



# SUN PEAKS RESORT MASTER PLAN UPDATE 2013

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## **I. INTRODUCTION**

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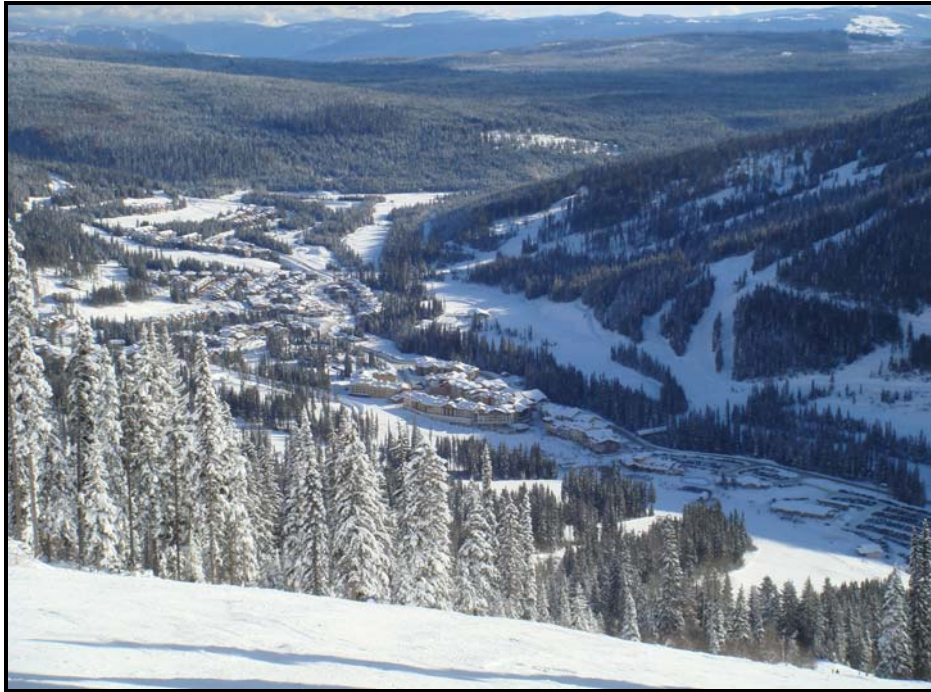
Sun Peaks Resort Corporation (SPRC) has retained Ecosign Mountain Resort Planners, Ltd. to prepare an update to the Sun Peaks Resort Master Plan. The first Sun Peaks Master Plan was prepared by Ecosign and approved by the Province of British Columbia in 1993. The Master Plan provided a detailed framework for mountain improvements and the associated development of base area facilities in four phases. In 1993, Sun Peaks Resort Corporation and the Province signed a Master Development Agreement for development of the Resort in accordance with the Sun Peaks Master Plan, and construction commenced that year. An update to the Sun Peaks Master Plan was submitted to the Province in February 2001. This update summarized the development of Phase 1 that had been completed to date and presented refined plans for the development of Phases 2 to 4 on the mountain and Phases 2 and 3 in the base.

A second update, entitled “Sun Peaks Resort Master Plan Update – 2006” was submitted to the Province in February 2006. The 2006 update summarized the results of a detailed two-year planning exercise carried out by SPRC, Ecosign and SPRC’s municipal engineering consultant, Urban Systems Ltd. The report contained an inventory of facilities built at the resort to the end of 2005 and presented updated plans for development of the remainder of the resort. For the first time, a preliminary analysis of the development potential of the Phase 4 lands known as the “McGillivray Bench” was completed and the 2006 update illustrated how those lands would be interconnected with the remainder of the resort by lift, trail and road networks.

The Sun Peaks Resort Master Plan Update 2013 contains an inventory of the existing recreation improvements, accommodation, service facilities and infrastructure located within its CRA in 2013. The future recreational development potential of the terrain within the CRA, as well as the accommodation development potential of the Base Area Lands are described in the Development Analysis section. The Mountain Facilities section of this report outlines SPRC’s future plans for proposed recreation improvements and future adventure tourism activities at Sun Peaks Resort. Future plans for accommodation development and supporting commercial and skier services required at each of the mountain’s valley staging areas are outlined in the Base Area Facilities section.

## **.1 Location and Regional Context**

Sun Peaks Resort is situated on Mount Tod in the McGillivray Creek Valley, approximately 40 kilometres (“as the crow flies”) northeast of Kamloops, British Columbia. Mount Tod, with a summit elevation of 2,152 metres, is located at the western edge of the Shuswap Highlands to the west of the Monashee Mountains.



*View of Sun Peaks Resort- Winter*



*View of Sun Peaks Resort - Summer*

Figure 1 illustrates the Area Location of Sun Peaks Resort. The ski area and the future base area lands are situated on Crown Land and are covered by a Master Development Agreement between the Province of British Columbia and Sun Peaks Resort Corporation.

Sun Peaks Resort is accessed from the city of Kamloops, by driving north on the four-lane Yellowhead Highway (Hwy. 5) for 24 kilometres. From Hwy. 5, it is a 31 kilometre easterly drive to the resort on a paved two-lane road named Tod Mountain Road for the first 23 kilometres and Sun Peaks Road for the last 8 kilometres. In the summer, the resort may be accessed by travellers coming from the east on the TransCanada Highway by crossing the Thompson River at Chase or Pinatan and taking the Kamloops-Shuswap Road and the McGillivray Lake Forest Service Road (FSR) to the Tod Mountain Forest Service Road as shown in Figure 2. The McGillivray Lake FSR and the Tod Mountain FSR are currently unpaved. The Tod Mountain FSR has been closed during the winter for at least 20 years since it conflicts with ski trails. The McGillivray Lake FSR is usually not ploughed in the winter unless there is active logging.

The City of Kamloops is one of the major interior cities in the Province, with important highway and rail transportation junctions. According to BC Stats the 2010 population for the City of Kamloops was 87,110 and the Kamloops census area population was 100,734, up 5.5% since the 2006 census. Both West Jet and Air Canada provide regular service to the Kamloops airport from Vancouver and Calgary. Central Mountain Air has scheduled flights to Fort St. John, Smithers, Terrace, Prince George and Kelowna.

Kamloops is located 360 kilometres north of Vancouver, British Columbia and is accessed via the four-lane Trans Canada (#1) and Coquihalla (#5) Highways. Metro Vancouver is Canada's third largest urban area, with a population of approximately 2.4 million people and is growing at a rate of 2% per annum. Driving time from downtown Vancouver to the resort is approximately 5 hours.

Due to its proximity to Shuswap Lake, the Thompson River and many other recreational facilities (golfing, hunting and fishing), Kamloops has a strong, well established summer tourism market. This location provides excellent potential to attract regional visitors from the Central Okanagan area, the lower Mainland of Vancouver, as well as north-western Washington State and from further out destination markets as they travel through Kamloops to/from Banff, Jasper, Vancouver and Whistler. Figure 2 illustrates the Regional Context of Sun Peaks Resort.

## **.2 Historical Perspective**

Tod Mountain was named after a famous fur trader, John Tod, who was a chief trader for the Hudson's Bay Company in the early 1840's. The mountain was originally developed in the early 1960's. Harold (Harry) Burfield is remembered as a colourful character who ran the original ski shop at the mountain, and another in Kamloops.

In 1961, the Burfield Lodge and Burfield double chairlift were opened. In 1972, the Shuswap double chairlift was constructed and temporary daylodge facilities were built in the new Shuswap base. The Shuswap daylodge was constructed in 1974 and the Crystal triple chairlift was installed for the 1979 ski season. Development at Tod Mountain continued and in 1988, a 49-lot subdivision across the valley from the Burfield lodge was constructed. By 1990, the paving of the access road from Whitecroft Village to both daylodges was completed.

In April of 1992, Nippon Cable Company Ltd., of Tokyo, Japan, purchased Tod Mountain. Nippon Cable Company Ltd. operates five ski resorts and one sightseeing resort in Japan and is partial owner of Whistler Blackcomb and the Harvest Golf Club in Kelowna. Nippon Cable's strategy for Tod Mountain was to upgrade lift and trail systems and transform the area into a major four-season, destination resort with all amenities. Ecosign Mountain Resort Planners, Ltd. was retained to develop a Master Plan for the resort and the Tod Mountain Master Plan was completed in March, 1993.

On April 13, 1993, the Province of British Columbia entered into an agreement ("the Development Agreement") with the Sun Peaks Resort Corporation ("SPRC") to expand the mountain and base facilities at Tod Mountain in accordance with the Master Plan.

Shortly after the Development Agreement was signed, Nippon Cable changed the name of the ski area to the Sun Peaks Resort. The agreement gives SPRC the right to develop ski facilities within a Controlled Recreation Area of 4,140 hectares and purchase Crown Land for base area facilities within the 867 hectares of Base Area Lands. Figure 3 illustrates the boundaries of the Controlled Recreation Area and the Base Area Lands at Sun Peaks Resort.

Over the past 20 years, considerable development has occurred, transforming the old Tod Mountain day ski area into Sun Peaks Resort, a four-season mountain community. This development has accounted for a substantial percentage of the building activity in the Thompson-Nicola Regional District during this period including extensive improvements to the mountain, the construction of various recreational amenities and the development of 1,670 units of public and private accommodation.

In 1995, the Sun Peaks Mountain Resort Improvement District was created to provide local government services such as firefighting and street lighting to the new resort community. A Fire Hall was constructed in 1996 and a volunteer firefighting force created. In June 2010, following a favourable vote on a referendum of local residents, the Provincial government incorporated the Sun Peaks Mountain Resort Municipality (SPMRM). The boundaries of the Municipality are the same as the Controlled Recreational Area. The new Sun Peaks Municipality took over the services of the Improvement District and the responsibility of land use planning from the Thompson-Nicola Regional District. Under its Letters Patent, Sun Peaks Mountain Resort Municipality must adopt an Official Community Plan which does not conflict with the Sun Peaks Resort Master Plan. Within 3 years of incorporation, the SPMRM will take over road maintenance from the Ministry of Transportation.

The Sun Peaks Mountain Resort Association, operating as Tourism Sun Peaks, was created in 1996 to market the resort worldwide. Tourism Sun Peaks' role is to promote the destination as a whole, increase visitation and develop new markets. Tourism Sun Peaks is funded by contributions from its membership which includes all resort property owners and all businesses operating within the resort.

### **Mountain Development Since 1992**

Nippon Cable has invested over \$47.5 million in upgrades to the mountain facilities since 1992. Improvements were underway immediately after the purchase was completed, with the installation of a T-bar in the West Bowl during the summer of 1992. During the summer of 1993, after the completion of the Master Plan and the Development Agreement with the Province, the old Shuswap double chairlift was replaced with the Sunburst Express, a high speed, detachable quadruple chairlift equipped with weatherproof bubbles. A total of 33 hectares of new terrain was opened on Sundance Ridge, serviced by the Sundance fixed grip quadruple chairlift. A beginner area was created to the east of the Sundance Quad, serviced by the Village Platter lift. A mountain restaurant with seating for 100 was constructed at the top of the Sunburst Express and an extensive trail summer grooming program commenced.

In 1994, the 20,000 square foot (1,860 sq. m.) Village Daylodge was constructed at the base of the Sunburst and Sundance lifts, and the old Shuswap Daylodge was renovated and renamed "Bento's". The Village Daylodge provides many needed skier services, including a restaurant and bar, as well as rental and retail facilities. A snowboard terrain park was developed on Sundance Ridge. Sun Peaks won the Snow Country Award for best trail design in 1994. The Sundance Ridge terrain was doubled in 1995 and the Sundance Quad was converted to a detachable express lift and extended to the top of the ridge. In 1997, the old Burfield double chair was replaced with a new fixed grip quadruple chairlift.

