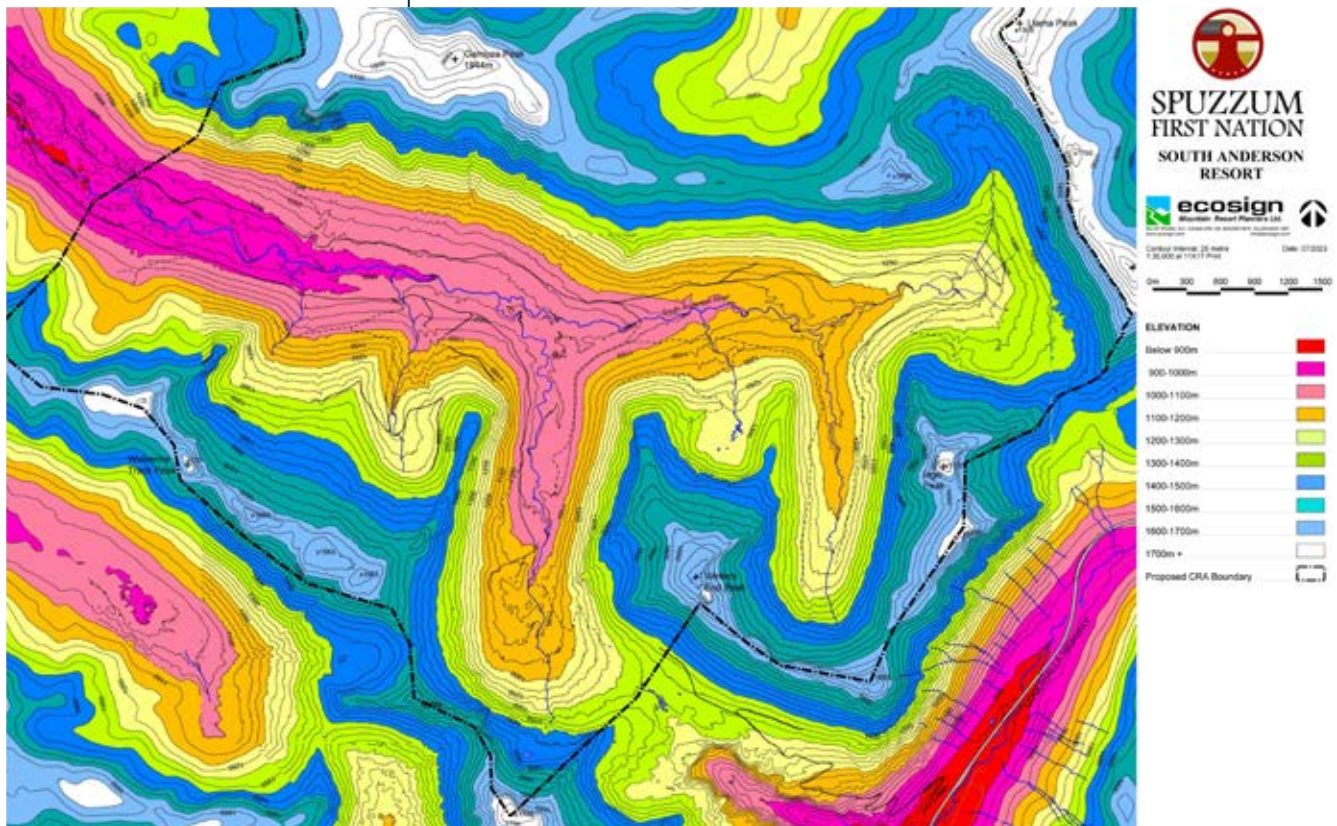


Figure 6 Elevation Analysis

gradient and aspect of terrain in combination, greatly affect the amount and intensity of solar radiation received during the winter and spring ski seasons. The Aspect Analysis of the area surrounding the South Anderson River is presented in Figure 5. The areas proposed for ski trail development are on slopes with northeast to northwest aspects, ideal for snow retention. The slopes on the north side of the South Anderson River are primarily south to southwest facing which provides great sun exposure for accommodation development.

5.3.2 Elevation

The potential vertical drop available for lift serviced skiing also plays an important role in site suitability, since total elevation determines the length of the trails and also the vertical transport metres (VTM) that can be supplied to the skiing and snowboarding public. The total vertical rise of a ski area is a key factor that affects the marketing potential and attractiveness to guests. Elevation also affects the climate of the mountain and significant variation in precipitation and snowfall can be the result of variations in elevation.

The elevation analysis is presented in Figure 6. One hundred metre bands of elevation between 900 and 1700 metres are identified in a different colour. Each 100 m elevation band between is presented in a different colour band. The highest peak in the area south of the river is an unnamed

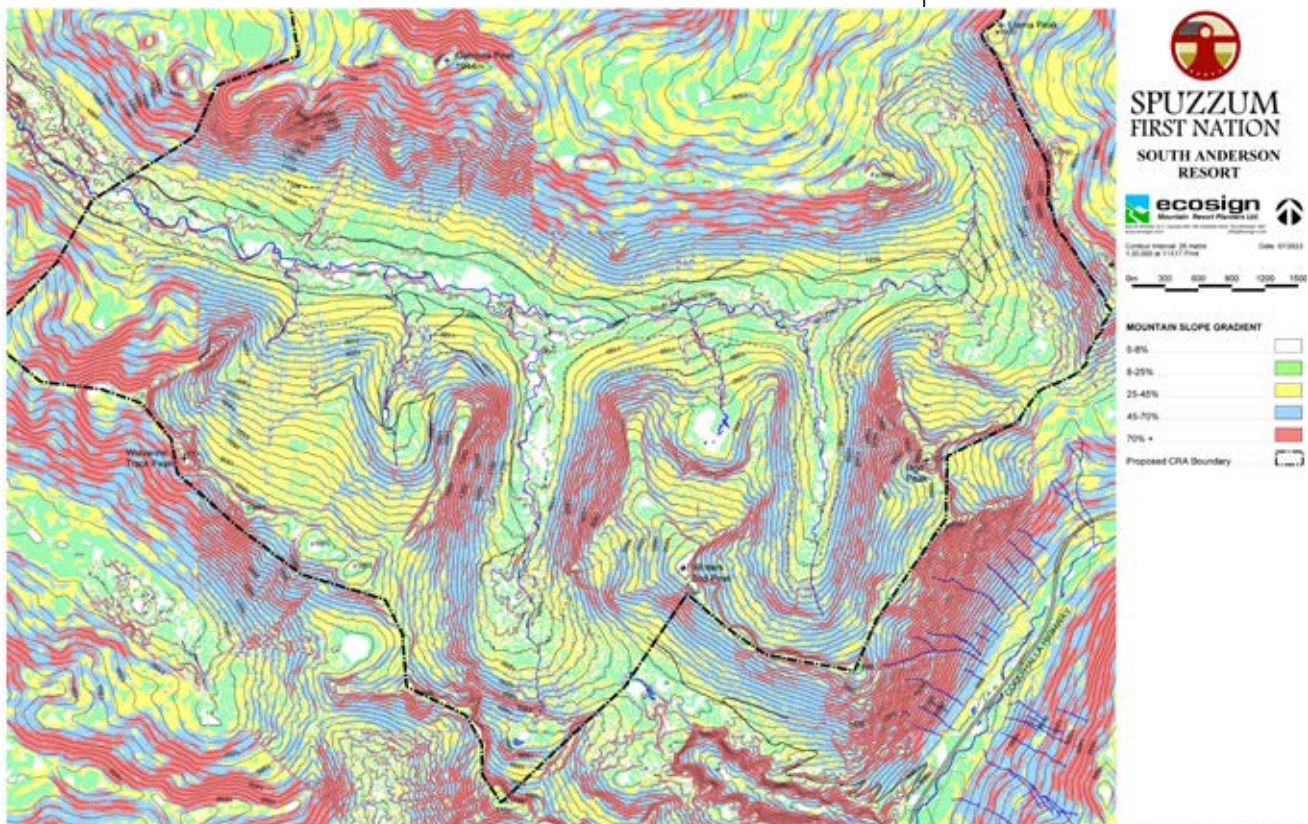
peak between Wolverine Trail Peak and Winters End with an elevation of 1770 metres, however, the terrain at the top is too steep for skiing. The South Anderson River drops from an elevation of approximately 1250 m at the east end of the proposed CRA to approximately 935 m at the proposed western boundary. The highest elevation in the area proposed for ski terrain is the summit of Mount Iago at 1734 metres. The elevation of the river valley below Mount Iago is approximately 1220 metres, giving a maximum potential drop of 514 m (1686 feet). Similarly, the summit of Winters End Peak has an elevation of 1709 metres and the adjacent valley bottom is at 1120 metres providing a potential vertical drop of 589 m (1932 ft.) The summit elevation of Wolverine Track Peak is 1684 metres and the valley bottom nearby flattens out substantially around 1004 m providing a maximum potential vertical of 680 m (2,230 ft.).

5.3.3 Mountain Slope Analysis

Slope gradients are a critical factor in evaluating potential ski area development. The Mountain Slope Analysis is presented in Figure 7. On this plan, ranges of slope gradients are represented by different colours to illustrate slopes suitable for different types of skiing / snowboarding. Table 2 outlines the Mountain Slope Analysis Slope Gradient Classification, their corresponding colour and suitability for skiing and snowboarding.

Areas represented in white on the slope map are too flat for skiing, while

Figure 7 Mountain Slope Analysis



red areas represent hazardous terrain. In terms of slope gradients, ideal ski terrain is represented on the Mountain Slope Analysis by a mix of green and yellow with some blue for advanced and expert skiers. Of the three peaks, Wolverine Track appears to provide the largest amount of suitable ski terrain.

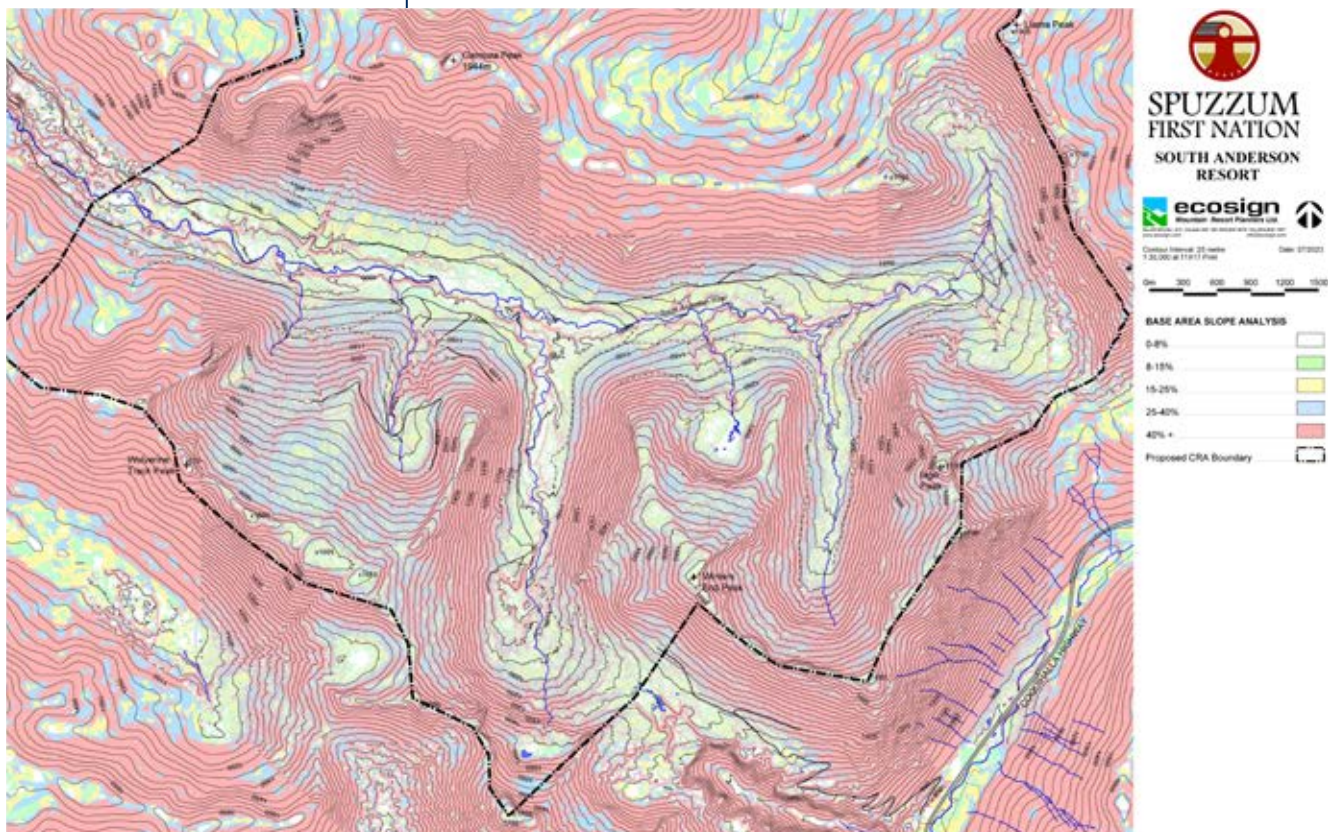
TABLE 2 MOUNTAIN SLOPE ANALYSIS - SLOPE GRADIENT CLASSIFICATION

SLOPE GRADIENT	COLOUR	TYPE OF SKIING/ SNOWBOARDING
0% to 8%	White	Flat Terrain, Marginal Skiing
8% to 25%	Green	Beginner & Novice Skiing
25% to 45%	Yellow	Intermediate Skiing
45% to 70%	Blue	Advanced and Expert Skiing
70% +	Red	Free Skiing Only or Too Steep for Commercial Skiing

5.3.4 Base Area Slope Analysis

In addition to identifying good quality ski terrain, when reviewing the suitability of an area to support an alpine ski resort, it is also important to determine if there is sufficient terrain to provide the necessary support

Figure 8 Base Slope Analysis



facilities such as road access, parking, day lodges as well as accommodation and other commercial facilities if the area is planned to serve more than the local surrounding area. The base area slope analysis is presented in Figure 8 with different colours used to illustrate different slope ranges suitable for base area development. The slope suitability ranges are summarized in Table 3 below. Generally, flat terrain identified with white and green in the base area slope analysis is ideal for high density development and parking lots where limited re-grading of the natural terrain is required. Terrain with slopes in the green or yellow categories can be suitable for development with some regrading to provide building sites while the blue category is marginal for low density development and the red category is too steep for development.