In 1994, the first phase of the snowmaking system was constructed, utilizing the village water system. This system provided coverage to the beginner terrain serviced by the Village Platter, the terrain under the Sundance fixed quad and the lower section of Five Mile to the 1,300-metre elevation. In 1996, a new 121,500 cubic metres (32 million U.S. gallons) reservoir was constructed at the 1,750-metre elevation and a gravity fed snowmaking distribution system was constructed on the Five Mile trail.

The creation of new trails and improvements to the existing trail network has been carried out aggressively over the past eighteen years. New runs were cut in 1997 in preparation for the Morrissey Express lift which was installed in 2002. Lift improvements in 1997 included the replacement of the Burfield double chairlift with a new quadruple chairlift, installation of a moving carpet lift and the increase in capacity of the Sunburst Express.

In 1999, the capacity on the Sunburst Express, Sundance Express and Village platter were all increased. The Mount Morrissey beginner platter and additional ski trails on Mount Morrissey were installed in 2001. A year later, the Big Morrissey Express was installed. In 2002, SPRC provided the land and a joint venture consisting of local investors constructed the Little Shuswap Lodge at the Burfield Base to provide staff accommodation. In 2003, the children's space was increased and a tubing facility was constructed. The following year, a magic carpet was installed for the tube facility, the Great White Circle was opened with the installation of the "Back in Time" bridge and the capacity on the Big Morrissey Express was increased.

During the 2005 summer season, the first phase of construction of the Nancy Greene International Race Centre began with the clearing of the race trails. In 2006, the Elevation Quad Chairlift was installed to provide a lift that allowed return cycle skiing without having to ski down the Five Mile Trail. Snowmaking lines were installed from the top to bottom of the course to ensure the ability for early season openings. In the years leading up to the 2010 Olympic Winter Games, the Austrian Ski Team trained at the Race Centre. Also during 2005, the children's building known as the Schoolhouse was moved to the top of the Village platter lift. A second magic carpet lift was installed extending from the bottom of the Village Platter to the bottom of the tubing hill, to expand the beginner terrain and also to facilitate access to the tubing hill.

The umbrella bar and washroom facilities were installed at the base of the Morrisey Express in 2006. Clearing for the future trails on Orient Ridge began in 2006 and continued in 2007 with five new trails below the East Village Skiway being completed. In 2008, the Whispering Pine Lodge staff housing was completed by the same joint venture group that constructed the Little Shuswap Lodge. The Bentos Daylodge kitchen was upgraded in 2010 and the heating and ventilation system was replaced in 2011.

### **Base Area Development Since 1993**

In 1994, SPRC commenced an aggressive base area development program, constructing roads and underground infrastructure for 60 single-family lots, 3 pension lots, 9 village hotel and condotel properties and 3 multi-family development parcels. The serviced area was expanded to the east of the Village to two tourist accommodation parcels during 1995, with the construction of Village Place. Sundance Road was constructed to service a multi-family townhouse parcel, a pension site and 16 ski-in/ski-out single-family lots in 1997. An infill site on the golf course between the Burfield base and the Village for a small lot, single-family strata development was also serviced during 1997. In 1998, roads and services were installed for a tourist accommodation site on Valley Drive. More recently, services have been extended to the east of the Village as far as the 15<sup>th</sup> tee on the golf course. Infrastructure is now in place to supply a community of approximately 7,000 beds at Sun Peaks Resort. The underground infrastructure includes a community water supply and sewage collection system, a piped propane gas distribution system, electricity, telephone and cable TV.

### **Accommodation**

SPRC began selling parcels for development by third parties in 1994. Since then, a number of developers, investors and families have contributed to the rapid pace of development at Sun Peaks, constructing first class accommodation in accordance with strict design guidelines. As of the 2011/12 ski season, there are a total of 1,725 accommodation units at Sun Peaks Resort, containing 6,794 bed units. Once construction is complete in the serviced developed parcels in the Village and the existing subdivisions, Sun Peaks will contain a total of 2,064 units and 8,347 bed units. Approximately 52 percent of the existing accommodation is public and consists of the hotels and condotels in Sun Peaks Village, as well as five tourist accommodation developments east of the Village and three pensions. The private beds are split relatively evenly between multi-family and single-family and duplex dwellings.

The pedestrian Village at Sun Peaks has taken shape with the completion of the Village Daylodge, the Sundance, Hearthstone and Fireside Lodges, the Delta Sun Peaks Resort, Delta Residences, Nancy Greene's Cahilty Lodge, the Heffley Inn, Stumböck's Sun Peaks Lodge and the Kookaburra Lodge. This tightly knit arrangement of 10 buildings now contains almost 700 hotel rooms and condominium units including 1,968 beds, 18 restaurants, bars and food outlets and 21 shops.

Additional public accommodation is also provided in the 7 tourist accommodation properties of Snow Creek Village, Timberline Village, Crystal Forest, Trapper's Landing, Stone's Throw, Settler's Crossing and Bridge Gate to the east of the Village. Together, these developments contain 376 units, or 1,503 beds. The Horie Sunlodge and Eagle Court Pensions are bed and breakfast style accommodation and provide an additional 60 beds. To ensure that the properties at Sun Peaks that were constructed for public accommodation remain available for short term rental by tourists, regardless of the ownership, rental management covenants have been registered against the title to the units requiring that they be available for nightly rental when the owner is not occupying them. For most of the village condotel properties, the rental management covenant also limits the owner's use so that the units are available for tourists most of the time.



*Sun Peaks Village*



*Sun Peaks Resort Village Accommodations*

There are now a total of 8 townhouse style developments along the golf course and to the east of the Village. Together, these projects contain 271 units (1,367 beds). Since 1995, 209 single-family homes and duplex units have been constructed in the Sunburst Estates, Fairways Drive, Sundance Estates, Bella Vista, Mountain View, Lookout Ridge and Burfield Drive subdivisions. Additionally, 51 units of the Cabins at Sun Peaks, a clustered single-family home strata development nestled between the 3<sup>rd</sup> and 5<sup>th</sup> holes of the golf course have been completed.



*Bridge Gate Ski-in/Ski-Out Townhouse on Golf Course*



*Single Family Home*

## Recreational Amenities

SPRC has acted quickly to provide the recreational amenities necessary for a four-season resort, investing \$11.6 million since 1994 in non-skiing, recreational facilities. In 1994, the front nine holes of the Sun Peaks Resort Golf Course were constructed, and they opened for play in August of 1995. This scenic resort golf course links the original Burfield base with the new Village and has successfully opened up the vistas in the McGillivray Creek Valley. The Village Daylodge serves as the clubhouse, providing golfers with a pro shop, restaurant, bar and locker room facilities. A putting green and driving range were installed in 1997 and the back nine was completed and opened for play in 2005. This 18-hole golf course was designed by Graham Cooke and has a total length of 6,352 yards with tee placements to offer challenges to golfers of all abilities.



*Sun Peaks Resort Golf Course*

The Sun Peaks Sports Centre was officially opened to the public in February 1997 with the following amenities:

- 250 sq. m. recreation centre for fitness programs, parties and teen nights.
- Two tennis courts with night lighting.
- A 14-metre diameter, round heated pool with indoor access from heated change/locker rooms with shower and restroom facilities.
- Children's splash pool and outdoor hot tub.



*Sun Peaks Sports Centre Pools*

In 1997, the McGillivray Lake Outpost was completed to provide a waterfront recreation facility on McGillivray Lake, as well as a winter cross-country destination warming hut. In 1998, a new dock facility was added to the McGillivray Outpost so that canoes, kayaks and row boats could better utilize the lake for fishing and other water sports.



*McGillivray Lake Outpost*

An outdoor skating rink was constructed adjacent to the golf course maintenance facility in 2004. A paved and lit, multi-purpose valley trail network linking all the development parcels continues to be expanded each year. Extensive mountain biking, cross-country and hiking trails have been constructed, with new additions each year.



*Sun Peaks Skating Rink*

Sun Peaks Resort provides the following winter recreational activities and facilities.

- Alpine Skiing and Snowboarding
- Cross-Country Skiing
- Snowshoeing
- Terrain Park
- Cat Skiing
- Cat Trax Groomer Rides
- Snowmobiling and Children's Mini-Zs
- Ice Skating
- Horse-drawn Sleigh Rides, Dog-sled Rides
- Tubing, Sledding and Snowplay
- Lift Accessed Sightseeing
- Bungee Trampoline
- Fondue Dinners and Torchlight Skiing at the Sunburst Lodge
- Swimming and Hot Tubs at the Sun Peaks Sports Centre





Summer recreational activities at Sun Peaks Resort include the following:

- Dining and Shopping in Pedestrian Village
- Scenic Chairlift Rides
- Mountain Restaurant
- Mountain Biking Trails and Park
- Hiking
- Tennis
- Geocaching
- Swimming (Pool and Lake)
- Walking, Roller Blading and Cycling Paved Valley Trail
- 18-hole Golf Course and Practice Fairway
- Summer Flower Blossom Festival
- Music Festivals, Symphony performances, Farmers Market
- Horseback Riding
- Strolling through Woodland (Wildflower) Interpretive Garden
- Fly Fishing, Kayaking and Canoeing at McGillivray Lake (serviced by cabin & dock facilities)
- Voyageur Canoe Tours
- Stand Up Paddle Boarding
- ATV and Hummer Tours
- Massage Therapy, Spa





In the future, Sun Peaks intends to augment their summer recreational programs with the following activities and facilities.

### Zip Line

Resorts all around the world are now installing Zip Trek or Sky Line tours for both summer and winter use. Zip Trekking involves moving from treetop to treetop while attached to the cable via a full-body harness. The harness attaches to a zip pulley carriage via two tethers (one main and one backup). The cable is connected to both a launch and landing platform. The series of cable zip lines and suspension bridges move riders over gullies and streams.

The Zip Trek has also evolved into a nature interpretive activity with zip line staff acting as guides who answer questions and provide relevant information about the area's ecology and the ancient forests. Riders can achieve speeds of up to 60 miles per hour over some of the spans.



A second type of zip line consists of two to four parallel cables that run through the forest in one long span.



## MCC Action Carts

MCC Action carts are a new and exciting summer activity. The MCC Carts consist of a paved track from the top of a platter lift or T-bar lift to the bottom that allows gravity powered carts to race down the hill for a timed run. The carts are transported to the top of the track (with the driver sitting in the seat of the cart) by way of a hook on the end of the surface lift tow line that attaches to the frame of the cart. The path under the platter lift is also paved so that the carts can be towed to the top of the lift. At the top of the hill, there is a proprietary detachment system that safely releases the cart from the lift and the driver drives the cart to the start line via a paved path on the beginner ski trail.



## Alpine Coaster

A full range of alpine slide devices are available. The “Toboggan Run” has small carts that are gravity powered and run in a stainless steel flume set into the ground. The track is made up of sharp curves, gradual bends and straight sections. The cart can accommodate up to two passengers. Track lengths vary between 800 and 6,500 feet. The bobskart rides in a welded stainless steel track that is designed for flat sites. The bobskart is gravity self-powered and can reach speeds up to 25 mph.

The “Alpine Coaster” is a high-tech version of other gravity slides that runs on an elevated stainless steel tubular track. The track runs through the forest on a track that varies in height of between 3 and 20 feet above the ground. The coaster can be operated year round, as snow or rain does not affect the operation of the equipment. This type of coaster has its own uplift transportation system so that it is a self-contained recreational activity that can operate independently of the ski operation.



### **.3 Planning Issues**

The successful design and operation of a mountain resort requires a solid footing on three separate pillars. The three critical resort elements, as illustrated in Plate I.1, are: physical, market and economic characteristics and factors.

The physical site characteristics include:

- environmental resources including water, air, soil, vegetation and wildlife
- terrain
- climate
- natural hazards
- visual resources
- recreational resources

### CRITICAL RESORT ELEMENTS

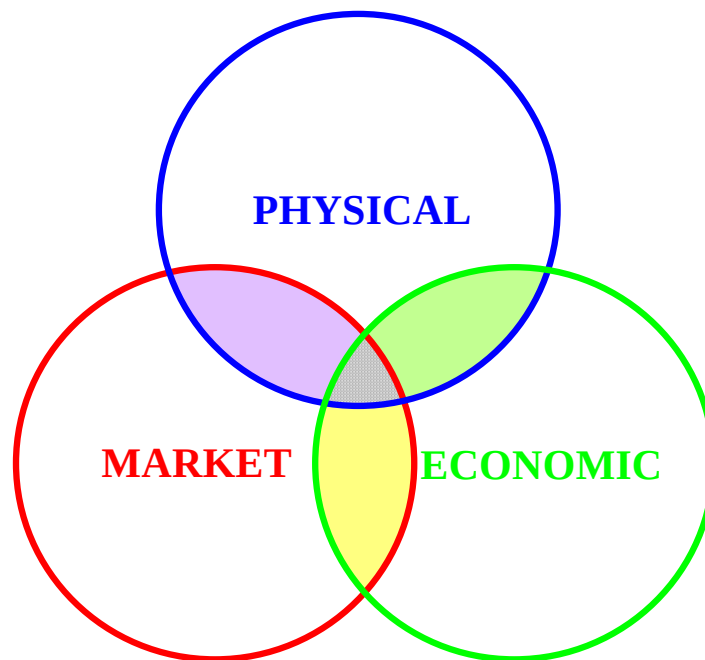


**PLATE I.1**

The master planning process incorporates research by scientists, ecologists and recreational planners to document the physical characteristics of each individual site with air photos, topographical maps, three-dimensional computer models, on-site field work and surveying, and analytical planning technologies.

The next critical element necessary for a feasible mountain resort deals with the market characteristics including:

- access to the site
- the size and proximity of local, regional and destination markets
- population demographics such as: age, income and education
- population dynamics such as: growth, aging, and social trends, for example, fitness

Finally, there are economic factors and characteristics to be considered such as:

- resort capacity
- length of operating season (winter and summer)
- infrastructure cost and availability
- capital costs of facilities
- operating efficiency
- revenue sources and pricing
- human resources

Every resort possesses a different blend of these characteristics. It is very important to understand and document the balance between the physical, market and economic characteristics of each individual project.

#### **.4 Glossary**

The winter resort industry has a number of terms and technical jargon specific to development, hence, a glossary is provided:

1. **Skier Visit** - One person visiting a ski/snowboard area for all or part of a day or night for the purpose of skiing or snowboarding. This is the total number of lift tickets issued. Skier visits include a person holding a full-day, half-day, night, complimentary, adult, child, season, or any other ticket type that gives them the use of an area's facilities.
2. **Rated Uphill Capacity** - The manufacturer's rated number of skiers per hour a lift can transport to the top of the lift. An area's hourly capacity is the sum of the individual lifts.
3. **VTM/Hour (000) - (Vertical Transport Metres Per Hour)** - The number of people lifted 1,000 vertical metres in one hour (vertical rise of a lift, times the lift capacity per hour, divided by 1,000). An area's total VTM, is the sum of VTM for all lifts.
4. **VTM Demand/Skier/Day** - The amount of vertical skied/snowboarded (demanded) each day by a skier.
5. **Skier (Comfortable) Carrying Capacity (SCC)** - The number of skiers that a given ski/snowboard area can comfortably support on the slopes and lifts without overcrowding, or those that may be accommodated at one time and still preserve a congenial environment. An area's comfortable carrying capacity is a function of VTM demand per skier, VTM supplied per hour, difficulty of terrain and scope of support facilities.
6. **Utilization** - Is measured, as a percent, of skier carrying capacity. Comfortable Seasonal Capacity is the product of an area's daily skier carrying capacity times its days of operation. Utilization compares actual skier visits to calculated comfortable seasonal capacity.
7. **Terrain Pod** - a contiguous area of land deemed suitable for lift and trail development due to its slope gradients, exposure and fall line characteristics.

## II. INVENTORY

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### .1 Introduction

The inventory stage includes the identification, analysis and mapping of all on-site and off-site factors which may affect the development potential of Sun Peaks Resort. The inventory data includes: the land status, climatic, biophysical and physiographic characteristics of the study area, as well as an analysis of the existing mountain resort area. The study area identified for mountain planning purposes, encompasses about 4,200 hectares in and around Sun Peaks Resort. Through an understanding of the site's existing conditions and natural process, environmentally sensitive areas can largely be avoided and natural development opportunities maximized.

As a prelude to discussing the mountain's characteristics, it is appropriate to familiarize the reader with the basic requirements of resort area development. Mountain resort area development is generally considered to be a non-consumptive resource use of the land. The development of lifts and trails requires the use of 30-60 percent of the area in small, heavily developed zones. Lift right-of-ways are characteristically 12 to 15 metres in width, while trails vary between 30 and 50 metres wide. Subsequent to rough grading by practices selected for each site, the trails require fine grooming and seeding to establish a grass cover which prevents erosion. This also helps to minimize hazards and damage to skiers and snowboarders' equipment during low snowpack periods and possible damage to the area's snow grooming fleet. Lifts are generally aerial cable systems used to transport skiers up the mountain, with steel towers and concrete foundations every 45 to 75 metres.



*Sun Peaks Village Base Area*

Mountain resort base area development generally includes a paved access road, parking lots, buildings for accommodation, a daylodge and a maintenance centre. Additionally, appropriate power, water supply and sewage disposal facilities are required to support any base area improvements. 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.

## **.2 Physiography**

The quality and feasibility of a mountain resort site is highly dependent upon the topographic characteristics of each individual site. Physiographic features which substantially affect mountain resort development in particular include: aspect (exposure), slope gradients, fall line patterns and elevation.

### **Landform**

The landform around the Sun Peaks Resort area is characterized by relatively flat valley bottoms bounded by steep slopes rising up to rolling plateaus on the tops of the mountains. The Sun Peaks ski area is typical of the surrounding area but with many local peaks dotting the highest elevations, rather than a plateau. The areas to the northeast and south of the ski area are also similar to the surrounding area, with large plateaus stretching far off the study area mapping. The slopes to the east and southeast of the existing ski area have gentler slopes on the lower elevations, which are more suitable for intermediate, rather than expert level skiers and snowboarders.

Mount Tod, in the northern part of the study area, is separated from the ski area by several local peaks and a drainage which has relatively gentle slopes at the upper elevations but drops off sharply into a steep sided valley at the 1,950-metre elevation. The study area is bisected by McGillivray Creek in the southern corner of the study area, flowing first to the northwest and then turning to the southeast. This valley is very wide and flat at the upper elevations and slowly narrows as it approaches the edge of the study area mapping. Both the resort area base facilities and the present real estate development are located in this valley.

The Sun Peaks base area lands consist of approximately 438 hectares of valley land. These valley lands take in the Burfield base area at the 1,170-metre elevation, the Village base area at the 1,250-metre elevation and real estate and golf course lands that follow McGillivray Creek up to the 1,330-metre elevation. The valley lies approximately east to west between the Village base and the Burfield base, and lies in a northwest to south orientation east of the Village base. The Sun Peaks valley is fairly narrow in configuration and surrounded by steep slopes (in excess of 30%) between the Burfield and Village bases. The valley widens significantly to the east of the Village.

## Aspect Analysis

An aspect analysis was completed to identify the various aspect zones of the Sun Peaks Resort lands, and includes zones with southern through northern aspects. The optimum aspect for mountain development is south-south-western exposure. This analysis identifies the Village area as having predominantly south and south-west exposures. Figure 4 graphically illustrates the Sun Peaks Aspect Analysis.

The exposures in the existing ski area are generally south to southeast, and east. These exposures ensure that skiers and snowboarders get warmth from the sun during cold, sunny days, but may also cause problems with snow retention in the warm spring season on the lower elevations. The exposures within the entire study area encompass the 360° range, with areas to the south of the existing area having northerly and north-easterly exposures and areas to the east having southerly and south-westerly exposures. The area surrounding Mount Tod has exposures in every direction due to the conical shape of Mount Tod and the local peaks surrounding it.

## Fall Lines

The fall lines in the southeast half of the study area are generally parallel, indicating a uniform slope. These fall lines flow a long distance, parallel to each other, before collecting in the various drainages and ultimately flowing down into McGillivray Creek. The fall lines in the north-western half of the study area flow in every direction, frequently changing direction and collecting or dispersing. This complicated pattern of fall lines is due to the many small peaks and valleys in this portion of the study area.

## Elevation

The potential vertical drop available for lift serviced skiing plays an important role in site suitability since it determines the length of the trails and also the vertical transport metres (VTM) that can be supplied to the skiing/snowboarding public. Essentially, the more vertical the better, as many skiers use vertical rise as a basic yardstick of winter resort area desirability.

Elevations in the study area range from 2,152 metres at the peak of Mount Tod, to 1,160 metres to the west of the Burfield Base. The study area consists of many local peaks, mostly between the existing ski area and Mount Tod. The total available vertical is approximately 990 metres, with a few individual slopes in the 450 to 750 metre range.

### **.3 Climate/Solar Shading and Solar Radiation Analysis**

The Sun Peaks area is located in the semi-arid climatic zone of the interior of British Columbia. During the winter, the weather is generally cold with a high percentage of sunny days. There are periods during the winter where temperatures can drop as low as -35 degrees Celsius.

#### **Snowpack**

Snowpack is one of the most important factors in determining the length of season and the feasibility of a winter sports recreation facility. Ski areas are generally considered feasible with natural snow if there is a 90 percent probability of a 60 centimeters snowpack by December 15. In order to achieve good skiing and snowboarding conditions with this amount of snow, all trails must be fine summer groomed and revegetated with grass and legume ground cover. Given suitable snowmaking temperatures and water availability, snowmaking systems can enhance the natural snowpack and extend the season with earlier openings and quality late spring skiing conditions.

Since 1994, the management of Sun Peaks has kept detailed information on snowpack and snowfall at three different elevations (valley at 1,306 m., mid mountain at 1,825 m. and mountain top at 2,061 m.). Data has also been kept for the mid mountain site since 1972, and after a cursory analysis, it seems to correspond well with the data since 1994. Therefore, we will use the more detailed data for snowfall and snowpack analysis below. The snowpack present at the end of November over seventeen of the last nineteen years (two years with no data) has averaged about 41 centimetres of depth in the valley with 73 cm at mid mountain. Six of the seventeen years measured had 25 cm. or less of snowpack in the valley and five years had less than 60 cm. at mid mountain. Snowpacks in the valley increase until February and then begin to decrease in March, whereas the snowpack at mid mountain and mountain top increases through March. By the end of April, snow in the valley is generally gone. Average end of month snowpacks for the seventeen year period at the Village, mid-mountain and the top of the Crystal Chair are illustrated in Plate II.1.

### SUN PEAKS RESORT AVERAGE SNOWPACK DATA

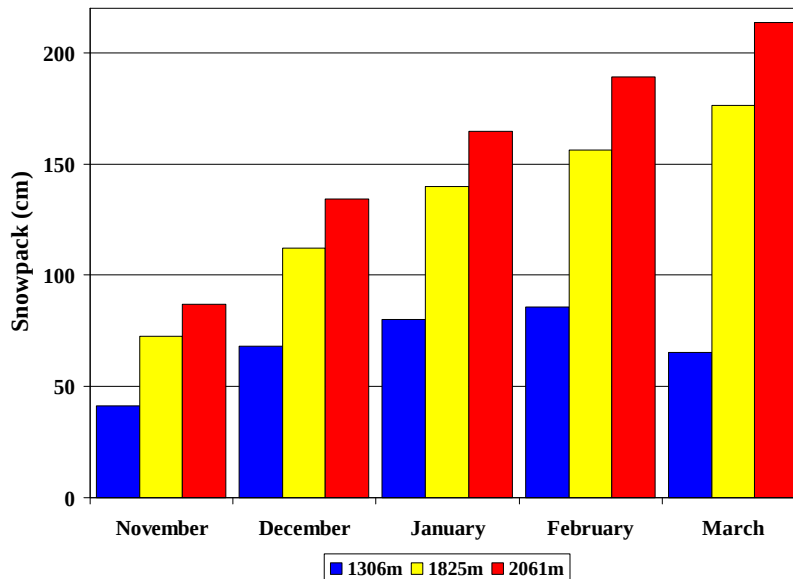


PLATE II.1

Plate II.2 graphically illustrates that over the last eighteen seasons, snowpack has increased with elevation, as would be expected. The graph also shows a wide variation of snowpack at the end of November, ranging from 0 cm. in the valley, up to 125 cm. at the mountain top.