TABLE 3 BASE AREA SLOPE ANALYSIS - SLOPE GRADIENT CLASSIFICATION

SLOPE GRADIENT	COLOUR	BASE AREA DEVELOPMENT SUITABILITY
0 to 8%	White	Suitable for roads, parking, high density village style developments, outdoor and indoor recreation and snow play zones with limited terrain modification
8 to 15%	Green	Smaller multi-family or townhouse (medium density) developments, roads, snow play and parking with some terrain modification
15 to 25%	Yellow	Single-family chalet (low density) developments with substantial grading required to provide vehicle access.
25 to 40%	Blue	Marginal for single-family development. May require rock stacking and/or retaining walls to provide vehicle access.
40% +	Red	Too steep for development

As shown in Figure 8, the areas with slopes suitable for development are for the most part located alongside the South Anderson River and its tributary streams. The south bank of the river has some very steep banks, the developable land would be above the banks. There are a few isolated areas with gentle terrain in the alpine.

5.3.5 Fall Line Analysis

The Fall Line Analysis is presented in Figure 9, illustrating the dominant ridge tops within the study area, direction of fall line slopes (downward course perpendicular to existing contour line) and the directional flow of drainage in the valley bottom. The Fall Line Analysis highlights summits along the ridgelines at the top end of the fall line slope,

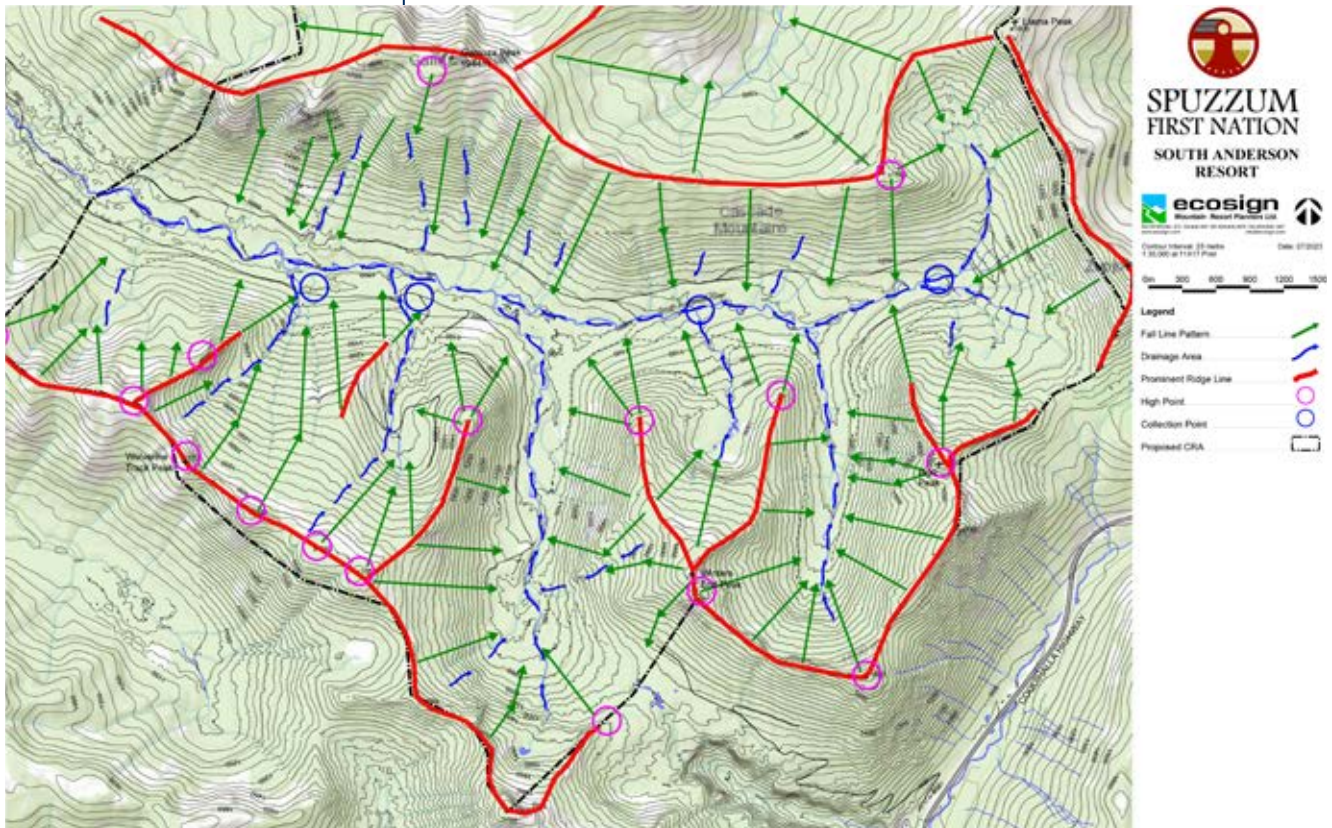


Figure 9 Fall Line Analysis

and natural collection points in the valley floor. These tools are used as part of the foundation for ski infrastructure planning along with the Ski Terrain Capacity Analysis.

5.3.6 Solar Analysis

The site's angular relationship with the sun is a critical design parameter, since it determines the time of day and for how long the sun's rays will bathe potential parking lots, mountain restaurants, ski trails and the base area village public space and patios. Base area staging facilities, beginner and children's ski zones and any village or accommodation development are ideally located to maximize sunlight to create the most comfortable micro-climate for guests, however, this is not always possible. In mountain environments, the sun's rays are highly valued by guests, but can negatively impact snow quality. Careful placement of base area facilities and beginner areas in sunny zones, and ski trails in shade is a fundamental principle of mountain resort planning. Accordingly, a detailed solar analysis of the study area is a critical part of the Technical Assessment.

A study of the shadows cast by the sun over the entire study area has been carried out in the morning (Figure 10a - 9:00 a.m.), 12:00 noon (Figure 10b - noon) and afternoon (Figure 10c - 3:00 p.m.) in December, January and February Pacific Standard Time (PST). The solar analysis can be used during the detailed design phases to ensure that sunlight is maximized for different

facilities that are active at different times of the day. For example, morning ticket windows would ideally be in the sun at 9:00 a.m., while afternoon patios should be bathed in sun at 3:00 p.m. Once potential mountain resort development sites are identified, the solar analysis is used to guide concept development and detailed design.

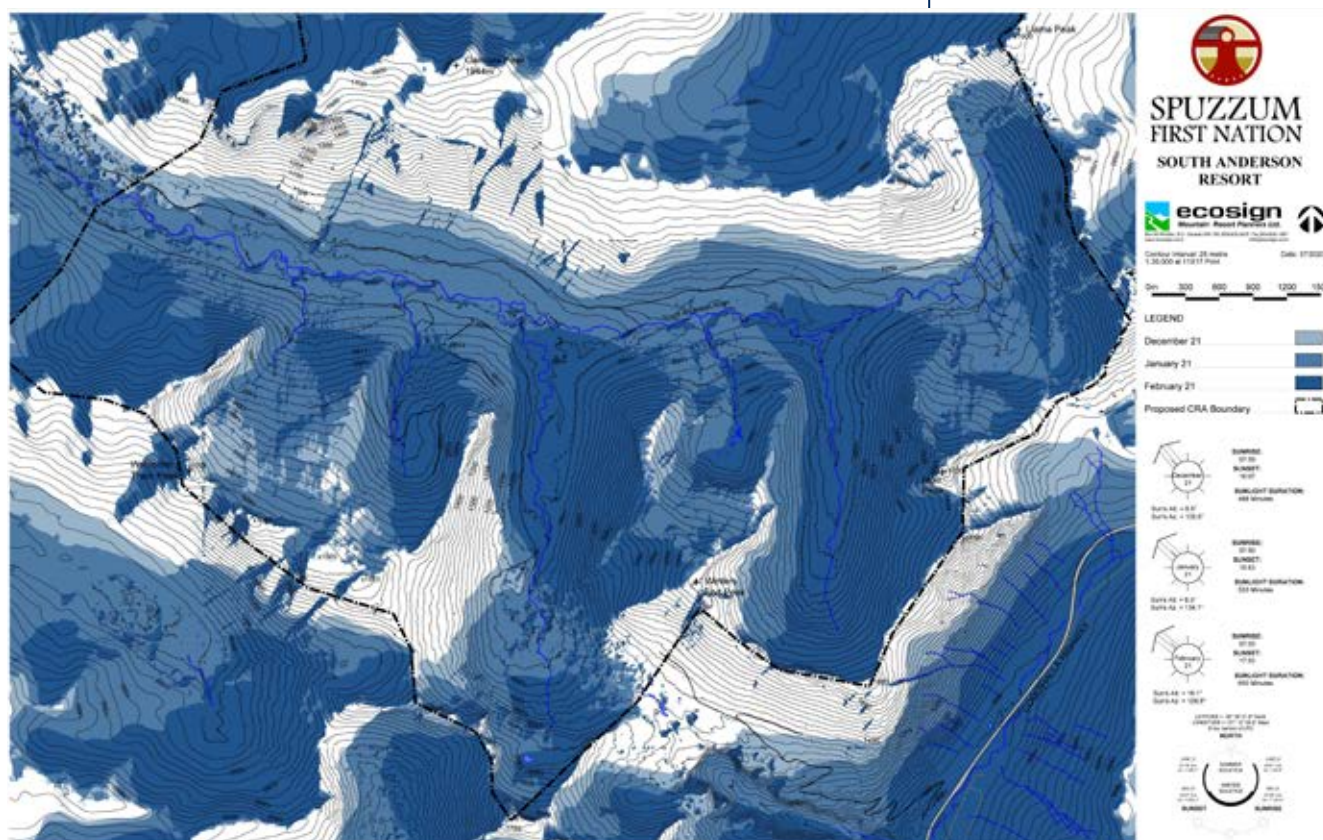
9:00 a.m.

At 9:00 a.m. in the morning on December 21, the sun casts shadows on all north facing slopes extending up almost to the peaks and the shadows stretch across the South Anderson River onto the south facing slopes, as illustrated on Figure 10a. By January 21 at 9:00 a.m., the shading on the northerly slopes has diminished but still stretches across the river. By February 21 at 9:00 a.m., the river bottom and a portion of the valley on the south side of the river are in sunlight but the north and west sides of the three mountains are still in the shade.

12:00 Noon

Figure 10b illustrates that topographic shading is significantly reduced by noon and most of the base land on the north side of the river is in the sunlight, even on the shortest day of the year.