### SUN PEAKS NOVEMBER SNOWPACK VERSUS ELEVATION

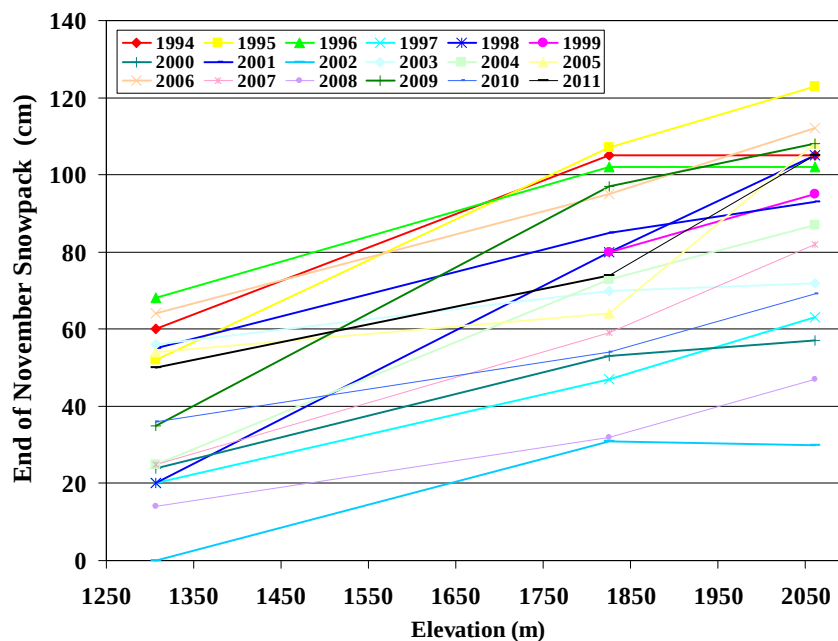


PLATE II.2

Over the last eighteen seasons, the mid-mountain snowfall between the beginning of November and mid April has averaged 508 cm. (200 inches). The mountain top experiences a similar amount of snowfall (520 cm.), while the base area experiences significantly less, at 364 cm. Average monthly snowfalls for the valley, mid-mountain and mountain-top for the last eighteen years are illustrated in Plate II.3.

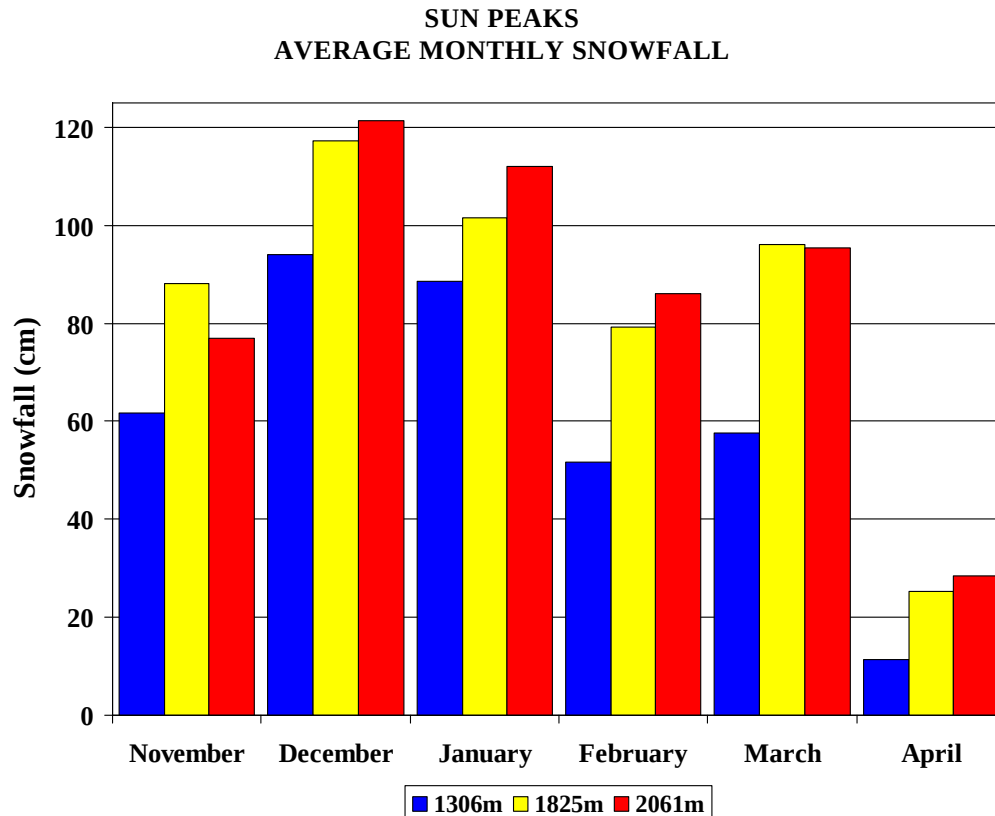


**PLATE II.3**

The monthly total snowfalls experienced for each season at mid-mountain over the course of the ski season between 1994/95 to 2011/12 are illustrated in Plate II.4.

## SUN PEAKS MID-MOUNTAIN SNOWFALL – 1994/95 TO 2012

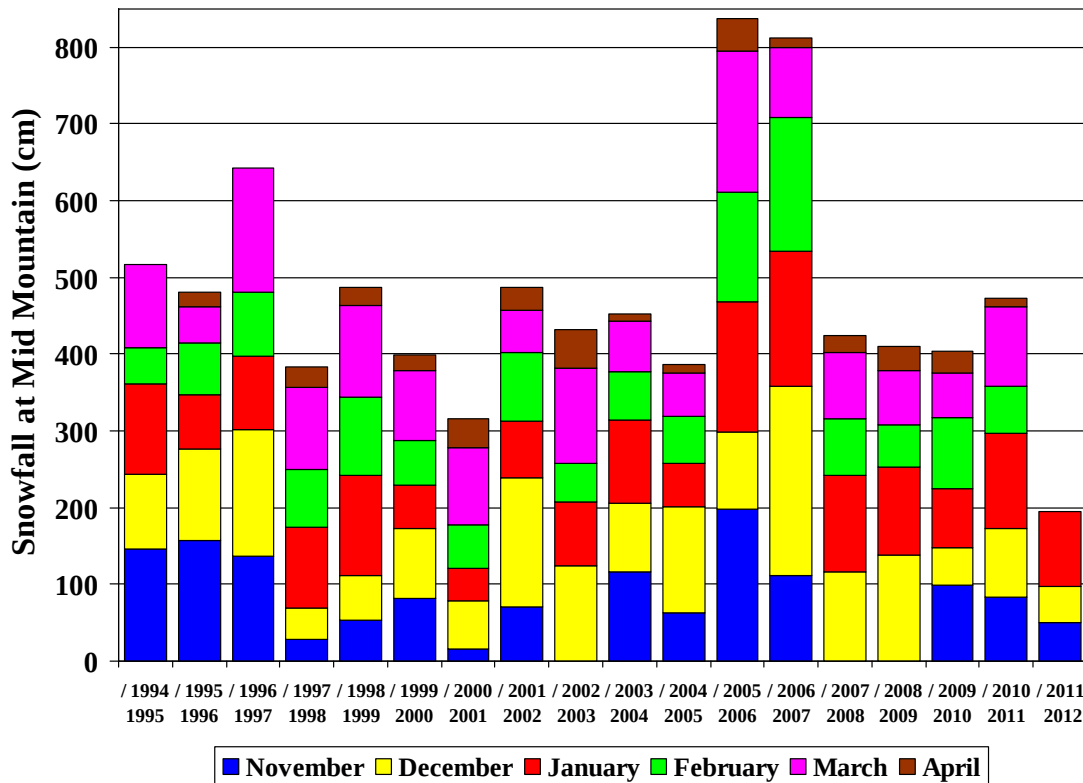


PLATE II.4

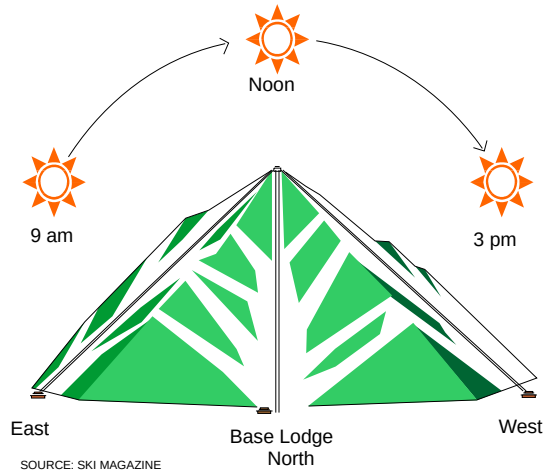
### Microclimate

While regional climate patterns are primarily concerned with evaluating total resort feasibility, a thorough understanding of microclimate provides essential input for the site-specific design process. Microclimate is basically the climate near the ground where surface influences such as lakes, swamps, mountain slopes and valleys, and vegetation dramatically influence the local climate.

### Solar Analysis

Most skiers and snowboarders are highly aware of the sun's influence on snow quality. While skiers and snowboarders prefer to ski in the sun, they will not do so if the snow is sticky or mushy due to intense solar radiation. As illustrated in Plate II.5, skiers will follow the sun throughout the day, using eastern exposures in the morning, southern exposures at noon and western exposures in the afternoon. As a general rule, southern slopes are the warmest, eastern and western slopes the next warmest and northern slopes the coolest.

## SKI POINTER



### IN SPRING, STAY AHEAD OF THE SUN

By John Fry  
Contributing Editor

The trick to enjoyable spring skiing is to catch the snow as it becomes granular corn before it gets slushy. A good strategy is to keep one eye on the slopes and the other on the sun.

In the morning, after a frosty night, look for east-facing and southeast-facing slopes that catch the early sun. They will be the first to soften up.

As the sun climbs higher and moves into the southern sky, move with it. Ski the north-facing slopes early before they become sloppy.

Finally, move to the west-facing slopes in the afternoon to search for good corn snow.

Smart scrutiny of the weather and terrain will improve your day of skiing.

### PLATE II.5

Snowpack retention is a critical concern for any snow resort operation and for this reason, slopes and trails should naturally be located where the snowpack remains for the longest period. We have prepared a detailed solar analysis to determine the areas of topographic shading at 9:00 a.m., noon and 3:00 p.m., on selected days of the winter season.

On December 22nd at 9:00 a.m., as illustrated in Figure 5a, most of the existing ski area is in the sunshine, except for the lower portions of the trails and an area in the McGillivray Valley between the upper terminal of the Burfield Chair and the bottom of the West Bowl T-Bar. Most of the valley bottom, from the Village Base and to the west, is in the shade at this time. Most of the south side of the valley is also in the shade at this time, due to the steep north facing slopes bounding the south side of the valley. There are scattered shadows in the northern portion of the study area, surrounding the peak of Mount Tod, as well as a large area of shadow on the steep north facing slopes to the northwest of the uppermost lift (West Bowl T-Bar). By January 22, the shadows have retreated in all areas, but most of the valley is still shaded. The shadows on February 23 at 9:00 a.m. have retreated substantially, leaving some of the valley in shade, but bathing both the Sun Peaks Village and Burfield base areas in sunshine. On this date, there are only small pockets of shading within the study area, except for two large areas of shading; one in the drainage to the northwest of the T-Bar and the other on the north facing slopes bordering the main valley. By March 21, the only shading occurs on the steep slopes bounding the southern side of the McGillivray Valley and in the steep basin to the northwest of the T-Bar.