Figure 10a Solar Analysis - 9:00am



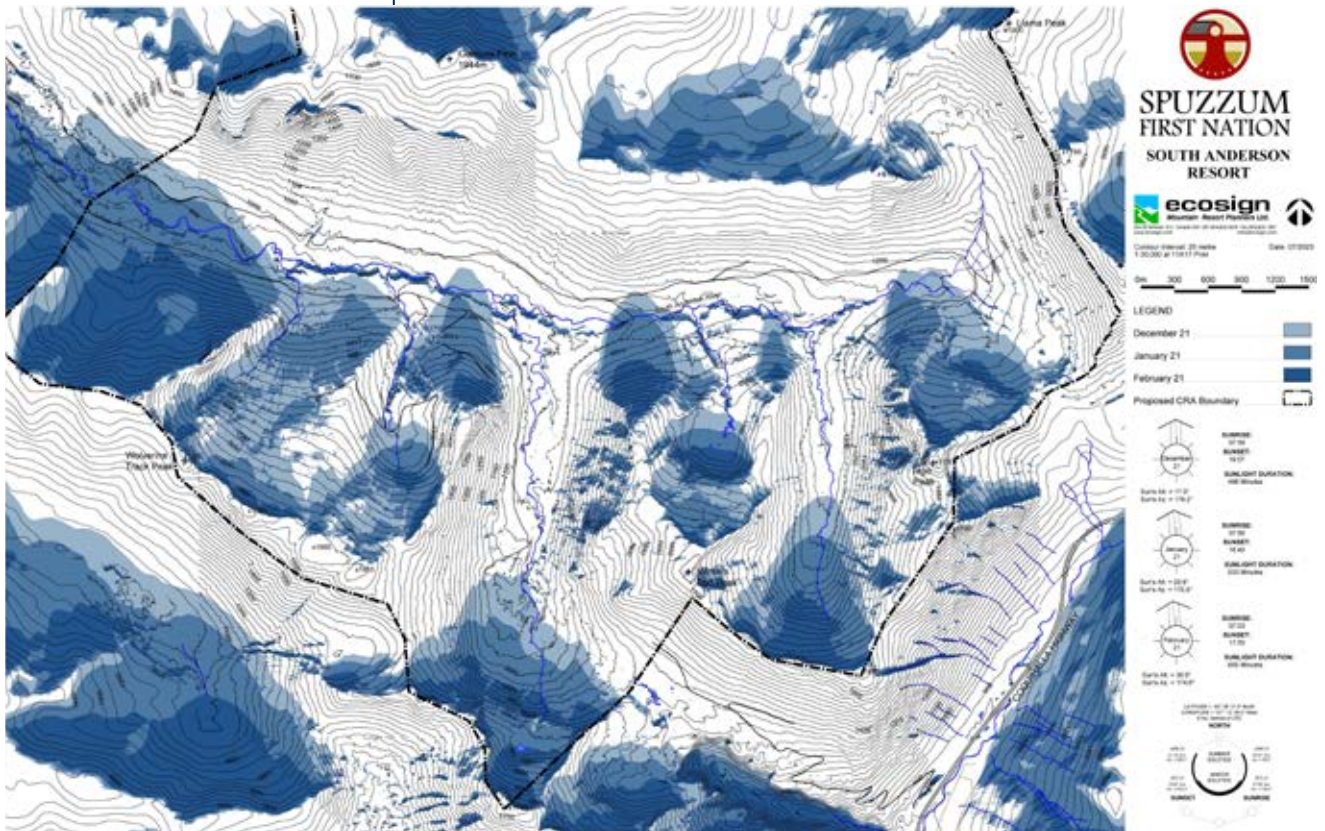


Figure 10b Solar Analysis - Noon

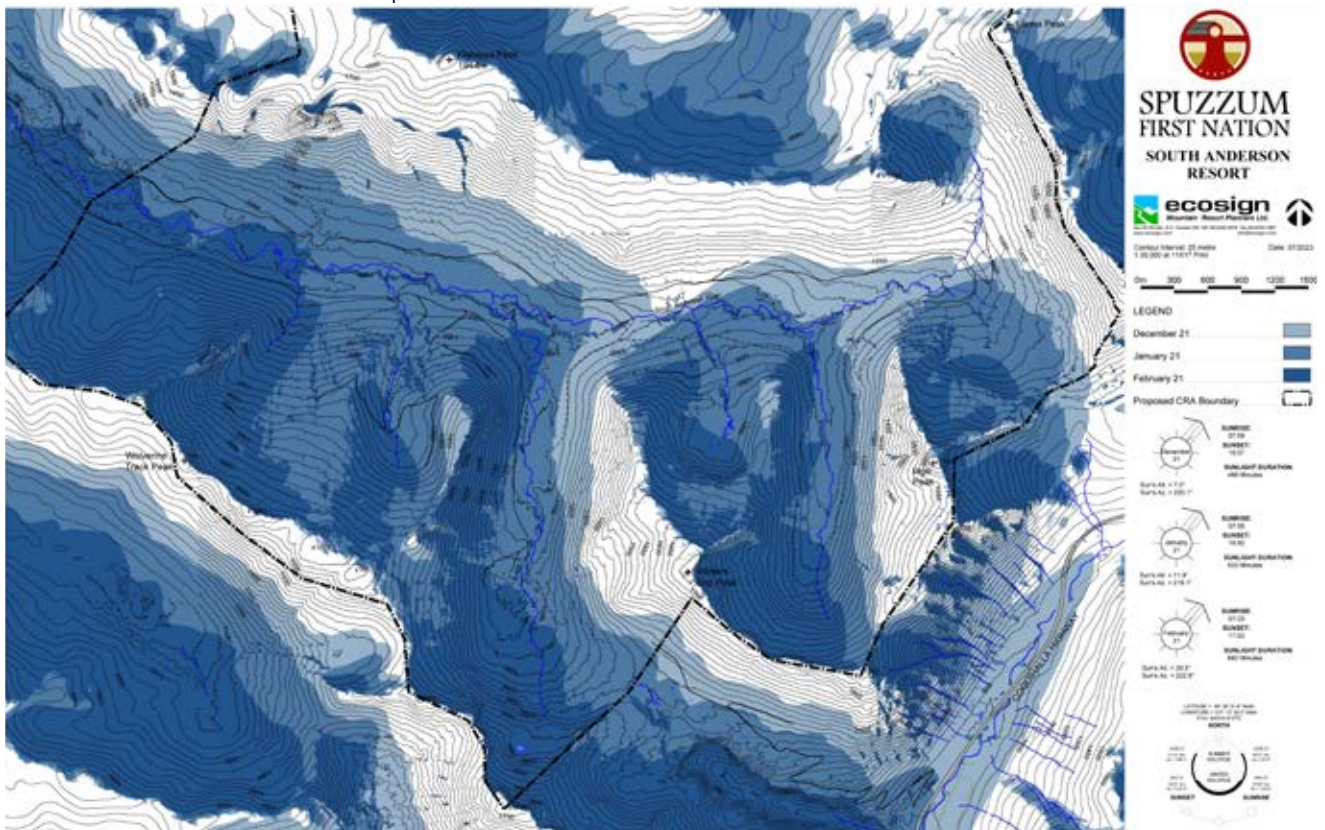


Figure 10c Solar Analysis - 3:00pm

By January 21, the noon shading has moved away from the river valley except on the lower northwest facing slopes. By February 21 at noon the base area is in full sun and only the north faces of the ridgelines are still in shade.

3:00 p.m.

Figure 10c shows the shadows in the study area at 3:00 p.m. in December, January and February. At this time, the mountain's ridges cast shadows on north and northeast facing slopes and the valley bottom extending across the river to the north side. By January 21, the shading still encompasses the proposed ski terrain and extends across the river to the lower slopes. existing trail and base facilities. By February 21, most of the base area except the area below Wolverine Track Peak can still receive sun at 3:00 p.m.

5.3.7 Solar Radiation Analysis

The amount of solar radiation impacting the surface varies strongly with elevation, slope, aspect and solar shading from surrounding topographic features. As mentioned previously, topographic shading decreases the temperature near the ground which causes the snow to last longer and the angle of which the sun strikes the ground also affects the

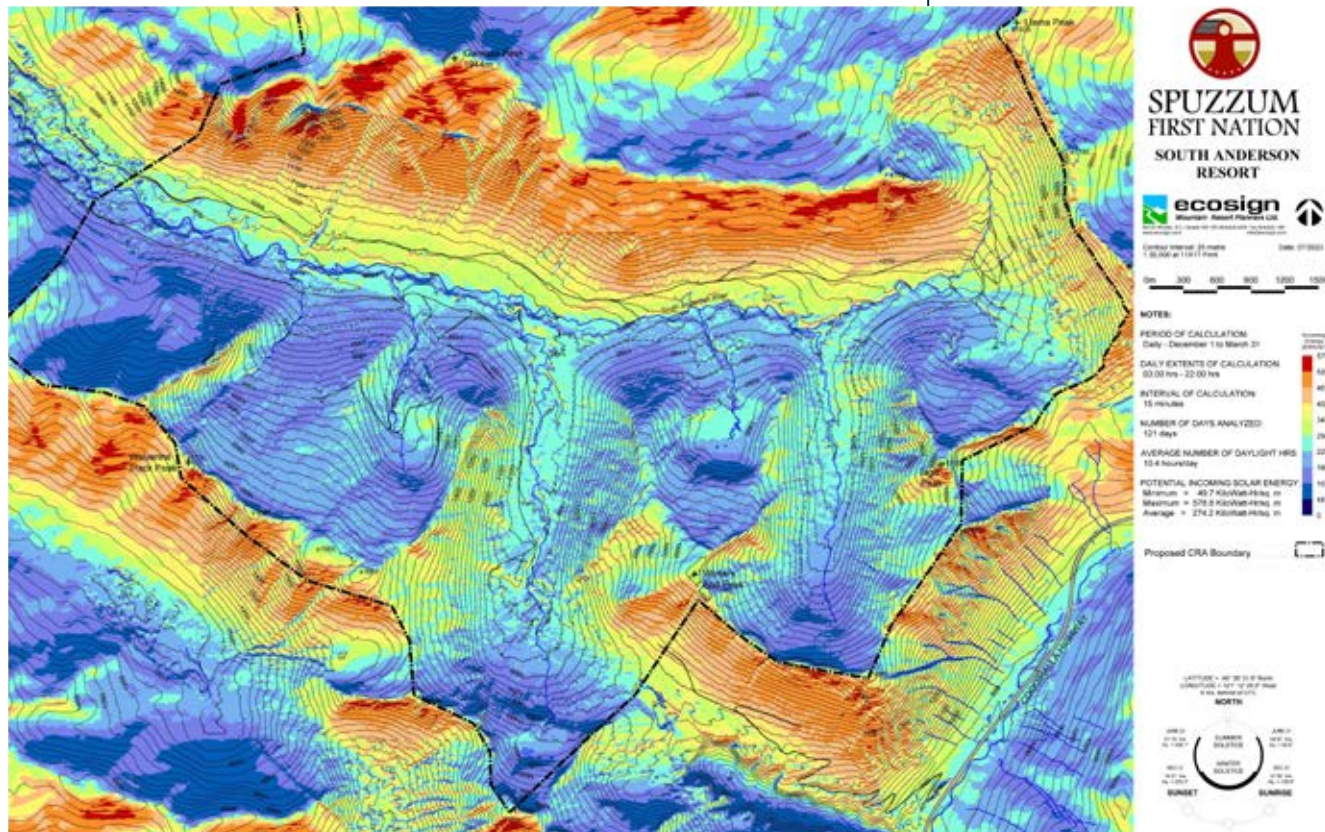


Figure 11 Solar Radiation Analysis

rate of snow melt. Even small changes in aspect can result in substantial differences in surface warming. With this in mind, we have calculated the cumulative quantity of potential incoming solar radiation on a monthly basis for the winter ski season from December 1 to March 31 (see Figure 11). Time of year, sun position (azimuth and altitude), shadows cast by surrounding terrain, terrain slope, and terrain aspect are all analyzed to simulate and calculate direct, diffuse, and reflected radiation. The result is an accurate representation of potential energy income in kilowatt-hours per square metre. The calculation has been repeated every 15 minutes from sunrise to sunset for each day in a grid system over the entire study area. Figure 11 illustrates, with a warm to cool color spectrum, the warm and cool zones within the study area for the winter ski season months of December, January, February, and March. The study area contains large areas of cool zones which indicate that excellent snow conditions are present. The majority of ski terrain will be located in the cooler areas.

5.3.8 Snowfall Data

Height of snow from the ground is measured and recorded on an hourly basis by the Ministry of Transportation and Infrastructure at the Little Bear and Coquihalla summit weather stations. The Little Bear station is located at 1660 meters near Iago Peak in the east side of the South Anderson Resort study area. Table 4 summarizes data collected at this station for the past 10 years shows reliable natural snow coverage from December to April, with the late spring snowpack consistently over 3-meters deep. Natural snow height is shallower at the Coquihalla pass at 1230-meters elevation, with consistent snow coverage from mid-December until Spring as shown in Table 5. This record of snow depth data indicates reliable natural snow for the South Anderson Resort study area within the elevation range of 1,000-meters to 1,700 meters to support a 120-day winter alpine ski operation. Artificial snowmaking is recommended to ensure a reliable early-season operation around the base area and on key ski slopes.

TABLE 4 SNOWFALL DATA IAGO PEAK 1660M

Height of Snow - cm										
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Jan-01	165.4	143.3	210.5	179.9	216.7	192.6	172.5	214.8	no data	186.0
Feb-01	253.3	150.6	242.4	186.3	317.0	no data	261.8	290.7	250.8	182.9
Mar-01	390.5	161.3	294.1	245.5	360.3	240.6	326.6	386.1	309.6	285.4
Apr-01	447.3	186.6	327.1	338.4	370.8	210.0	378.4	400.4	300.6	340.6
Nov-01	no data	39.3	20.3	71.3	29.2	28.1	17.5	no data	no data	-
Dec-01	67.0	98.0	no data	143.5	74.3	39.2	143.6	no data	133.0	-

Source: MoTle Little Bear Station (25229), Iago Peak / Elevation = 1660m

TABLE 5 SNOWFALL DATA COQUIHALLA HIGHWAY SUMMIT 1230M

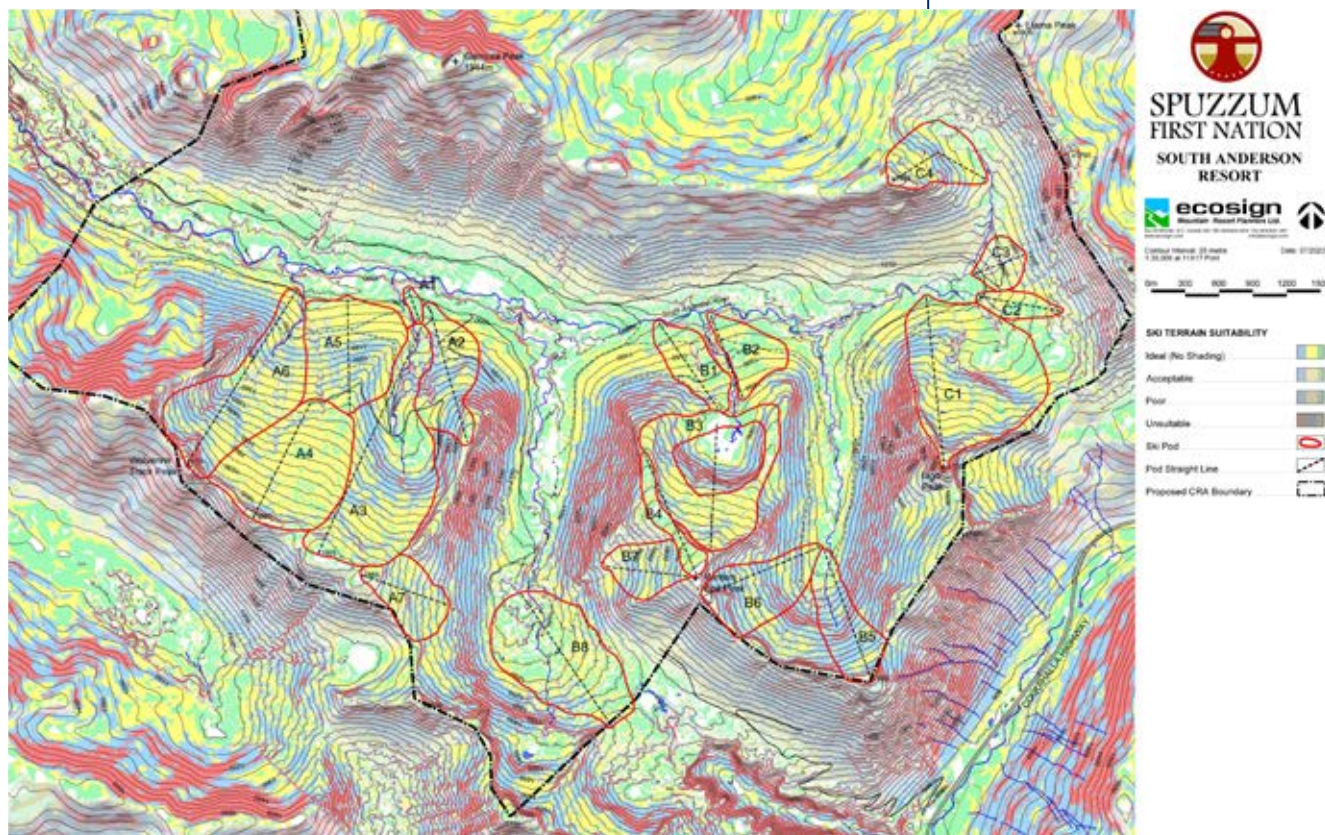
	Height of Snow - cm									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Jan-01	120.3	69.8	90.9	116.4	138.3	96.3	92.6	141.8	117.4	108.1
Feb-01	134.0	85.2	120.5	102.6	188.2	no data	131.1	189.8	120.7	106.8
Mar-01	256.9	76.8	129.3	154.8	215.3	148.7	212.9	267.8	178.4	184.2
Apr-01	207.2	37.9	140.8	173.6	209.9	86.1	230.0	257.2	159.5	162.0
Nov-01	1.9	0.1	0.0	0.1	0.2	-	-	12.8	12.2	-
Dec-01	32.2	36.9	no data	68.2	22.3	3.5	97.1	9.7	71.4	-

Source: MoTle Coquihalla Summit Station (25221) / Elevation = 1230m

5.3.9 Ski Terrain Capacity Analysis

The Mountain Slope Analysis and Incoming Solar Radiation Analyses are utilized in combination as a basis for preparing the Ski Terrain Capacity Analysis Map, as illustrated on Figure 12. As discussed previously, the colours represented by the Mountain Slope Analysis illustrate topography suitable for various skier skill levels. The shaded areas on the Incoming Solar Radiation Analysis delineate areas that receive higher amounts of solar radiation, as well as areas which are lower in elevation. The Ski Terrain Suitability Analysis graphically illustrates terrain “pods” within the study area which possess potential for the development of alpine ski

Figure 12 Ski Terrain Capacity Analysis



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terrain. The pods were selected by consulting the Mountain Slope Analysis map and observing the following criteria:

- Continuous fall line skiing from top to bottom
- Suitable upper and lower lift terminal locations
- Good slope continuity to allow interesting skiing from top to bottom for one or more skier ability levels
- Natural slope gradients primarily greater than 8 percent and less than 70 percent
- Terrain above 1,000 metres elevation
- Slopes not subject to intense solar radiation

Within each ski terrain pod, the upper and lower points are joined to establish the total vertical rise, horizontal distance, straight line slope and average slope gradient. The total ski terrain pod area was measured and calculated. The above data comprises the inputs to the terrain capacity spreadsheet. The final input is a judgment which identifies the “primary” skier skill classification for each terrain pod. The outputs are as follows:

Available Ski Terrain – This is calculated as net developable terrain within the pod, assuming 30 percent of the total pod area can be developed as useable ski terrain, taking into consideration topography and the shape of the pod. In most regions around the world, ski trails in forested areas encompass between 30 and 35 percent of the pod area and much less than that over the whole ski area.

Total Number of Skiers – The number of skiers at one time within the pod’s developed ski terrain at acceptable densities.

Demand Vertical Transport Meters (VTM) – Vertical transport metres required to service skiers according to the skill level attracted to the type of terrain in the pod.

Lift Capacity per Hour – The net hourly lift capacity necessary to maximize the development of each pod.

The Mountain Terrain Capacity Analysis map and table provide a reliable indication of the maximum development potential of each pod and zone of the study area and the lift capacity necessary to balance the natural terrain and skier demand. For the purpose of this analysis, the design parameters outlined in Table 6 for the desired skier densities and vertical demand for each of the seven skill classes.

TABLE 6 DESIGN PARAMETERS





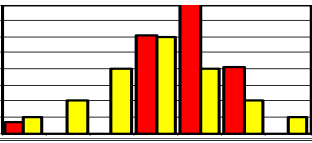
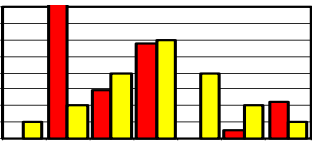
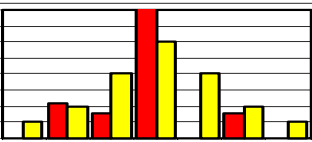
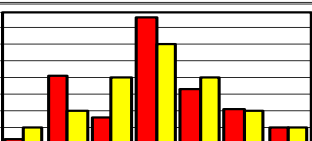
Skier Skill Classifications		Trail Symbol	Skill Class Recommended Mix	Acceptable Terrain Gradients	Skier Demand VTM/Day	Skier Densities At Area Skiers/ha
1	Beginner		5%	8 - 15%	940	50
2	Novice		10%	15 - 25%	2,120	50
3	Low Intermediate		20%	25 - 35%	2,825	40
4	Intermediate		30%	30 - 40%	3,770	40
5	High Intermediate		20%	35 - 45%	5,085	30
6	Advanced		10%	45 - 60%	5,935	15
7	Expert		5%	60% +	8,475	20
	Free Ski		n.a.	60% +		

TABLE 7 SKI TERRAIN CAPACITY ANALYSIS

Terrain Pod	Top Elevation m.	Bottom Elevation m.	Total Vertical m.	Horizontal Distance m.	Slope Distance m.	Average Slope %	Max. 30 M. Slope %	Skill Class	Skier Density/Ha.	VTM Demand/Day	Total Area Ha.	Unusable Terrain	% Ski Terrain Available	Available Ski Terrain	Total Skiers	Demand VTM (000)	Lift Capacity.Hr.
ZONE A																	
A1	1,051	1,022	29	310	311	9%	1	1	50	940	3.5	0%	75%	2.6	130	19	669
A2	1,440	1,034	406	1,265	1,329	32%	1	6	15	5,935	46.0	0%	30%	13.8	210	198	487
A3	1,665	1,060	605	2,195	2,277	28%	1	5	30	5,085	126.9	0%	30%	38.1	1,140	920	1,521
A4	1,680	1,299	381	1,120	1,183	34%	1	4	40	3,770	99.2	0%	30%	29.8	1,190	712	1,869
A5	1,340	1,007	333	1,000	1,054	33%	1	5	30	5,085	73.2	0%	30%	22.0	660	533	1,600
A6	1,705	1,005	700	1,805	1,936	39%	1	6	15	5,935	99.1	0%	30%	29.7	450	424	606
A7	1,655	1,372	283	795	844	36%	1	6	15	5,935	34.1	0%	30%	10.2	150	141	499
Subtotal			2,737		8,934						481.9			146.1	3,930		7,251
ZONE B																	
B1	1,283	1,066	217	920	945	24%	1	3	40	2,825	29.9	0%	30%	9.0	360	161	744
B2	1,263	1,090	173	780	799	22%	1	3	40	2,825	27.2	0%	30%	8.2	330	148	855
B3	1,655	1,285	370	1,090	1,151	34%	1	4	40	3,770	112.8	0%	30%	33.8	1,350	808	2,183
B4	1,700	1,507	193	1,150	1,166	17%	1	2	50	2,120	16.1	0%	30%	4.8	240	81	418
B5	1,680	1,226	454	1,210	1,292	38%	1	7	20	8,475	40.1	0%	30%	12.0	240	323	711
B6	1,705	1,223	482	1,090	1,192	44%	1	7	20	8,475	48.1	0%	30%	14.4	290	390	809
B7	1,698	1,406	292	735	791	40%	1	6	15	5,935	26.8	0%	30%	8.0	120	113	387
B8	1,410	1,095	315	1,830	1,857	17%	1	2	50	2,120	115.8	0%	30%	34.7	1,740	586	1,859
Subtotal			2,496		9,193						416.8			125.0	4,670		7,968
ZONE C																	
C1	1,730	1,220	510	1,530	1,613	33%	1	4	40	3,770	134.4	0%	30%	40.3	1,610	963	1,889
C2	1,404	1,245	159	735	752	22%	1	3	40	2,825	14.1	0%	30%	4.2	170	76	479
C3	1,369	1,244	125	475	491	26%	1	2	50	2,120	15.9	0%	30%	4.8	240	81	646
C4	1,690	1,400	290	960	1,003	30%	1	6	15	5,935	38.6	0%	30%	11.6	170	160	552
Subtotal			1,084		3,859						203.0			60.9	2,190		3,567
TOTAL			6,317		21,986						1,101.7			332.1	10,790		18,785

A total of 19 pods of potential ski terrain are identified on the south side of the South Anderson River, as shown on Figure 12. The pods are grouped into three zones (A, B and C) according to the main peak in each zone. Zone A consists of seven pods on Wolverine Track Peak, Zone B has eight pods on and around Winters End Peak and Zone C has four pods: three on Mount Iago and one pod near the base of Llama Peak. The results of the ski terrain capacity analysis is presented in Table 7. If fully developed the seven terrain pods in Zone A are estimated to be capable of supporting approximately 4,000 skiers on a mix of beginner and high intermediate to advanced terrain. Zone B, if fully developed, could provide ski terrain for approximately 4,700 skiers on terrain ranging from novice to expert while Zone C has a potential to support another 2,200 skiers on mostly novice and low intermediate to intermediate terrain. In total the three zones, if fully developed, could support approximately 10,800 skiers. The largest potential lift serviced vertical in Zone A is 700 metres, in Zone B is 634 metres and in Zone C is 510 metres. Table 8 outlines key statistics for each zone including estimated total terrain capacity, developable ski terrain in hectares and a comparison of the ski terrain balance with the assumed skier skill balance. The terrain balance is closest to the market skill balance when the terrain from all three zones are combined.

TABLE 8 SKI TERRAIN CAPACITY ANALYSIS AND PISTE BALANCE SUMMARY

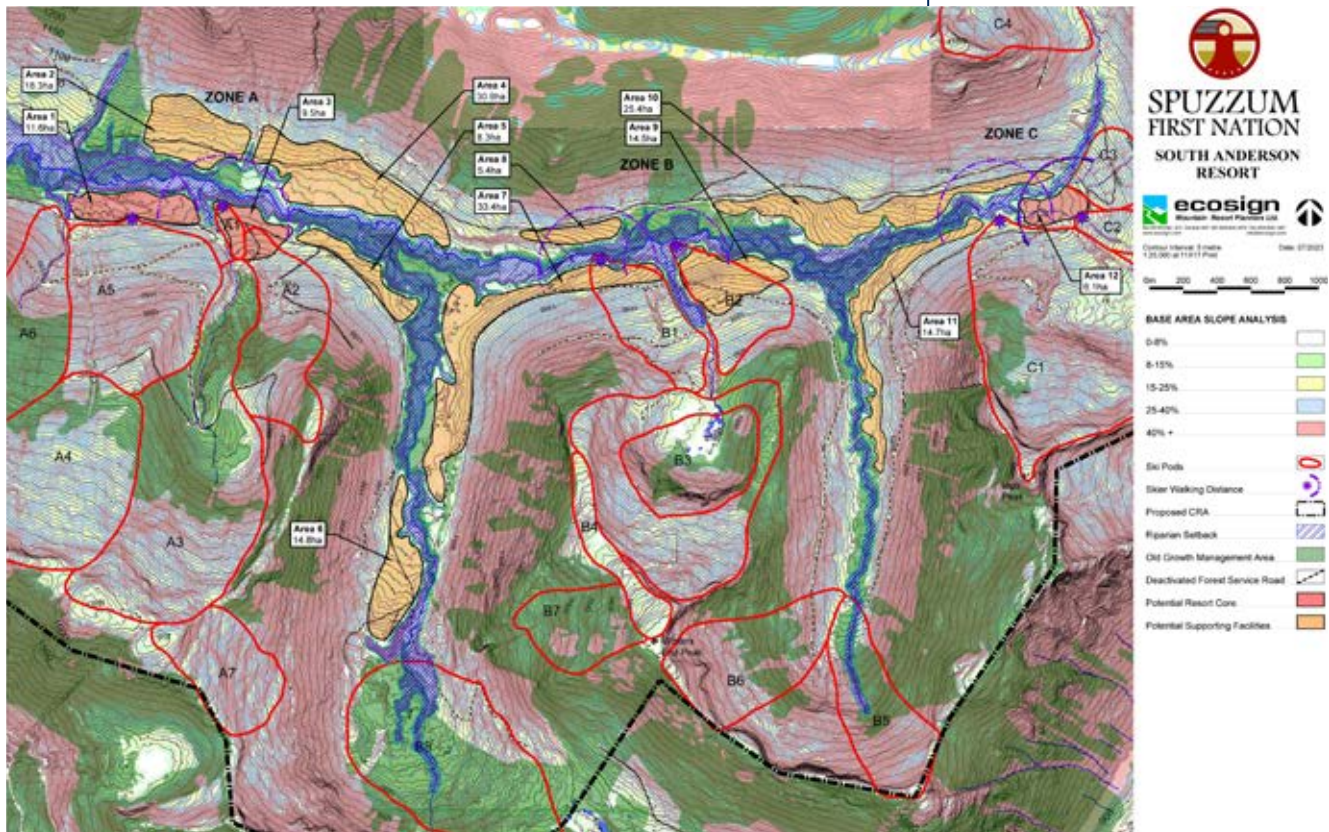
MOUNTAIN CAPACITY							
	Number of pods	Estimated Piste Capacity	Developed Pistes (hectares)	Piste Balance	Average Skier Capacity/Pod	Maximum Skiable Vertical	Average Vertical Meters/Pod
ZONE A	7	3,930	146.1		561	700	391
ZONE B	8	4,670	125.0		584	634	312
ZONE C	4	2,190	60.9		548	510	271
TOTAL	19	10,790	332		568		332

5.3.10 Base Area Development Suitability Analysis

The Base Area Development Suitability Analysis is a process that identifies and assesses potential suitable terrain for the development of base area facilities to support the mountain resort development. Since the goal for the South Anderson resort is to create a four-season destination resort, these facilities could include the provision of public and private accommodation, commercial facilities, resort amenities and other four-season recreation facilities. In conjunction with the Terrain Capacity Analysis, the Base Area Development Suitability Analysis is a preliminary step in the planning process where all suitable potential base area development sites are identified and evaluated.