Figure 5b illustrates the sun/shadow relationship at 12:00 noon on the selected days. The Burfield base and Village areas are shaded on December 22, but the Village is in sunshine on and after January 22 and the Burfield Base is sunlit on and after February 23. The only areas shaded on February 23 at noon, are on the steep slopes to the south of the Burfield Base. This area is still partially shaded by March 21, at noon.

Figure 5c shows that most of the northern corner of the study area is shaded at 3:00 p.m. on December 22, as is most of the southern corner and the entire McGillivray Valley within the study area. All of the ski area is sunlit, except the west facing slopes to the east of the top terminals of the Crystal and Sunburst Chairs. On January 22 at 3:00 p.m., the shading has retreated slightly, with the only significant change being at the Village Base, which is now bathed in sunlight. By February 23, the shadows have retreated significantly, bathing the entire existing ski area and the McGillivray Valley in sunlight. The only significant shading at this time is on the ridge to the north of the Crystal Chair and on the slopes to the south of the Burfield Base. By March 21, the only shading occurs in the same location as on February 23, but to a much smaller extent.

## Solar Radiation Analysis

Predicting the potential amount of solar radiation is important in the planning of a ski resort. The amount of solar radiation impacting the surface varies strongly with elevation, slope, aspect and solar shading from surrounding topographic features. Topographic shading decreases the temperature near the ground which causes the snow to last longer. 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 for each month during the winter ski season from December 1, 2009 to March 31, 2010. We have utilized software created and developed by Ivan Mészároš and Pavol Miklánek of the Institute of Hydrology of SAS in Bratislava, Slovakia called SOLEI<sup>1</sup>. The time of year, sun position (azimuth and altitude), shadows cast by surrounding terrain, terrain slope, aspect and elevation are all analyzed to simulate and calculate direct, diffuse and reflected radiation. By combining these radiation values an accurate representation of potential energy

1. I. Mészároš, P. Miklánek (2006): Calculation of potential evapotranspiration based on solar radiation income modeling in mountainous areas. *Biologia*, ISSN-1335-6372, Vol. 61, Suppl. 19, pp. S284-S288.

coming in Kilowatt-hours per square meter over the entire study area is determined. The calculation is repeated every 15 minutes from sunrise to sunset for each day in a grid system. Figure 5d illustrates the Sun Peaks Solar Radiation Analysis.

In summary, the area surrounding the Village Base seems to be the most frequently sunlit part of the McGillivray Valley, and most of the existing ski area is sunlit for all of the dates and times analyzed. The area to the north of the existing ski area is sunlit during most of the times analyzed, and the slopes to the south of the Burfield Base are generally partially or totally shaded. The slopes to the east of the Village Base and the McGillivray Valley, upstream of the Sun Peaks Village, are sunlit at most times.

#### **.4   Avalanche**

Avalanches within ski areas are generally divided into two categories:

1. Slopes which, under normal circumstances, present an avalanche hazard for part of the winter season and, with the proper preparation and control, can be used for ski terrain. These trails are steep, advanced and expert terrain which may be dangerous early in the winter but can usually be stabilized and opened for regular skiing.
2. The second category indicates the minority of avalanche prone slopes within the ski area which, due to their steepness and wind transport patterns, are capable of generating recurring avalanche problems throughout the entire winter season. These types of avalanches require continuous monitoring and control measures.

Sun Peaks staff provided the planning team with information on the location of avalanches within the existing Controlled Recreation Area. Only two natural occurring avalanches have been observed. During the 1995/96 season, an above average snowfall season, an avalanche started in the Inner Gills area and ran down across the 5 Mile trail. Prior to the opening of the 1997/98 season, and any avalanche control work, an avalanche occurred on Kukamungas which has a steepest 30 metre vertical pitch of 67 percent. This avalanche was released by a skier that hiked to the top of the mountain before it was officially open. The only other observed avalanche is one that was released with explosives at the top of the Chief near the top of the Burfield lift. This avalanche ran into Crystal Bowl. Another area of potential avalanche is the large road cut banks on the upper side of the Homesteader Trail. These banks are controlled as required.

In March of 1996, Mr. Chris Stethem of Snow Safety Services undertook a study of the avalanche potential of both the existing area and future phases of Master Plan development. Mr. Stethem's report dated May 13, 1996 is summarized as follows:

Avalanche hazard has been observed to develop infrequently at Sun Peaks. There are three primary source of this hazard.

- Early season deep instability within the ski area from buried weak layers
- Occasional major storm activity and wind transport of snow within the ski area
- Avalanches originating along the boundary (e.g. above Five Mile trail) running into the ski area

Potentially hazardous avalanches may be observed during early winter, when weak layers form and are buried prior to extensive skier compaction. These are most likely in the steeper, open slopes and glades near treeline at Sun Peaks where the wind effect can contribute to avalanche formation. Wherever buried weak layers are thought to be present, explosive control by hand charging could be employed but have not been required since 2001. Ski cutting or ski control should be restricted to small slopes with safe run-outs when such conditions are present.

Occasionally, during the winter season, major snowfalls accompanied by wind result in formation of new snow avalanche hazard, particularly on terrain features in the lee of the wind. Control measures during such periods may include hand charging of larger slopes, ski cutting and ski compaction, and temporary closures of hazardous slopes, if required.

In most of the existing area, once the early season hazard from buried weak layers is reduced, compaction is the key to stabilization of the snowpack. As each layer is deposited, it is broken up and packed down into a strong, relatively uniform snow cover. Regular travel through potential avalanche sites during storms and periods of wind transport is the key to recognizing when potential hazard is building faster than ski compaction is reducing it.

Lift serviced terrain on the ridge to the north of the Burfield and Crystal chairs lies in a series of steep, northeast facing glades and open slopes at treeline which include Easy Out, Main Face, Elevator, Executioner and the Funnel. These areas are in the lee of prevailing south-westerly storm winds. Access control to Easy Out and Main Face will require a temporary closure sign and line located near the present northeast ski area boundary. Control of this area will be by explosive hand charges during suspected deep instability of major storms. Ski control (ski cutting) would be applied during moderate snowfall, or as a clean-up measure.

Since 2001, known starting zones in the Crystal Bowl, Headwalls and other in-bounds areas have been boot packed as early as is practical in November. This treatment has proven to be useful in reducing bad layers near the ground surface. As part of the development of Gil's, we will undertake a snow study and avalanche forecasting program.

## .5 Existing Mountain Facilities

### Lifts

Sun Peaks currently owns and operates eleven lifts, including three detachable quadruple chairlifts (one equipped with protective lexan bubbles), two fixed grip quadruple chairlifts, one triple chairlift, one T-bar, two platter lifts and two moving carpets (plus a third moving carpet for tubing). The technical specifications for Sun Peaks existing lift system are listed in Table II.1.

**TABLE II.1**  
**SUN PEAKS**  
**LIFT SPECIFICATIONS - EXISTING AREA 2012/13**

| Lift Number            | 1        | 2                | 3       | 4               | 5         | 6        | 9         | 10                | 14                | 18A              | 18B                 |        |
|------------------------|----------|------------------|---------|-----------------|-----------|----------|-----------|-------------------|-------------------|------------------|---------------------|--------|
| Lift Name              | Burfield | Sunburst Express | Crystal | Village Platter | West Bowl | Sundance | Elevation | Morrissey Platter | Morrissey Express | Village Conveyor | Kids Ranch Conveyor |        |
| Lift Type              | 4C       | D4C-B            | 3C      | P               | T-B       | D4C      | 4C        | P                 | D4C               | MC               | MC                  | TOTAL  |
| Top Elevation m.       | 2,080    | 1,850            | 2,061   | 1,307           | 2,069     | 1,730    | 1,865     | 1,345             | 1,674             | 1,282            | 1,318               |        |
| Middle Station m.      | 1,782    |                  |         |                 |           |          |           |                   |                   |                  |                     |        |
| Bottom Elevation m.    | 1,198    | 1,255            | 1,766   | 1,255           | 1,903     | 1,255    | 1,552     | 1,256             | 1,279             | 1,257            | 1,307               |        |
| Total Vertical m.      | 882      | 595              | 295     | 52              | 166       | 475      | 313       | 89                | 395               | 25               | 11                  | 3,298  |
| Horizontal Distance m. | 2,762    | 2,290            | 930     | 347             | 701       | 1,985    | 1,072     | 420               | 1,747             | 148              | 99                  |        |
| Slope Distance m.      | 2,899    | 2,378            | 978     | 353             | 720       | 2,041    | 1,117     | 429               | 1,791             | 150              | 100                 | 12,957 |
| Average Slope %        | 32%      | 26%              | 32%     | 15%             | 24%       | 24%      | 29%       | 21%               | 23%               | 17%              | 11%                 | 26%    |
| Rated Capacity         | 464      | 2,294            | 2,005   | 722             | 698       | 1,994    | 1,822     | 654               | 1,844             | 800              | 800                 | 14,097 |
| V.T.M./Hr.(000)        | 409      | 1,365            | 591     | 38              | 116       | 947      | 570       | 58                | 728               | 13               | 13                  | 4,849  |
| Rope Speed m/sec.      | 2.3      | 5.1              | 2.3     | 2.2             | 2.2       | 5.2      | 2.3       | 2.2               | 5.0               | 0.6              | 0.6                 |        |
| Trip Time min.         | 21.01    | 7.80             | 7.09    | 2.67            | 5.38      | 6.54     | 8.09      | 3.25              | 5.97              | 4.17             | 2.78                |        |
| Drive Output           | 225KW    | 543KW            | 213KW   | 16KW            | 60KW      | 465KW    |           | 23KW              | 448KW             |                  |                     |        |

The layout of the existing lift system is graphically illustrated in plan view on the Existing Mountain Facilities Map (Figure 6a). The existing facilities are also illustrated in three-dimensional perspective view on Figure 6b North Side and Figure 6c South Side. Existing lifts at Sun Peaks have a total skiable vertical of 882 metres (2,893 feet). The lifts have a total rated capacity of 14,097 passengers per hour and produce a total of 4.8 million vertical transport metres per hour.