The Base Area Development Suitability Analysis is prepared by overlaying the Base Slope Analysis discussed previously with existing roads, trails, buildings, water course setbacks and the potential ski terrain pods that were outlined on Figure 11. A preliminary estimate of the riparian areas around the South Anderson River was prepared by establishing a setback of 30 m from the top of the steep banks; this is illustrated on the plan with a purple diagonal hatch. In addition, we have downloaded existing information on legal old growth management areas from the provincial mapping database and these are indicated in green. Much of the area was previously logged and there are several decommissioned logging roads on the three mountains which are also shown.

Figure 13 Base Area Development Suitability Analysis



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5.3.11 Base Area Development Potential

Slope gradients and proximity to potential ski terrain are the primary considerations when identifying suitable land for base area development. The spatial relationship between potential developable base area lands and the potential ski area facilities are evaluated using “Comfortable Skier Walking Distance” (SWD) as a planning tool. Comfortable Skier Walking Distance is defined as the distance an individual wearing ski boots and carrying equipment can walk in a 10-minute period. Assuming a 2.7-kilometre per hour walking speed, SWD is approximately 450 metres over level ground, and the distance is reduced by 4 metres for every metre of vertical grade change. It is critical to locate base area facilities and parking within SWD to make the resort truly pedestrian-friendly and avoid the requirement for guests to use their vehicle to get around the base area. The purple stars indicate a potential bottom terminal for each of the terrain pods and the purple dashed circles indicate the approximate SWD around each of these potential lift terminal locations.

Twelve areas with suitable slope gradients, proximity to potential lift bases and avoidance of the old growth and riparian areas have been identified on Figure 12 and their potential uses are outlined in Table 9. These areas are located on both sides of the South Anderson River and along the two tributaries between the three mountains. In total, these areas encompass 192 hectares. At this stage in the planning process, a key objective of the Base Area Development Suitability Analysis is to identify the most suitable site for a medium density Resort Core where the commercial resort village, day visitor parking facilities and main staging lifts will be located. Accordingly, finding suitable developable land with slopes under 15% at the base of the natural ski terrain pods is the main objective of this process. Other developable land outside of the potential Resort Core zones is important to identify at this stage for consideration for other real estate products and resort activities. Land suitable for medium to low density real estate, employee housing, recreation facilities and other functions are designated as ‘Supporting Development’ in Figure 13.

Table 9 provides a summary of the potential base area development zones identified in Figure 13 for the three main zones in the South Anderson Resort study area. A total of 192.8 ha of potential developable land, the majority of which is suitable for Supporting Development. A key finding of this stage is that Zone A, the largest area for alpine ski potential, also contains the largest area of suitable land for a Resort Core, pointing to this zone as the center of the resort and the location of the Resort Village. It is an advantage of the project that there is an abundance of suitable developable land for supporting development throughout the valley in areas that are integrated with the base of all three ski zones.

TABLE 9 BASE AREA DEVELOPMENT SUITABILITY ANALYSIS

	Area		Development Suitability
	#	ha	
ZONE A	1	11.6	Resort Core
	2	18.3	Supporting Development
	3	9.5	Resort Core
	4	30.8	Supporting Development
	5	8.3	Supporting Development
	6	14.8	Supporting Development
ZONE B	7	33.4	Supporting Development
	8	5.4	Supporting Development
	9	14.5	Supporting Development
ZONE C	10	25.4	Supporting Development
	11	14.7	Supporting Development
	12	6.1	Resort Core
Total Study Area		192.8	
ZONE A		21.1 72.2	Total Resort Core Total Supporting Development
ZONE B		- 53.3	Total Resort Core Total Supporting Development
ZONE C		6.1 40.1	Total Resort Core Total Supporting Development

5.3.12 Technical Assessment Summary

The technical assessment reveals that there is excellent potential for a high quality alpine ski facility with balanced terrain, good vertical and summer sightseeing and four season recreation. The South Anderson River valley has an abundance of developable land for supporting commercial and accommodation facilities. The area has excellent opportunities for four season recreation along the South Anderson River and the ridgetops accessed by the lifts. The spectacular peaks on both sides of the river provide a landscape and views on par with larger destination resorts. The major constraint is that this is a greenfield site with no suitable road access or existing municipal infrastructure (power, water, sewer). However, this constraint means that a resort can be developed using the best available environmental practices.

5.4 Site Inspections

The Preliminary Site Inventory and Analysis is informed by two site inspections carried out in summer of 2021 and winter 2023. The Spuzzum council guided Ecosign and the consulting team to the site in July 2021 from the Fraser River Valley using ATVs. The summer site inspection confirmed the general suitability of the proposed base area zones which are illustrated

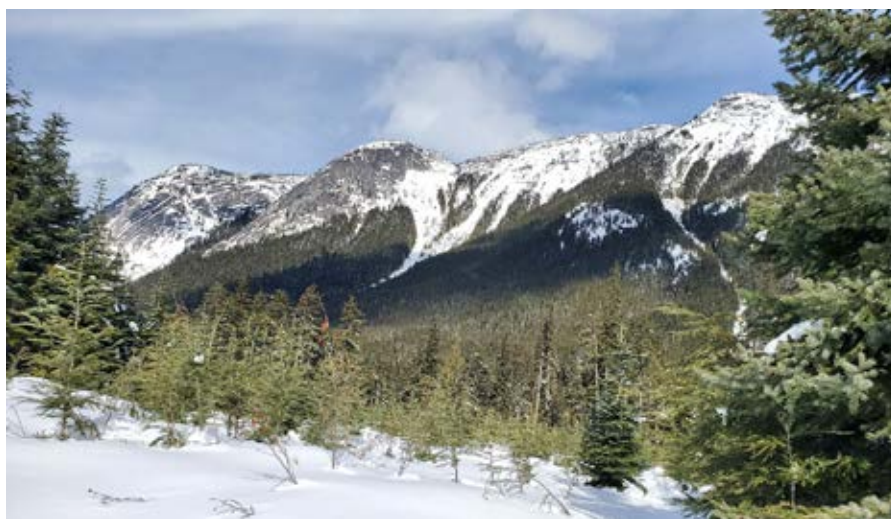
in the preliminary concept. A winter site inspection on skis was completed in early March 2023 using a helicopter to view the entire South Anderson and Central Anderson Study Area. Ecosign staff skied four descents along proposed ski trails including two down Wolverine Track Peak, one on Winters End, and one on Iago Peak. Excellent powder snow conditions were present, and no evidence of wind scouring or avalanche activity was observed within the regions which are proposed for skiing. Snow depth was consistently measured between 1.5 and 1.2 meters throughout the study area, including ample snow at the proposed resort elevation of 1025 meters. Only portions of Iago peak were observed to have ski tracks from self-propelled back country skiers and snowboarders. While snow conditions on both Wolverine Track Peak and Winters End Peak were excellent, it is evident that these peaks are too far away from the Coquihalla Summit Recreation Area to be popular for self-propelled touring. The winter site inspection also confirmed the spectacular views from various vantage points along Wolverine Track Peak, confirming the desirability of a mountain top restaurant and four-season sightseeing via the proposed lift system.



South Anderson River – July 2021



View to Gamuza Peak – July 2021



North View from Parcel 6 village site



Lift 3 upper ski terrain



View from lower Lift 5 ski terrain to Parcel 6 village site



View from Lift 1 top station



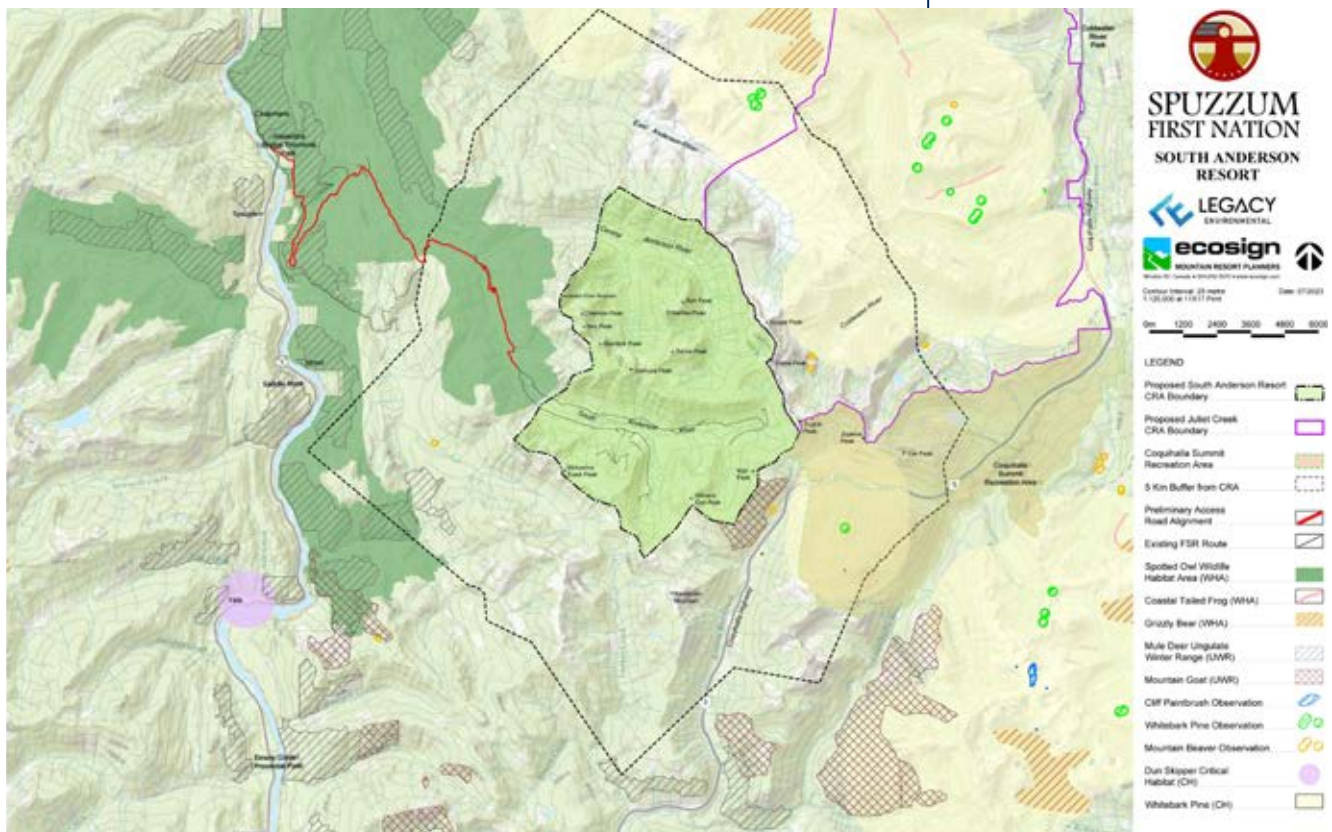
Ski terrain on Mt. Iago. Tracks are from backcountry skiers with access from the Coquihalla Highway

5.5 Environmental Assessment Overview

The South Anderson catchment proposed for the resort is a sub-alpine basin in the coastal and mountain hemlock zones of the Canadian Cascade Mountains. Large parts of the catchment, including the areas proposed for the South Anderson Mountain Resort project, have recent logging activity (roads, clearcuts and yarding). This activity has created an uneven aged forest; mature in the least affected riparian areas, clearcuts and immature in accessible valley areas, and mature but sparse forest in sub-alpine areas. The patchwork of habitat that is largely driven by elevation, proximity to watercourses, gradient and human activity provides variable environmental conditions.

Aquatic and terrestrial wildlife and habitat, land uses, hydrology, and other environmental values in the South Anderson catchment were examined using a combination of desktop and field reconnaissance investigations. The Environmental Overview Assessment (EOA, supporting document no. 5) found modest environmental values that represent a modest constraint to development of the project. The environmental conditions in the project area will require rigorous investigation of baseline values and development of mitigation to address the likely environmental impacts. Engagement as part of BC's environmental assessment process is broad, frequent, and continuous, and considering the involvement of government regulators, Indigenous nations, stakeholders, and the public there will be many

Figure 14 Spotted Owl Habitat



Spotted Owl



opinions and issues that will need to be addressed. Because the scope of environmental impact assessment in BC is participant driven, the evaluation in the EOA may not be fully reflective of the issues that are eventually raised by commentators during participant engagement.

Only one environmental component evaluated in the EOA is considered to represent a substantial constraint to development and will likely be a focal area during impact assessment processes. The designation of the lower South and Central Anderson River catchments as a Wildlife Habitat Area for Spotted Owl represents a high environmental value. (See Figure 14 Spotted Owl Habitat) There are no Spotted Owl present in the catchment, but there are forest harvesting restrictions that are designed to provide future recovery habitat for this endangered species. More than standard mitigation will need to be identified as part of project development to meet provincial, and possible future federal objectives for Spotted Owl. Recent approval of BC Hydro's Interior to Lower Mainland transmission line project suggests that approval of projects that have habitat level impacts in this area are possible if additional mitigation effort is expended. The project is advancing studies for spotted owl to examine road route alternatives and mitigation options, many of these building on the Spuzzum Nation's strong advocacy for Spotted Owl in other parts of their territory. Geohazards were also identified that could impact the project areas, but these hazards can be managed during project design. A more detailed geohazard investigation needs to be performed to identify and manage risks to infrastructure from geohazards.

Pictographs up the South Anderson River Valley



5.6 Archaeology Overview

A high level archaeological review was undertaken in 2021 by our archaeologist. An office review of the study area was undertaken to search for potential features of archaeological interest such as proximity to known archaeological sites, proximity to water, slope, aspect, forest cover, ungulate winter range and other variables known about the area specifically. The archaeological record as well as the oral information provided in place names and other culturally significant data is important in site and landscape identification and interpretation but even more important in terms of the preservation of language and cultural identity.

It is evident from the background research that the study area holds the potential to contain significant prehistoric as well as historic archaeological remains. The potential for the entirety of the Anderson River watershed to be an important prehistoric as well as little known historic transportation route is significant with evidence of its upgrades by the Royal Engineers from 1858 to 1859. It's role in the ethnography and origins of the Spuzzum people is worthy of significant further research which will be undertaken in the next phase of work.



6 *Opportunities & Constraints*

A summary of overall development opportunities and constraints related to the proposed South Anderson Resort are outlined in Table 10. Key opportunities relate to First Nations Interests, a greenfield resort development in the Coast Mountains that could showcase modern best practices, environmental considerations and the overall development potential of the site's natural terrain and climate for alpine ski terrain, resort infrastructure and other four-season recreation opportunities. Important constraints identified at this stage of the project that will be reviewed in detail in later stages include the cost of road access from Highway 1, potential conflict with Spotted Owl habitat and the main access road, inefficiencies in providing a ski connection between Zone A, B and C, the cost of bridges across the South Anderson River to access development.

TABLE 10 OPPORTUNITIES & CONSTRAINTS

	OPPORTUNITIES	CONSTRAINTS
Greenfield Development	New tourism opportunity in close proximity to established market in GVA and visitors on the Coquihalla Hwy	No existing road access to the site
	Opportunity to build a modern, efficient, low carbon infrastructure system	No existing infrastructure (power, water, sanitary sewer, etc) available at site. On-site systems will be required.
	Opportunity to implement a master plan that follows modern best practices for the mountain resort development.	Area has not been considered for development in FVRD's Regional Growth Strategy.
Natural Site Conditions	Old growth forest can be preserved and managed for low impact recreation use. Most of the valley has been logged in the last decades resulting in no old growth forest disruption.	Wildlife habitat adds complexity to environmental approval process such as taking care with access roads through old growth areas
	Old forest service roads can be upgraded in part as internal roads for the resort where suitable. Second growth areas more suitable for development	Site has been intensively logged with large clear cut areas and second growth which detracts from the sense of untouched nature.
	South Anderson River is a natural feature in the base area that can be used for recreation and adds to the aesthetic value of the resort experience	Fish habitat and flood setbacks
	North facing ski terrain has a cooler microclimate for snow quality and retention.	Base area lands are in shadow in the winter months
Development Analysis	Opportunities to expand the resort from west to east over time according to market demand	The three identified ski zones are disconnected and cannot be connected without transportation lifts across the tributary river valleys
	Excellent summer ecotourism opportunities in Central Anderson	Difficult access to Central Anderson
	Zone A has an excellent site for a resort core; zone C has a similar site with moderate suitability for a resort core	Zone B does not have a suitable site for a resort core

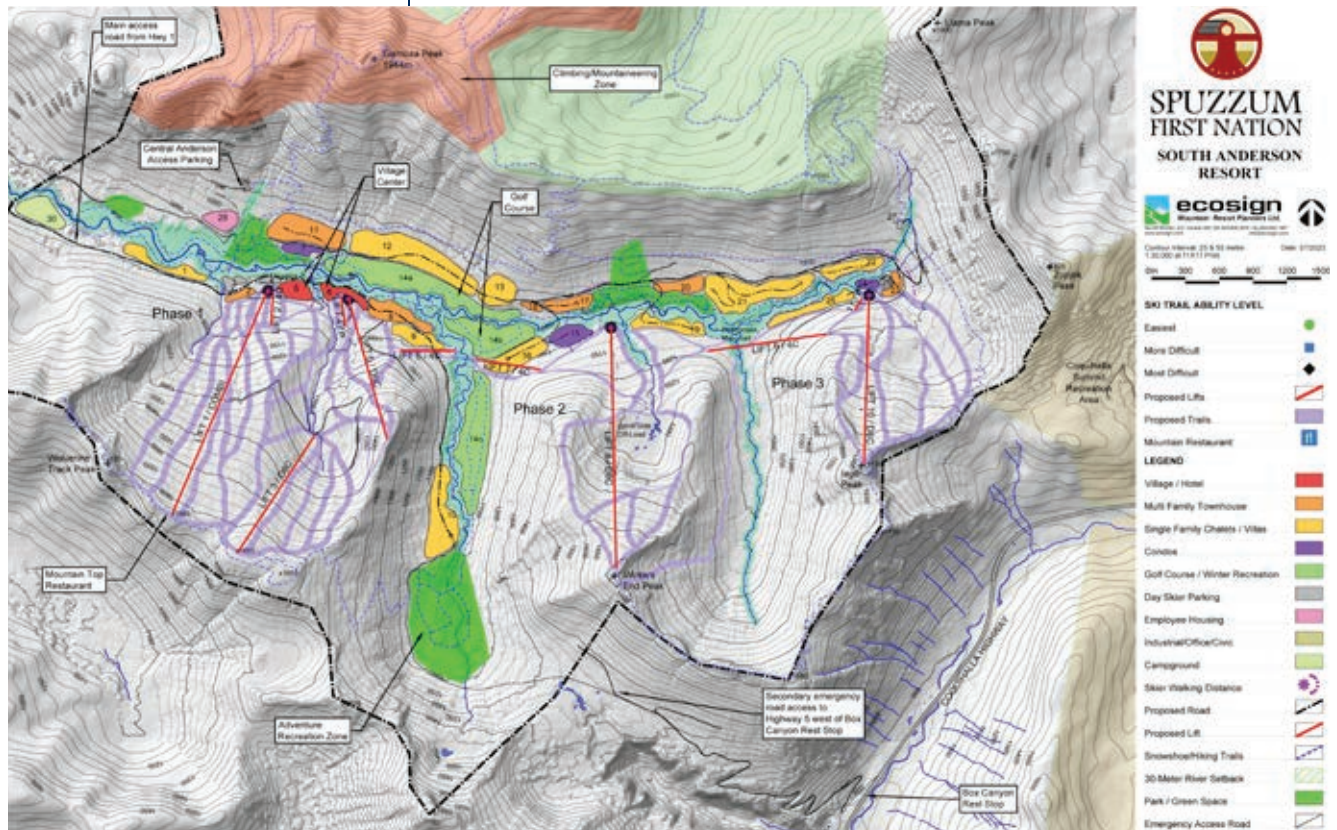


7 Preliminary Resort Concept

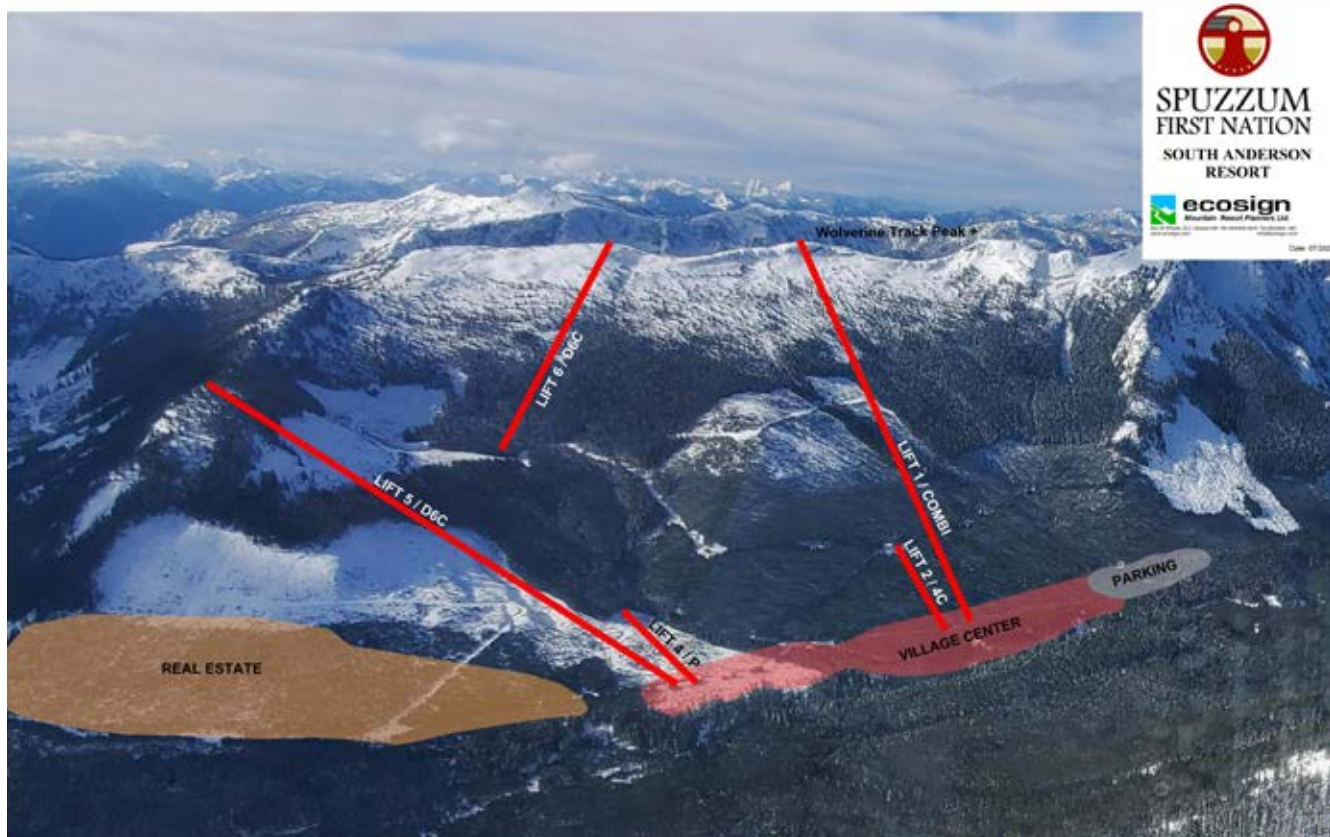
The preliminary concept for the South Anderson Resort was developed based on findings from the Technical Assessment and site inspections by Ecosign staff. The Preliminary Concept is presented in Figure 15 and includes the following main design elements:

- An alpine ski facility on 3 mountains (Iago, Winters End, Wolverine Track) encompassing 11 lifts and approximately 330 hectares of ski terrain.
- An eighteen-hole golf course in the river valleys surrounded by real estate

Figure 15 South Anderson Preliminary Resort Concept



SPUZZUM FIRST NATION



- Hiking and snowshoe trails to scenic viewpoints, old growth forest and along the South Anderson River
- First Nations interpretive experiences including preservation of existing archaeological sites
- A pedestrian resort village connected to other forms of public and private accommodation, including employee housing
- Day visitor parking
- Commercial and industrial support facilities

Figure 16 Phase 1 Resort Concept

Figure 17 Phase 2 & 3 Resort Concept



SPUZZUM FIRST NATION

Figure 16 illustrates the first phase of development overlaid on an aerial photo of Wolverine Track Peak including three main lifts, two beginner lifts and the resort village center on the south side of the valley. Figure 17 shows the lift and base area development bubbles for Phases 2 and 3 overlaid on a photograph of Winters End Peak and Mount Iago.

7.1 Ski Area & Winter Recreation

The ski area is anticipated to be developed in three phases, moving across the site from the west to the east. A summary of the preliminary phased lift installation is presented in Table 11. The lift system as outlined in Table 11 will have a skier carrying capacity of 9,000 skiers per day when fully developed. While certain types of lifts have been assigned based on the initial terrain analysis of the terrain to determine, the lift type and capacity may be adjusted during detailed design.