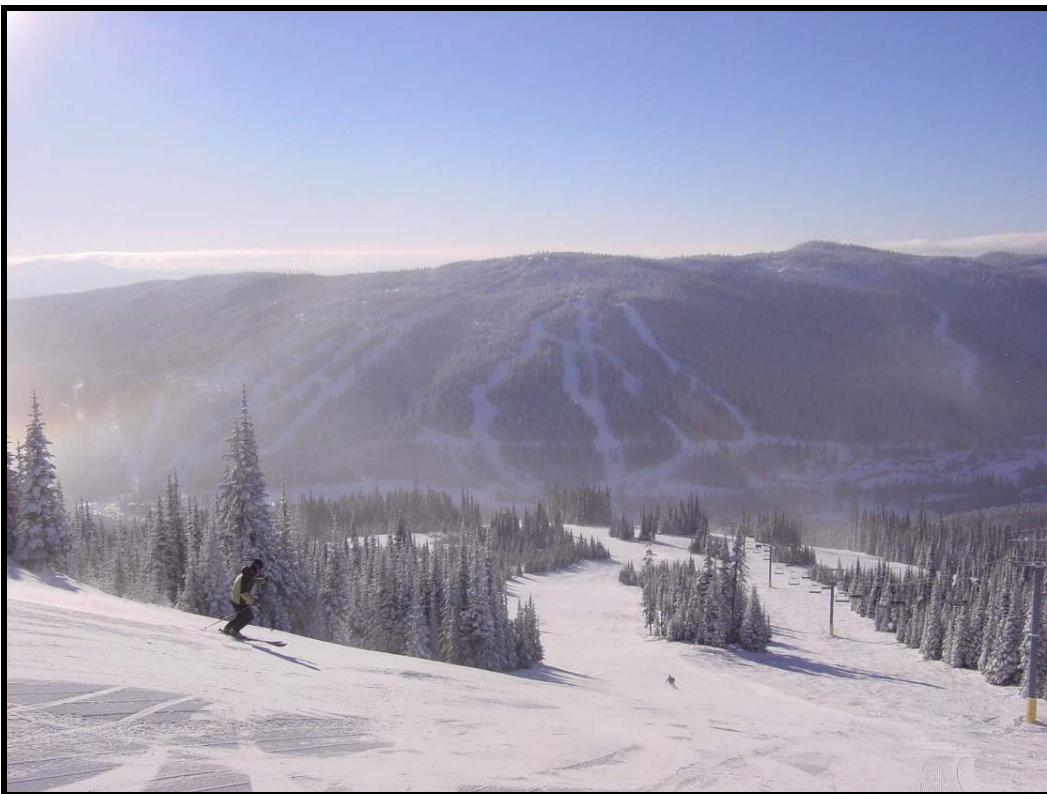
*Sunburst Express Detachable Quadruple Chairlift with Bubble Cover (D4C-B)*



*Sunburst Terrain*



*Sundance Detachable Quadruple Chairlift (D4C)*



*Sundance Terrain*

## Trail Inventory

In order to provide an accurate account of Sun Peaks existing trail system, the trails have been classified in concert with the International Ski/Snowboard Trail Standards (Table II.2), as well as the seven skier skill classification levels exhibited in Table II.3. Trails are classified via an evaluation of the following parameters: slope width, average gradient and the steepest 30 metre vertical pitch. Since the average slope gradient of a trail is generally much lower than the steepest 30 metre vertical pitch, trails are usually classified to ensure that the steepest 30 metre vertical pitch falls within the acceptable terrain gradients listed in Table II.3. Furthermore, a gentle novice trail cannot suddenly turn into an advanced trail for obvious reasons.

**TABLE II.2**  
**INTERNATIONAL SKI/SNOWBOARD TRAIL STANDARDS**

| <b>TRAIL DESIGNATION</b> | <b>ABILITY LEVELS</b>    |
|--------------------------|--------------------------|
| Easier                   | Beginner & Novice Skiers |
| More Difficult           | Intermediate Skiers      |
| Most Difficult           | Advanced & Expert Skiers |

**TABLE II.3**  
**SKIER/SNOWBOARDER / SKILL CLASSIFICATIONS**

| <b>Skill Classification</b> | <b>Acceptable Terrain Gradients</b> |
|-----------------------------|-------------------------------------|
| 1 Beginner                  | 8 - 15%                             |
| 2 Novice                    | 15 - 25%                            |
| 3 Low Intermediate          | 25 - 35%                            |
| 4 Intermediate              | 30 - 40%                            |
| 5 High Intermediate         | 35 - 45%                            |
| 6 Advanced                  | 45 - 60%                            |
| 7 Expert                    | 60% +                               |

The existing trails at Sun Peaks have been plotted on the topographic base map at a scale of 1:5,000 with 5-metre contours, as illustrated on Figures 6a, 6b and 6c (the Existing Mountain Facilities). The present trail system, as listed in Table II.4, includes 131 numbered trails covering a total of 613 hectares. In general, the trails have been assigned to the lift which is used for return sliding on that particular trail. Trails that are serviced by more than one lift in series are split in proportion to the vertical rise of each lift.



*Sunburst and Sundance Terrain viewed from Mt. Morrissey*



*Headwall Terrain*

**TABLE II.4**  
**SKI/SNOWBOARD TRAIL INVENTORY - EXISTING AREA – 2012/13**

| Trail Name               | Trail No. | Skill Class | Elevation                      |               | Total        | Horz.        | Slope        | Percent Slope |                                | Avg.         | Horz.    | Slope    |       |
|--------------------------|-----------|-------------|--------------------------------|---------------|--------------|--------------|--------------|---------------|--------------------------------|--------------|----------|----------|-------|
|                          |           |             | Top Meters                     | Bottom Meters | Vert. Meters | Dist. Meters | Dist. Meters | Avg.          | Steep.                         | Width Meters | Area Ha. | Area Ha. |       |
| Lift 1 - Upper Burfield  |           |             |                                |               |              |              |              |               |                                |              |          |          |       |
| Roundabout               |           | 1A          | 4                              | 2,075         | 1,782        | 293          | 2,330        | 2,348         | 13%                            | 37%          | 36       | 8.45     | 8.52  |
| Back Door                |           | 1B          | 6                              | 2,075         | 1,965        | 110          | 315          | 334           | 35%                            | 54%          | 70       | 2.19     | 2.32  |
| Kukamungas               | gladed    | 1C          | 7                              | 2,067         | 1,905        | 162          | 480          | 507           | 34%                            | 67%          | 186      | 8.92     | 9.41  |
| Sunnyside West           |           | 1D          | 6                              | 1,935         | 1,815        | 120          | 310          | 332           | 39%                            | 47%          | 94       | 2.91     | 3.12  |
| 7 Mile/Expo              | partial   | 1E          | 6                              | 1,900         | 1,204        | 696          | 3,350        | 3,422         | 21%                            | 64%          | 19       | 6.21     | 2.14  |
| Sunnyside                |           | 1F          | 6                              | 2,050         | 1,870        | 180          | 465          | 499           | 39%                            | 50%          | 155      | 7.19     | 7.71  |
| Juniper Ridge            |           | 1G          | 6                              | 2,067         | 1,635        | 432          | 905          | 1,003         | 48%                            | 54%          | 78       | 7.02     | 7.78  |
| Nose of the Chief        |           | 1H          | 6                              | 2,030         | 1,782        | 248          | 945          | 977           | 26%                            | 61%          | 64       | 6.07     | 6.28  |
| Chief Shoulder           |           | 1I          | 6                              | 2,075         | 1,840        | 235          | 1,100        | 1,125         | 21%                            | 60%          | 83       | 9.17     | 9.38  |
| Hidden Valley            | partial   | 1J          | 6                              | 1,790         | 1,650        | 140          | 1,055        | 1,064         | 13%                            | 22%          | 25       | 2.59     | 0.88  |
| Challenger               | partial   | 1M          | 7                              | 1,840         | 1,380        | 460          | 1,445        | 1,516         | 32%                            | 77%          | 46       | 6.59     | 2.34  |
| High Voltage             | partial   | 1N          | 7                              | 1,560         | 1,212        | 348          | 730          | 809           | 48%                            | 72%          | 44       | 3.21     | 1.20  |
| Ridge Run                | partial   | 1O          | 4                              | 1,610         | 1,198        | 412          | 1,680        | 1,730         | 25%                            | 45%          | 45       | 7.56     | 2.63  |
| Total Lift 1             |           | 13          |                                |               |              |              |              | 15,665        |                                |              |          |          | 63.71 |
| Lift 1b - Lower Burfield |           |             |                                |               |              |              |              |               |                                |              |          |          |       |
| 7 Mile/Expo              | partial   | 1E          | 6                              | 1,900         | 1,204        | 696          | 3,350        | 3,422         | 21%                            | 64%          | 19       | 6.21     | 4.20  |
| Hidden Valley            | partial   | 1J          | 6                              | 1,790         | 1,650        | 140          | 1,055        | 1,064         | 13%                            | 22%          | 25       | 2.59     | 1.73  |
| Roller Coaster           |           | 1K          | 6                              | 1,700         | 1,560        | 140          | 420          | 443           | 33%                            | 53%          | 38       | 1.58     | 1.67  |
| Expo                     |           | 1L          | 7                              | 1,780         | 1,202        | 578          | 1,520        | 1,626         | 38%                            | 70%          | 83       | 12.63    | 13.51 |
| Challenger               | partial   | 1M          | 7                              | 1,840         | 1,380        | 460          | 1,445        | 1,516         | 32%                            | 77%          | 46       | 6.59     | 4.58  |
| High Voltage             | partial   | 1N          | 7                              | 1,560         | 1,212        | 348          | 730          | 809           | 48%                            | 72%          | 44       | 3.21     | 2.36  |
| Ridge Run                | partial   | 1O          | 4                              | 1,610         | 1,198        | 412          | 1,680        | 1,730         | 25%                            | 45%          | 45       | 7.56     | 5.15  |
| Freddy's Nightmare       |           | 1P          | 7                              | 1,780         | 1,450        | 330          | 620          | 702           | 53%                            | 73%          | 209      | 12.97    | 14.69 |
| Challenger Glades        |           | 1Q          | 7                              | 1,660         | 1,445        | 215          | 480          | 526           | 45%                            | 90%          | 131      | 6.27     | 6.87  |
| Total Lift 1b            |           | 4           | (not including partial trails) |               |              |              |              | 3,297         | (not including partial trails) |              |          |          | 54.76 |
| Lift 2 - Sunburst        |           |             |                                |               |              |              |              |               |                                |              |          |          |       |
| Cahilty/5 Mile           |           | 2A          | 2                              | 1,850         | 1,590        | 260          | 1,430        | 1,453         | 18%                            | 30%          | 86       | 12.32    | 12.52 |
| Lower 5 Mile             | (quarter) | 2B          | 2                              | 1,590         | 1,265        | 325          | 2,055        | 2,081         | 16%                            | 21%          | 54       | 11.02    | 2.79  |
| Lower 5 Mile             | (quarter) | 2B          | 3                              | 1,590         | 1,265        | 325          | 2,055        | 2,081         | 16%                            | 21%          | 54       | 11.02    | 2.79  |
| Lower 5 Mile             | (half)    | 2B          | 6                              | 1,590         | 1,265        | 325          | 2,055        | 2,081         | 16%                            | 21%          | 54       | 11.02    | 5.58  |
| Distributor              |           | 2E          | 5                              | 1,825         | 1,695        | 130          | 770          | 781           | 17%                            | 35%          | 26       | 1.99     | 2.02  |
| Bluff                    | (half)    | 2F          | 6                              | 1,790         | 1,535        | 255          | 710          | 754           | 36%                            | 64%          | 96       | 6.84     | 3.64  |
| Sting                    |           | 2G          | 6                              | 1,755         | 1,505        | 250          | 720          | 762           | 35%                            | 53%          | 39       | 2.79     | 2.95  |
| Intimidator              |           | 2H          | 7                              | 1,710         | 1,465        | 245          | 620          | 667           | 40%                            | 66%          | 52       | 3.23     | 3.47  |
| 5th Avenue               |           | 2I          | 6                              | 1,705         | 1,435        | 270          | 680          | 732           | 40%                            | 55%          | 50       | 3.40     | 3.66  |
| Broadway                 |           | 2J          | 6                              | 1,645         | 1,325        | 320          | 965          | 1,017         | 33%                            | 54%          | 79       | 7.59     | 8.00  |
| Exhibition               |           | 2K          | 5                              | 1,845         | 1,265        | 580          | 2,240        | 2,314         | 26%                            | 50%          | 67       | 14.95    | 15.44 |
| Cruiser                  |           | 2L          | 5                              | 1,820         | 1,265        | 555          | 2,090        | 2,162         | 27%                            | 47%          | 55       | 11.51    | 11.91 |
| Blazer                   |           | 2M          | 5                              | 1,810         | 1,280        | 530          | 1,875        | 1,948         | 28%                            | 48%          | 48       | 9.00     | 9.35  |
| Runaway Lane             |           | 2N          | 5                              | 1,570         | 1,295        | 275          | 785          | 832           | 35%                            | 48%          | 51       | 4.02     | 4.26  |
| Tighten Yer Boots        |           | 2O          | 6                              | 1,540         | 1,303        | 237          | 810          | 844           | 29%                            | 60%          | 30       | 2.45     | 2.55  |
|                          |           | 2P          | 2                              | 1,848         | 1,790        | 58           | 385          | 389           | 15%                            | 23%          | 42       | 1.60     | 1.62  |
| Trans Canada             |           | 2Q          | 2                              | 1,846         | 1,775        | 71           | 440          | 446           | 16%                            | 26%          | 30       | 1.33     | 1.35  |
|                          |           | 2R          | 2                              | 1,830         | 1,815        | 15           | 130          | 131           | 12%                            | 12%          | 8        | 0.10     | 0.10  |