The first phase of ski area development consists of five lifts on Wolverine Track Peak. Lift 1 is a “combi” lift extending from the proposed village centre to the top of the ridge, where a mountain restaurant is proposed. A combi lift is a detachable lift with a mix of gondola cabins and chair carriers. The gondolas provide easy access for non-skiers while the chairlifts are more convenient for return cycle skiers. This lift will provide a 675 m of vertical and is the largest lift proposed. Lift 2 is a fixed grip quadruple chair that will service beginner and novice terrain close to the base area and Lift 3 is proposed as a detachable six passenger chair to provide return cycle skiing to a terrain pod in the upper mountain area. Lift 4 is a fixed grip quadruple chair accessing more beginner terrain to the east of the village. Interconnecting trails will allow movement between the two teaching areas. Lift 5 is a detachable six passenger chair providing access to new north facing terrain on the lower mountain.

In Phase 2, the ski terrain is expanded onto the second mountain, Winters End Peak. Lifts 6 and 7 are lower capacity fixed grip quadruple chairs that are needed to make the connection between the two mountains. Skiers wanting to move from one mountain to the other will ski down to the valley between the two mountains and take the lift up the other mountain which will land at a point high enough to allow skiing down to the other mountain. Lift 8 is a detachable six passenger chairlift that will service the ski terrain on Winters End. An offload station is proposed at an elevation of approximately 1325 m to allow those only wishing to ski the easier trails to get off before the terrain steepens.

Phase 3 extends the ski terrain onto Mount Iago. Lift 9 is a fixed grip quadruple chair with a bi-direction mid load point in the valley between the two mountains. Skiers wishing to change mountains will ski to the valley and then load at the mid station in the direction of the other mountain. Lift 10 is a detachable six passenger chairlift providing service to the

intermediate and advanced trail system on Mount Iago. Lift 11 is a platter lift that will service some beginner terrain at the base of Mount Iago as well as lifting skiers transiting from this base area to the mountains to the west high enough that they can ski down to the Lift 10 mid load.

Table 11 provides a summary of the lift specifications for the eleven lifts planned in the South Anderson Resort Preliminary Concept.

TABLE 11 SOUTH ANDERSON RESORT CONCEPT - LIFT SPECIFICATIONS

	Phase 1					Phase 2			Phase 3			
Lift Number	1	2	3	4	5	6	7	8	9	10	11	TOTAL
Lift Type	COMBI	4C	D6C	P	D6C	4C	4C	D6C	4C	D6C	P	
Top Elevation m.	1,680	1,090	1,665	1,063	1,440	1,130	1,149	1,700	1,295	1,730	1,256	
Mid Elevation m.								1,317	1,143			
Bottom Elevation m.	1,005	1,005	1,224	1,030	1,031	1,045	1,045	1,085	1,185	1,225	1,220	
Total Vertical m.	675	85	441	33	409	85	104	615	152	505	36	3,140
Horizontal Distance m.	2,110	285	1,240	265	1,290	565	650	2,215	1,060	1,484	160	
Slope Distance m.	2,215	297	1,316	267	1,353	571	658	2,299	1,071	1,568	164	11,780
Average Slope %	32%	30%	36%	12%	32%	15%	16%	28%	14%	34%	23%	28%
Rated Capacity	3,000	1,200	1,800	600	2,400	1,200	1,200	2,600	1,200	2,400	600	18,200
V.T.M./Hr.(000)	2,025	102	794	20	982	102	125	1,599	182	1,212	22	7,164
Rope Speed m/sec.	6.0	2.2	5.0	2.0	5.0	2.2	2.2	5.0	2.2	5.0	2.0	
Trip Time min.	6.15	2.25	4.39	2.23	4.51	4.33	4.99	7.66	8.11	5.23	1.37	
Operating Hr./Day	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
V.T.M. Demand/Day	4,489	2,120	5,085	1,530	4,275	2,120	2,120	3,770	2,120	4,558	2,120	
Loading Eff. %	95%	85%	80%	85%	80%	85%	85%	80%	85%	80%	85%	
Access Reduction	10%	0%	0%	0%	10%	50%	50%	10%	90%	10%	0%	
SCC Skiers/Day	2,700	280	870	80	1,160	140	180	2,140	50	1,340	60	9,000
Cumulative Total	2,700	2,980	3,850	3,930	5,090	5,230	5,410	7,550	7,600	8,940	9,000	

7.2 Summer & Four-Season Recreation Opportunities

A wide variety of high quality summer recreation opportunities are present within the proposed CRA boundary in the South Anderson and Central Anderson's valleys and alpine areas. Most prominently, the series of granite spires and dramatic +2,000m peaks to the north of the resort center including Ganuza, Steinbok, Ibex, Gemse and Reh offer world class hiking, mountaineering, rock climbing and sightseeing as well as a spectacular backdrop to the village and lift-accessed recreation within the resort. Currently, only very adventurous recreationists can access these peaks by navigating existing logging roads and bushwacking into alpine zones. The South Anderson Resort will make access to this unique alpine area in BC more accessible with public roads and dedicated parking areas with moderate day hikes to the alpine or longer more technical routes for experiences climbers and mountaineers. Guided tours will allow this area to

be experienced in a safe and sustainable way by tourists in the summer and will likely attract international climbers and mountaineers.

The proposed combi lift from the resort center to the top of Wolverine Track Ridge will be the backbone of summer recreation for the resort with sightseeing access to a mountain restaurant, hiking trails, mountain biking and other activities that take advantage of the accessibility that gondolas provide to alpine areas. The views from the top of Lift 1 offer a spectacular 360 degree panorama of the Coast Mountain Range from a perspective that is not offered anywhere else in BC. A mountain top restaurant and outdoor patio can be programmed for a wide variety of summer events such as concerts, weddings, yoga classes and retreats. Summer camps, mountain bike skills lessons and other educational programs can be centered around the village and gondola experience.

In the valley an 18-hole golf course is planned as one of the main summer attractions at the resort. The golf course will integrate with recreation trails and picnic areas along the length of the South Anderson River. The golf course clubhouse will be walking distance to the village center and can be programed with events like weddings, corporate groups and competitions.

The valley will be connected throughout with multi-use trails including 3-meter-wide paved trails, natural single-track trails and crushed gravel multi-use trails. The trail network will connect neighborhoods, the resort center and other recreation amenities, encouraging visitors to cycle or walk to destinations within the base area.

The South Anderson River will be a focal point for summer recreation and areas for swimming, fishing, paddleboarding, kayaking and picnicking will be identified and managed in a sustainable way.

Some of the Old Growth Management Areas outside of the main resort center are identified as locations for adventure recreation zones that could include summer activities such as zip lines, ropes course, team building exercises, ATV trails and remote cabins for guided tips. The best location for these activities will be evaluated on site at later phases of the planning process.

The South Anderson Resort study area has a vast potential for the development of summer recreation, a critical factor for successful mountain resorts. While the potential alpine ski terrain has good potential for regional visits, the summer recreation offerings at the resort have potential to attract some international visitors because of the access to unique and spectacular alpine areas around Gamuza Peak and other high quality summer recreation facilities such as golf, hiking and mountain biking. The summer potential of the resort should be considered as equal or greater than the winter potential and planned accordingly.

7.3 Base Area Land Use Concept

The concept for the base area is presented in Figure 10. Development bubbles of different colours representing the proposed land uses are shown as well as preliminary road alignments to connect the parcels. Development in the base area is planned in a coordinated way with mountain development, starting in the west part of the valley and moving east over time. A resort village and day skier parking are proposed at the base of Wolverine Mountain in the first phase of development. An additional parking area is identified for day visitors in the east end at the base of Mount Iago. An 18-hole golf course is planned in the valley floor at the convergence of the watercourse between Wolverine Track Peak and Winters End Peak. The golf course will provide a cornerstone summer recreation amenity and can be used in the winter as a cross-country ski facility. The recreation trails including a paved multi-use trail will be designed around the extents of the golf course and follow the South Anderson River, connecting key hubs in the base area with the Village Center.

A mix of medium density (condominium and townhouses) and low density (single-family homes and chalets) are planned throughout the valley in areas that are ski-in/ski-out or connected to other recreation facilities such as the golf course. Clear cut areas on the north side of the South Anderson River are suitable sites for low density development that will have good exposure to sun and views across the valley. Existing old ground management areas and riparian zones are preserved to maintain the environmental integrity of the existing watercourses and provide opportunities for recreation trails along the river and into alpine areas.

A campground is planned on the west side of the study area in a site with good access to the South Anderson River. Other backcountry camping areas will be considered for the Central

Anderson and other more remote parts of the CRA. Employee housing is planned in the base area within walking distance from the village center to minimize the need for automobiles and additional parking for employees staying on-site.

The planning assumptions for the development of accommodation are outlined in Table 12.

Using these assumptions and estimating the useable site area of each parcel, the number of units and bed units that can be achieved in each phase of development has been estimated in Table 13. As outlined in the table, the potential yield of the land use concept is approximately 12,300 market bed units and 1,200 employee bed units in addition to day visitor parking for 930 vehicles.

TABLE 12 BASE AREA PLANNING ASSUMPTIONS

Land Use	Units/ha	BU/ha	BU /Unit
Single Family	13	78	6
Townhouse	25	100	4
Condo	100	300	3
Hotel / Village Condotel	200	400	2
Campground	33	100	3
Employee Housing*	100	300	3

TABLE 13 BASE AREA LAND USE PLAN

Parcel #	Land Use	Gross Area ha.	Estimated % Developable	Net Area ha.	# Cars	# Units	# BU
Phase 1							
1	Single-Family	5.8	60%	3.5	-	45	271
2	Townhouses	2.0	80%	1.6	-	40	160
3	Parking P1 - Skier	1.8	0%	-	400	-	-
4	Parking P2 - Skier & Village	0.8	0%	-	250	-	-
5	Village / Hotel	4.0	80%	3.2	-	640	1,280
6	Village / Hotel	3.6	70%	2.5	-	504	1,008
7	Condos	2.6	80%	2.1	-	206	617
8	Townhouses	6.6	80%	5.3	-	132	526
9	Single-Family	5.2	80%	4.2	-	54	324
10	Single-Family	15.7	60%	9.4	-	123	735
11	Townhouses	13.6	70%	9.5	-	238	952
12	Single-Family	24.6	60%	14.8	-	192	1,151
13	Single-Family	7.2	80%	5.8	-	75	449
14a	Golf Course - North	26.0	0%	-	-	-	-
14b	Golf Course - Mid	16.0	0%	-	-	-	-
14c	Golf Course - South	25.0	0%	-	-	-	-
Subtotal Phase 1		160.4		61.7	650.0	2,249	7,473
Phase 2							
15	Condos	4.9	70%	3.4	-	343	1,029
16	Single-Family	8.1	80%	6.5	-	84	505
17	Townhouses	4.6	80%	3.7	-	92	368
18	Townhouses	1.0	90%	0.9	-	23	90
19	Single-Family	6.8	70%	4.8	-	62	371
20	Townhouses	4.7	80%	3.8	-	94	376
21	Single-Family	19.5	60%	11.7	-	152	913
Subtotal Phase 2		49.6		34.7	-	850	3,652
Phase 3							
22	Single-Family	6.0	70%	4.2	-	55	328
23	Townhouses	2.2	80%	1.8	-	44	176
24	Condo	1.4	80%	1.1	-	112	336
25	Single-Family	6.1	70%	4.3	-	56	333
26	Parking P3 - Skier	0.85	0%	-	281	-	-
Subtotal Phase 3		16.6		11.4	281	267	1,173
Total		226.6		107.8	931	3,366	12,298
27	Central Anderson Parking - East	0.35	0%	-	100	-	-
28	Employee Housing	4.6	90%	4.1	-	414	1,242
29	Central Anderson Parking - West	0.16	0%	0.0	50	-	-
30	Campground	7.7	39%	3.0	-	100	300

7.4 Site Servicing

The development of the Resort will include all amenities associated with a resort setting. The village will host businesses such as hotels, restaurants, rental shops, retail, staff lodging, and an 18-hole golf course. Much of the outer perimeter of the development will become residential development with various forms of accommodation, such as townhouses, low rise condominium apartments and single-family homes. It is estimated that over 3300 dwellings will be available within the Resort area which will meet BCMRB balanced resort capacity guidelines for accommodation in the Base Area.

Initial environmental and archaeological findings and constraints have been considered within the development of the conceptual layout. Further investigation of the site will be coordinated, as required, as design of the Resort area progresses.

As such, utilities such as potable water, fire protection, sanitary sewers, stormwater collection, drainage, electrical and communications will be necessary for the Resort development zones, along with adequate waste water treatment facilities. Providing utilities in this area will require special consideration. Areas of steeper slopes and higher elevations pose a unique and challenging environment, with significant engineering constraints and concerns.

Initial desktop reviews estimate that acceptable groundwater sources are available in the region based on the surrounding basin area and observed South Anderson River flows. A groundwater investigation will be conducted in the following phases of the project by technical experts in the field. Once a groundwater source and well locations are confirmed, a potable water network including water mains, booster pump stations, reservoirs, and treatment facilities will be designed, capable of accommodating all residential and commercial needs as well as fire protection. Water quality shall be in accordance with all Municipal and Provincial regulations and standards.

Preliminary sanitary considerations estimated that an on-site Wastewater Treatment Plant (WWTP) will require a Municipal Wastewater Regulation, issued by the Ministry of Environment (MOE). A specialist engineering firm has been contracted to investigate the Resort area for feasible drainage and WWTP recommendations. Any WWTP shall be built to MOE standards and satisfy all relevant specifications. Based on the site's observed soil conditions, the area is expected to be suitable for groundwater disposal. Further site investigation, soil analysis and infiltration testing will be completed in subsequent phases of the project, prior to detailed design.