**TABLE II.4 CONT.**  
**SKI/SNOWBOARD TRAIL INVENTORY - EXISTING AREA – 2012/13**

| Trail Name               |           | Trail No.                             | Skill Class | Elevation |        | Total  | Horz.  | Slope  | Percent Slope                         |        | Avg.   | Horz. | Slope |        |
|--------------------------|-----------|---------------------------------------|-------------|-----------|--------|--------|--------|--------|---------------------------------------|--------|--------|-------|-------|--------|
|                          |           |                                       |             | Top       | Bottom | Vert.  | Dist.  | Dist.  |                                       |        | Width  | Area  | Area  |        |
|                          |           |                                       |             | Meters    | Meters | Meters | Meters | Meters | Avg.                                  | Steep. | Meters | Ha.   | Ha.   |        |
| Lift 2 (continued)       |           |                                       |             |           |        |        |        |        |                                       |        |        |       |       |        |
| Cahilty Glades           | gladed    | 2S                                    | 5           | 1,810     | 1,670  | 140    | 590    | 606    | 24%                                   | 43%    | 58     | 3.40  | 3.49  |        |
| Cariboo Trees            | gladed    | 2U                                    | 6           | 1,790     | 1,550  | 240    | 710    | 749    | 34%                                   | 55%    | 105    | 7.46  | 7.87  |        |
| Bluff Trees              | gladed    | 2V                                    | 6           | 1,775     | 1,515  | 260    | 690    | 737    | 38%                                   | 53%    | 157    | 10.86 | 11.61 |        |
| Exhibition Glades        | gladed    | 2W                                    | 6           | 1,675     | 1,375  | 300    | 800    | 854    | 38%                                   | 43%    | 86     | 6.88  | 7.35  |        |
| Cruiser Glades           | gladed    | 2X                                    | 6           | 1,575     | 1,365  | 210    | 580    | 617    | 36%                                   | 45%    | 117    | 6.80  | 7.23  |        |
| Blazer Glades            | gladed    | 2Y                                    | 6           | 1,560     | 1,420  | 140    | 420    | 443    | 33%                                   | 44%    | 126    | 5.30  | 5.59  |        |
| Run Away Glades          | gladed    | 2Z                                    | 6           | 1,555     | 1,305  | 250    | 650    | 696    | 38%                                   | 50%    | 99     | 6.44  | 6.90  |        |
| Chute                    | partial   | 3I                                    | 7           | 2,040     | 1,780  | 260    | 690    | 737    | 38%                                   | 66%    | 82     | 5.63  | 4.02  |        |
| Spillway                 | partial   | 3J                                    | 7           | 2,055     | 1,775  | 280    | 1,055  | 1,092  | 27%                                   | 66%    | 49     | 5.20  | 3.60  |        |
| Last Chance              | partial   | 3K                                    | 5           | 1,970     | 1,845  | 125    | 415    | 433    | 30%                                   | 48%    | 50     | 2.07  | 1.44  |        |
| Upper 5 Mile             | partial   | 3L                                    | 2           | 2,055     | 1,760  | 295    | 2,055  | 2,076  | 14%                                   | 22%    | 28     | 5.82  | 3.93  |        |
| Pink Flamingo            | partial   | 3N                                    | 7           | 1,955     | 1,860  | 95     | 230    | 249    | 41%                                   | 71%    | 47     | 1.09  | 0.79  |        |
| The Other Way            | partial   | 3Q                                    | 3           | 1,839     | 1,603  | 236    | 1,450  | 1,469  | 16%                                   | 26%    | 35     | 5.08  | 3.44  |        |
| Total Lift 2             | 23        | (not including 2B class 3&6 or 3I-3Q) |             |           |        |        |        | 22,016 | (not including 2B class 3&6 or 3I-3Q) |        |        |       |       | 161.26 |
| Lift 3 - Crystal         |           |                                       |             |           |        |        |        |        |                                       |        |        |       |       |        |
| Crystal Run              |           | 3A                                    | 5           | 2,055     | 1,766  | 289    | 1,130  | 1,166  | 26%                                   | 49%    | 48     | 5.46  | 5.64  |        |
| Crystal Bowl             |           | 3B                                    | 6           | 2,015     | 1,875  | 140    | 435    | 457    | 32%                                   | 60%    | 72     | 3.14  | 3.30  |        |
| Crystal Lift Line        |           | 3C                                    | 5           | 2,055     | 1,770  | 285    | 975    | 1,016  | 29%                                   | 50%    | 78     | 7.61  | 7.93  |        |
| West Bushwacker          |           | 3D                                    | 5           | 2,055     | 1,766  | 289    | 1,070  | 1,108  | 27%                                   | 47%    | 54     | 5.74  | 5.95  |        |
| East Bushwacker          |           | 3E                                    | 6           | 1,965     | 1,820  | 145    | 380    | 407    | 38%                                   | 57%    | 66     | 2.51  | 2.69  |        |
| Little Headwall          |           | 3F                                    | 7           | 2,010     | 1,850  | 160    | 345    | 380    | 46%                                   | 68%    | 82     | 2.83  | 3.12  |        |
| Big Headwall             |           | 3G                                    | 7           | 2,040     | 1,740  | 300    | 595    | 666    | 50%                                   | 67%    | 65     | 3.84  | 4.30  |        |
| Hat Trick                |           | 3H                                    | 6           | 2,025     | 1,855  | 170    | 600    | 624    | 28%                                   | 64%    | 49     | 2.93  | 3.05  |        |
| Chute                    | partial   | 3I                                    | 7           | 2,040     | 1,780  | 260    | 690    | 737    | 38%                                   | 66%    | 82     | 5.63  | 2.00  |        |
| Spillway                 | partial   | 3J                                    | 7           | 2,055     | 1,775  | 280    | 1,055  | 1,092  | 27%                                   | 66%    | 49     | 5.20  | 1.78  |        |
| Last Chance              | partial   | 3K                                    | 5           | 1,970     | 1,845  | 125    | 415    | 433    | 30%                                   | 48%    | 50     | 2.07  | 0.72  |        |
| Upper 5 Mile             | partial   | 3L                                    | 2           | 2,055     | 1,760  | 295    | 2,055  | 2,076  | 14%                                   | 22%    | 28     | 5.82  | 1.95  |        |
| Highway 22a              |           | 3M                                    | 5           | 1,960     | 1,790  | 170    | 610    | 633    | 28%                                   | 48%    | 60     | 3.64  | 3.78  |        |
| Pink Flamingo            | partial   | 3N                                    | 7           | 1,955     | 1,860  | 95     | 230    | 249    | 41%                                   | 71%    | 47     | 1.09  | 0.39  |        |
| The Other Way            | partial   | 3Q                                    | 3           | 1,839     | 1,603  | 236    | 1,450  | 1,469  | 16%                                   | 26%    | 35     | 5.08  | 1.70  |        |
| Total Lift 3             | 15        |                                       |             |           |        |        |        | 12,514 |                                       |        |        |       |       | 48.30  |
| Lift 4 - Village Platter |           |                                       |             |           |        |        |        |        |                                       |        |        |       |       |        |
| Lower Sunbeam            |           | 4A                                    | 1           | 1,280     | 1,258  | 22     | 180    | 181    | 12%                                   | 12%    | 40     | 0.72  | 0.73  |        |
| Gentle Giant             |           | 4B                                    | 1           | 1,307     | 1,258  | 49     | 570    | 572    | 9%                                    | 9%     | 22     | 1.26  | 1.26  |        |
| Upper Sunbeam            |           | 4C                                    | 2           | 1,307     | 1,280  | 27     | 150    | 152    | 18%                                   | 18%    | 37     | 0.56  | 0.57  |        |
| Total Lift 4             | 3         |                                       |             |           |        |        |        | 906    |                                       |        |        |       |       | 2.56   |
| Lift 5 - West Bowl T-Bar |           |                                       |             |           |        |        |        |        |                                       |        |        |       |       |        |
| Harry's Run              |           | 5A                                    | 3           | 2,070     | 1,907  | 163    | 1,150  | 1,161  | 14%                                   | 32%    | 46     | 5.33  | 5.38  |        |
| Long Draw                | open bowl | 5B                                    | 3           | 2,035     | 1,905  | 130    | 625    | 638    | 21%                                   | 36%    | 119    | 7.46  | 7.62  |        |
| Fallline                 | open bowl | 5C                                    | 4           | 2,070     | 1,905  | 165    | 725    | 744    | 23%                                   | 40%    | 107    | 7.78  | 7.98  |        |
| The Spine                | open bowl | 5D                                    | 4           | 2,065     | 1,905  | 160    | 685    | 703    | 23%                                   | 43%    | 81     | 5.58  | 5.73  |        |
| Short Draw               |           | 5E                                    | 3           | 2,070     | 1,980  | 90     | 475    | 483    | 19%                                   | 35%    | 46     | 2.18  | 2.22  |        |
| Total Lift 5             | 5         |                                       |             |           |        |        |        | 3,730  |                                       |        |        |       |       | 28.93  |