Rainwater collection/detention requirements for the Resort will follow the development of a Stormwater Management Plan (SWMP). Upon finalization of the Resort layout, a SWMP will be created to assess the hydrological effects of the proposed development on the surrounding area. Both upper and lower Areas are expected to manage their stormwater flows with methods individually suited to the layout and topography.

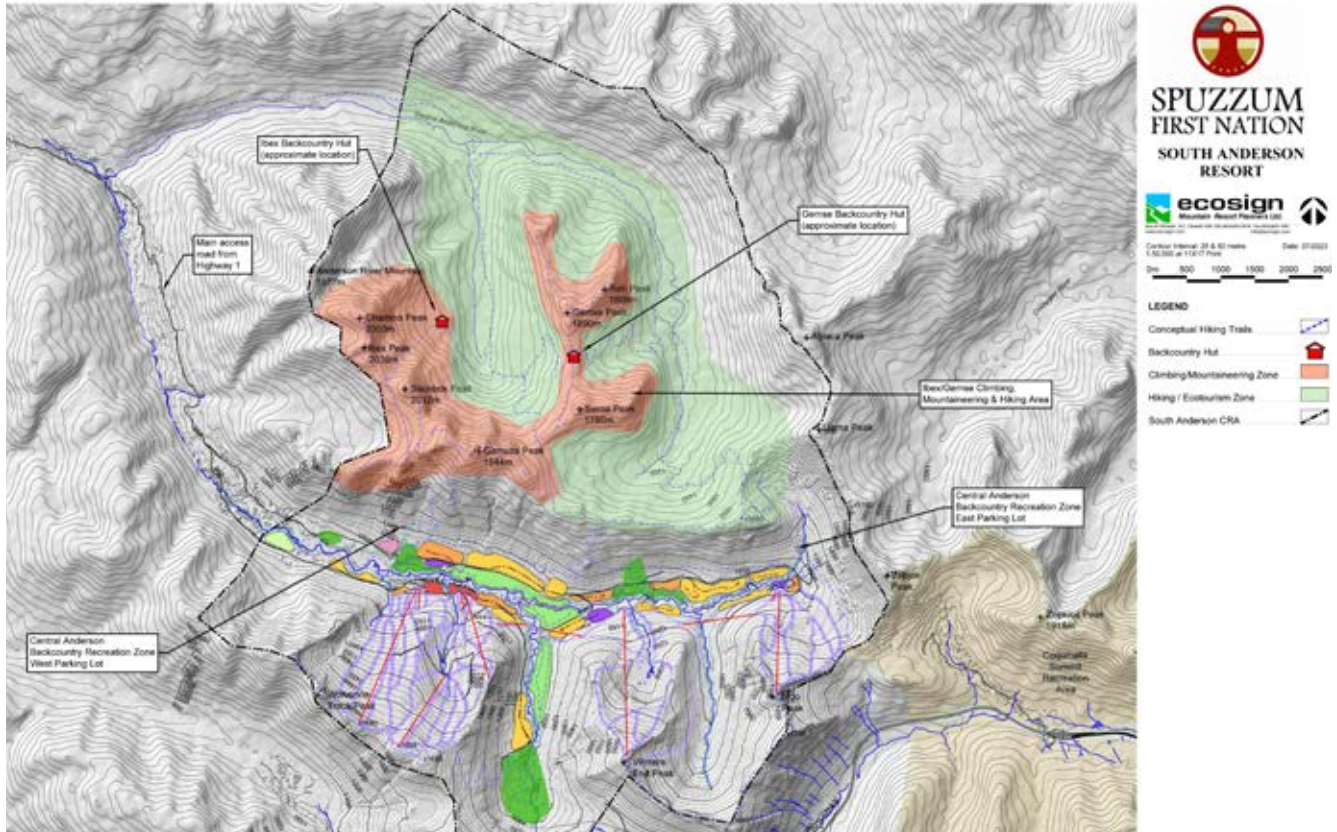
The potential for a hydro-electric feed to the area has been investigated and summarized in the report, “South Anderson Electrical Servicing Analysis”, dated November 1, 2021. The report provided three options which take advantage of local transmission lines to satisfy the electrical requirements of the Resort.

Communication providers will need to be approached for the Resort. Satellite or wired services are potentially viable via electrical transmission line to the resort site. The nature of mobile phone access is to be determined.

7.5 Eco-tourism Opportunities for the Central Anderson Zone

The Central Anderson watershed which adjoins the South Anderson watershed to the south is to be protected, preserved and managed for ecotourism opportunities and Indigenous traditional uses. As part of this resort planning process, we intend to do a comprehensive evaluation of potential low impact opportunities including types of ecofriendly businesses and environmental sensitivities. Moreover, the lands are currently used by Spuzzum First Nation community members for hunting, fishing and other cultural practises and the intention with our planning process is to integrate these cultural uses into our planning. These lands have been extensively logged and will require a period of time to rejuvenate to a healthy, biodiverse landscape.

Figure 18 Central Anderson Eco-tourism Zone Concept



Some of the key Ecotourism principles that the Spuzzum First Nation (and other participating Indigenous groups) will adhere to are:

- Focus upon the immediate natural area—gives visitors the opportunity to personally and directly experience nature.
- Wilderness interpretation —includes a learning experience that provides opportunities to experience nature in ways that provide a greater understanding, respect and enjoyment.
- Nlaka’pamux cultural respect —is sensitive to, interprets and involves the Indigenous culture existing in the area visited.
- Ecological sustainability practice —represents best practices for environmentally sustainable tourism, requiring the minimal “foot print” in the Central Anderson watershed.
- Contribution to conservation — contributes directly to the conservation of Central Anderson wilderness areas and biodiversity.
- Benefiting local communities —helps sustain the livelihoods of local people by providing ongoing vocational and entrepreneurial contributions to the local communities — particularly for Indigenous people.
- Respectful action —involves environmental considerate actions on the part of visitors.
- Client satisfaction —consistently meets guest expectations, including truthful marketing so that realistic expectations are formed. And
- Human-scale delivery — delivered primarily to smaller groups by small-scale entrepreneurs.

Hiking as a typical Central Anderson activity



SPUZZUM FIRST NATION

Some possible First Nation eco-tourism enterprise opportunities within the Central Anderson are:

- Ecology / cultural information centre
- Hut to Hut trails- X-country skiing/ Hiking
- Wilderness campsites
- Low impact day campsites
- Guided back country tours
- Back country skiing and snow shoeing
- Wilderness survival training
- Horseback riding
- Guided Fishing
- Interpretive talks, walks and day programs
- Mountain climbing
- Orienteering and trail running.
- Paraglide launch

Specifically, the next task will include review of existing reference materials, analysis of existing ecotourism and cultural opportunities in the greater area, meet with selected representatives of Spuzzum and other local First Nations to review ecotourism opportunities. Further, we will look at these opportunities in the context of our First Nation entrepreneurs that may be able to accommodate such businesses.

Wilderness camping as a typical Central Anderson activity



Typical eco-tourism activities





8 *The Planning Team*

Spuzzum First Nation has compiled a current planning team that is experienced, professional, and proven in their respective areas of expertise.

Spuzzum Council - Chief James Hobart, Councillors Diana Stromquist and Angie Mitchell

Spuzzum Administration - Crystal McDonald

- ***Market / financial analysis*** – Development Consulting Group (DCG)
- ***Environmental reviews*** – Legacy Environmental Consultants
- ***Archaeological studies*** – Similkameen Consulting
- ***Transport access analysis*** – Wedler Engineering
- ***Site servicing*** – Wedler Engineering
- ***TUS Study*** (in progress) – Kwusen Research
- ***Mountain village planning*** – Ecosign Mountain Resort Planners
- ***Alpine Ski facility planning*** – Ecosign Mountain Resort Planners
- ***Eco-tourism opportunities*** – Land Strategies
- ***Employment opportunities*** – DCG
- ***Project Management*** – Land Strategies / DCG

Some of the resort planning team including Spuzzum Council





9 *Conclusions*

Environmental

Engagement as part of BC's environmental assessment process is comprehensive and will involve a multitude of stakeholders and there will be numerous issues that will need to be addressed. Because the scope of environmental impact assessment in BC is participant driven, the evaluation in the current EOA may not be fully reflective of the issues that are eventually raised by commentators during participant engagement.

Only one environmental component evaluated in the EOA is considered to represent a substantial constraint to development. The designation of the lower South and Central Anderson River catchments as a Wildlife Habitat Area for Spotted Owl represents a high environmental value. (See Figure 14 Spotted Owl Habitat) There are no Spotted Owl present in the proposed CRA boundaries.

Archaeological

The potential for the Anderson River watershed to be an important prehistoric as well as little known historic transportation route is significant with evidence of its upgrades by the Royal Engineers from 1858 to 1859. Its role in the ethnography and origins of the Spuzzum people is worthy of significant further research which will be undertaken in the next phase of work.

Market

Preliminary market research reflects significant pent-up demand for a resort such as we are proposing. The majority of resort visitors will derive from British Columbia and Washington State. With primary markets identified as Metro Vancouver, Metro Seattle and the Fraser Valley. The population of these three markets is increasing by more than 100,000 people per year with skier visits projected to increase from 150,000 in year 1 up to 450,000 in year 10. Summer visitations are expected to be similar in numbers.

Services

Site servicing including water, fire protection, sanitary systems, stormwater collection, drainage, electrical and communications will be necessary for the Resort development as no services exist. Providing these services will require special and contemporary consideration.

Access

There is no existing public road access to the resort study area, however, extensive past logging has resulted in a large network of forestry roads in variable conditions that connect to Highway 1 on the east side of the Fraser River and Highway 5 to the east. The provision of public road access to the site is identified as a key challenge for the resort.

However a strong interest in creating a direct connection for communities along Highway 1 to the new resort development pointed unequivocally to the conclusion that the new public road access to the site should come from Highway 1. The new access road would be a paved, two-lane highway, designed and constructed to MoTI standards.

Ski Hill

The resort area technical assessment reveals that there is excellent potential for a high quality alpine ski facility (and other recreation activities such as mountain biking) with balanced terrain, good vertical and summer sightseeing and four season recreation. The South Anderson River valley has an abundance of developable land for supporting commercial and accommodation facilities. The area has excellent opportunities for four season recreation along the South Anderson River and the ridgetops accessed by the lifts. The spectacular peaks on both sides of the river provide a landscape and views on par with larger destination resorts. The major constraint is that this is a greenfield site with no suitable road access or existing municipal infrastructure (power, water, sewer). However, this constraint means that a resort can be developed using the best available environmental practices.

Summary

The South Anderson Mountain Resort focus is to create a contemporary, world-class mountain resort with an abundance of outdoor recreation amenities and a variety of tourist accommodation, real estate and day visitor facilities. Winter operations are focused on skiing and snowboarding for all abilities and outdoor hiking and mountain biking in the summer seasons. More formal activities such as golfing and Indigenous events/ activities will complement the resort. All project elements are to be planned and developed in the most environmental and sustainable manner.



10 Next Steps

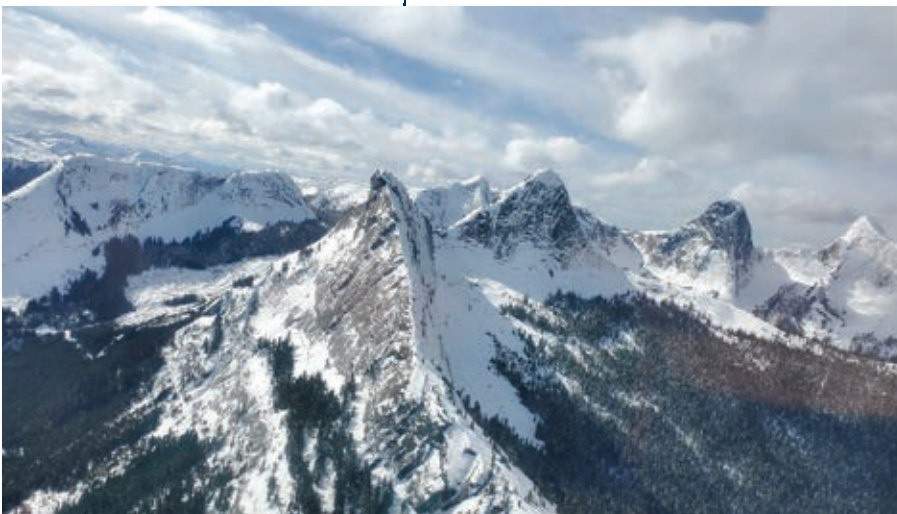
Once the Expression of Interest has been accepted, it will be reviewed by the Province and then referred to other agencies, First Nations and local government.

Typically, such a review will take 30 to 60 days to complete. If the project is determined to be unworkable at this time, the applicant will be so advised, and discouraged from continuing with that particular concept. However, if the review is positive, TRD Division will undertake the following:

1. Obtain status clearance (i.e. Determine any conflicts with other tenure-holders, confirm ownership of land and any prior rights on the land, etc.);
2. Designate the area under Section 13 of the Land Act as a Designated Use Area, subject to regular 5-year review;
3. Appraise the land value and improvements (if any),
4. Request the Ministry of Energy, Mines and Petroleum Resources

to establish a Staking Reserve over the proposed Controlled Recreation Area. This will effectively remove the land from consideration for purposes other than mountain resort development while an Expression of Interest is under review.

Central Anderson Peaks





Concluding Remarks



"In the spirit of reconciliation, we invite British Columbia to join with the Spuzzum First Nation to develop the South Anderson Mountain Resort -- the first Indigenous driven comprehensive all-season mountain resort in BC."

K^wuk^wstemc (Thank you)

James Hobart
Spuzzum Chief