**TABLE II.4 CONT.**  
**SKI/SNOWBOARD TRAIL INVENTORY - EXISTING AREA – 2012/13**

| Trail Name                 | Trail No. | Skill Class               | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters               | Percent Slope |        | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. |       |
|----------------------------|-----------|---------------------------|------------|---------------|--------------------|--------------------|----------------------------------|---------------|--------|-------------------|----------------|----------------|-------|
|                            |           |                           | Top Meters | Bottom Meters |                    |                    |                                  | Avg.          | Steep. |                   |                |                |       |
| Lift 6 - Sundance          |           |                           |            |               |                    |                    |                                  |               |        |                   |                |                |       |
| Homesteader                | 6A        | 2                         | 1,605      | 1,260         | 345                | 2,150              | 2,178                            | 16%           | 24%    | 40                | 8.60           | 8.71           |       |
| Lower Sundowner            | 6B        | 3                         | 1,555      | 1,355         | 200                | 790                | 815                              | 25%           | 33%    | 64                | 5.02           | 5.18           |       |
| Sun Catcher                | 6C        | 3                         | 1,515      | 1,260         | 255                | 1,030              | 1,061                            | 25%           | 33%    | 67                | 6.90           | 7.11           |       |
| Sunshine                   | 6D        | 3                         | 1,415      | 1,290         | 125                | 455                | 472                              | 27%           | 33%    | 33                | 1.51           | 1.57           |       |
| Sundance                   | 6E        | 4                         | 1,560      | 1,260         | 300                | 1,220              | 1,256                            | 25%           | 38%    | 69                | 8.42           | 8.67           |       |
| Lower Sunrise              | 6F        | 4                         | 1,545      | 1,295         | 250                | 970                | 1,002                            | 26%           | 41%    | 45                | 4.39           | 4.53           |       |
| Homesteader Skiway         | 6G        | 2                         | 1,730      | 1,592         | 138                | 1,520              | 1,526                            | 9%            | 14%    | 17                | 2.58           | 2.59           |       |
| Grannie Greene's           | 6H        | 4                         | 1,725      | 1,450         | 275                | 1,070              | 1,105                            | 26%           | 37%    | 49                | 5.25           | 5.42           |       |
| Upper Sundowner            | 6L        | 3                         | 1,730      | 1,555         | 175                | 795                | 814                              | 22%           | 35%    | 45                | 3.61           | 3.70           |       |
| Sunrise                    | 6M        | 4                         | 1,730      | 1,560         | 170                | 800                | 818                              | 21%           | 41%    | 40                | 3.19           | 3.26           |       |
| Peek-a-Boo                 | 6N        | 6                         | 1,715      | 1,465         | 250                | 810                | 848                              | 31%           | 51%    | 32                | 2.60           | 2.72           |       |
| Three Bear Glades          | gladed    | 6P                        | 4          | 1,700         | 1,570              | 130                | 580                              | 594           | 22%    | 34%               | 96             | 5.54           | 5.68  |
| Three Bears                |           | 6Q                        | 4          | 1,575         | 1,410              | 165                | 600                              | 622           | 28%    | 41%               | 37             | 2.21           | 2.29  |
| Greene's Glades East       | gladed    | 6R                        | 4          | 1,690         | 1,385              | 305                | 1,200                            | 1,238         | 25%    | 34%               | 103            | 12.41          | 12.80 |
| Greene's Glades West       | gladed    | 6S                        | 4          | 1,720         | 1,440              | 280                | 1,010                            | 1,048         | 28%    | 35%               | 113            | 11.42          | 11.85 |
| Lonesome Fir Glades        | gladed    | 6T                        | 4          | 1,695         | 1,515              | 180                | 690                              | 713           | 26%    | 30%               | 52             | 3.56           | 3.68  |
| Lonesome Fir               | groomed   | 6T                        | 3          | 1,695         | 1,515              | 180                | 690                              | 713           | 26%    | 30%               | 10             | 0.69           | 0.71  |
| Rambler                    |           | 6U                        | 2          | 1,727         | 1,343              | 384                | 2,370                            | 2,401         | 16%    | 23%               | 15             | 3.58           | 3.63  |
|                            | gladed    | 6V                        | 5          | 1,565         | 1,360              | 205                | 720                              | 749           | 28%    | 36%               | 206            | 14.82          | 15.41 |
| Lone Fir West              | groomed   | 6W                        | 4          | 1,653         | 1,530              | 123                | 630                              | 642           | 20%    | 38%               | 20             | 1.28           | 1.30  |
| Home Instead               |           | 6X                        | 2          | 1,425         | 1,370              | 55                 | 330                              | 335           | 17%    | 24%               | 23             | 0.76           | 0.77  |
| Total Lift 6               | 20        | (not includng 6T class 3) |            |               |                    |                    | 20,236 (not includng 6T class 3) |               |        |                   | 111.58         |                |       |
| Lift 9                     |           |                           |            |               |                    |                    |                                  |               |        |                   |                |                |       |
| Caribou                    | 9A        | 6                         | 1,863      | 1,535         | 328                | 1,070              | 1,119                            | 31%           | 63%    | 61                | 6.54           | 6.84           |       |
| Coquihalla Glades          | gladed    | 9B                        | 6          | 1,803         | 1,600              | 203                | 720                              | 748           | 28%    | 42%               | 126            | 9.07           | 9.42  |
| Coquihalla                 |           | 9C                        | 4          | 1,863         | 1,575              | 288                | 1,100                            | 1,137         | 26%    | 39%               | 80             | 8.75           | 9.04  |
| OSV                        |           | 9D                        | 4          | 1,837         | 1,665              | 172                | 610                              | 634           | 28%    | 41%               | 47             | 2.89           | 3.00  |
| Bluff                      | (half)    | 2F                        | 6          | 1,790         | 1,535              | 255                | 710                              | 754           | 36%    | 64%               | 96             | 6.84           | 3.64  |
| Total Lift 9               | 4         | (not includng 2F)         |            |               |                    |                    | 3,638 (not includng 2F)          |               |        |                   | 31.94          |                |       |
| Lift 10 - Morrisey Platter |           |                           |            |               |                    |                    |                                  |               |        |                   |                |                |       |
| Downtown                   | 10A       | 1                         | 1,279      | 1,256         | 23                 | 210                | 211                              | 11%           | 12%    | 38                | 0.79           | 0.79           |       |
| Total Lift 10              | 1         |                           |            |               |                    |                    | 211                              |               |        |                   | 0.79           |                |       |
| Lift 14 - Morrisey Express |           |                           |            |               |                    |                    |                                  |               |        |                   |                |                |       |
| Mid Life Crisis            | 14A       | 3                         | 1,675      | 1,278         | 397                | 1,840              | 1,882                            | 22%           | 38%    | 36                | 6.54           | 6.69           |       |
| Upper Showboat             | 14B       | 3                         | 1,670      | 1,560         | 110                | 610                | 620                              | 18%           | 38%    | 23                | 1.38           | 1.40           |       |
| Lower Showboat             | 14C       | 3                         | 1,520      | 1,292         | 228                | 800                | 832                              | 29%           | 37%    | 44                | 3.49           | 3.63           |       |
| CC Rider                   | 14D       | 3                         | 1,655      | 1,525         | 130                | 830                | 840                              | 16%           | 27%    | 27                | 2.22           | 2.25           |       |
| Telly Gram                 | 14E       | 3                         | 1,560      | 1,283         | 277                | 1,030              | 1,067                            | 27%           | 38%    | 43                | 4.47           | 4.63           |       |
| Still Smokin'              | 14F       | 3                         | 1,675      | 1,350         | 325                | 1,600              | 1,633                            | 20%           | 37%    | 40                | 6.39           | 6.52           |       |
|                            | 14G       | 3                         | 1,578      | 1,563         | 15                 | 150                | 151                              | 10%           | 10%    | 27                | 0.41           | 0.41           |       |
| I Dunno                    | 14H       | 3                         | 1,655      | 1,305         | 350                | 1,810              | 1,844                            | 19%           | 38%    | 30                | 5.47           | 5.57           |       |
| Shiner                     | 14I       | 3                         | 1,445      | 1,335         | 110                | 520                | 532                              | 21%           | 27%    | 37                | 1.90           | 1.94           |       |

**TABLE II.4 CONT.  
SKI/SNOWBOARD TRAIL INVENTORY - EXISTING AREA – 2012/13**

| Trail Name                  | Trail No.    | Skill Class                 | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters | Percent Slope               |        | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. |
|-----------------------------|--------------|-----------------------------|------------|---------------|--------------------|--------------------|--------------------|-----------------------------|--------|-------------------|----------------|----------------|
|                             |              |                             | Top Meters | Bottom Meters |                    |                    |                    | Avg.                        | Steep. |                   |                |                |
| Lift 14 (continued)         |              |                             |            |               |                    |                    |                    |                             |        |                   |                |                |
| Out of the Woods            | 14J          | 3                           | 1,550      | 1,370         | 180                | 800                | 820                | 23%                         | 33%    | 28                | 2.26           | 2.32           |
|                             | 14K          | 3                           | 1,545      | 1,527         | 18                 | 160                | 161                | 11%                         | 11%    | 14                | 0.22           | 0.22           |
| Second Growth               | 14L          | 3                           | 1,583      | 1,387         | 196                | 990                | 1,009              | 20%                         | 30%    | 34                | 3.33           | 3.39           |
| The Sticks                  | 2/3 area 14M | 3                           | 1,675      | 1,278         | 397                | 2,650              | 2,680              | 15%                         | 30%    | 26                | 6.82           | 4.60           |
| The Sticks                  | 1/3 area 14M | 2                           | 1,675      | 1,278         | 397                | 2,650              | 2,680              | 15%                         | 24%    | 26                | 6.82           | 2.30           |
|                             | gladed 14S   | 4                           |            |               | 25                 | 150                | 152                | 17%                         |        | 271               | 4.06           | 4.12           |
|                             | gladed 14T   | 4                           |            |               | 40                 | 170                | 175                | 24%                         |        | 296               | 5.03           | 5.17           |
|                             | gladed 14U   | 4                           |            |               | 40                 | 170                | 175                | 24%                         |        | 377               | 6.41           | 6.59           |
| Total Lift 14               | 16           | (not including 14M Class 3) |            |               |                    |                    | 14,570             | (not including 14M Class 3) |        |                   |                | 61.75          |
| Lifts 18A and 18B           |              |                             |            |               |                    |                    |                    |                             |        |                   |                |                |
|                             | 18A          | 1                           | 1,282      | 1,257         | 25                 | 170                | 172                | 15%                         | 15%    | 23                | 0.39           | 0.39           |
|                             | 18B          | 1                           | 1,318      | 1,307         | 11                 | 110                | 111                | 10%                         | 10%    | 25                | 0.28           | 0.28           |
| Total Lifts 18A & 18B       | 2            |                             |            |               |                    |                    | 282                |                             |        |                   |                | 0.67           |
| Other Pistes                |              |                             |            |               |                    |                    |                    |                             |        |                   |                |                |
| Back In Time                | H            | 4                           | 1,675      | 1,190         | 485                | 3,090              | 3,128              | 16%                         | 40%    | 16                | 5.09           | 5.15           |
| Delta's Return              | 14N          | 4                           | 1,665      | 1,256         | 409                | 1,850              | 1,895              | 22%                         | 45%    | 29                | 5.30           | 5.43           |
| Cover Shot                  | 14O          | 6                           | 1,507      | 1,385         | 122                | 360                | 380                | 34%                         | 57%    | 41                | 1.48           | 1.56           |
| Spin Cycle                  | 14P          | 6                           | 1,585      | 1,282         | 303                | 1,020              | 1,064              | 30%                         | 61%    | 29                | 2.94           | 3.07           |
| Agitator                    | 14Q          | 6                           | 1,555      | 1,300         | 255                | 610                | 661                | 42%                         | 59%    | 21                | 1.26           | 1.37           |
| Static Cling                | 14R          | 6                           | 1,581      | 1,305         | 276                | 800                | 846                | 35%                         | 58%    | 30                | 2.43           | 2.57           |
| Carpe Diem                  | 16A          | 3                           | 1,515      | 1,312         | 203                | 880                | 903                | 23%                         | 37%    | 37                | 3.27           | 3.36           |
| Ca Ma Fais Plaisir          | 16B          | 3                           | 1,510      | 1,302         | 208                | 1,250              | 1,267              | 17%                         | 38%    | 29                | 3.66           | 3.71           |
| Chikamichi                  | 16C          | 3                           | 1,475      | 1,422         | 53                 | 200                | 207                | 27%                         | 27%    | 52                | 1.03           | 1.07           |
| Fair Dinkim                 | 16D          | 4                           | 1,500      | 1,300         | 200                | 730                | 757                | 27%                         | 41%    | 50                | 3.68           | 3.82           |
| Czesc                       | 16E          | 3                           | 1,490      | 1,345         | 145                | 440                | 463                | 33%                         | 37%    | 49                | 2.17           | 2.28           |
| Ausfahrt                    | 16F          | 3                           | 1,465      | 1,355         | 110                | 325                | 343                | 34%                         | 34%    | 52                | 1.68           | 1.77           |
|                             | 16I          | 2                           | 1,407      | 1,295         | 112                | 940                | 947                | 12%                         | 18%    | 21                | 1.93           | 1.94           |
| Total Other Pistes          | 13           |                             |            |               |                    |                    | 12,861             |                             |        |                   |                | 37.10          |
| Total All Lifts             | 119          |                             |            |               |                    |                    | 109.9              | km                          |        |                   |                | 603.3          |
| Skiways & Transport Trails  |              |                             |            |               |                    |                    |                    |                             |        |                   |                |                |
| Alley                       | A            | 3                           | 1,537      | 1,505         | 32                 | 200                | 203                | 16%                         | 16%    | 8                 | 0.16           | 0.16           |
| Burfield Outrun             | B            | 2                           | 1,425      | 1,255         | 170                | 2,100              | 2,107              | 8%                          | 8%     | 8                 | 1.68           | 1.69           |
| 5 Mile to Homestead         | C            | 2                           | 1,537      | 1,505         | 32                 | 200                | 203                | 16%                         | 16%    | 15                | 0.30           | 0.30           |
| Mt. Morrisey Connect        | D            | 2                           | 1,393      | 1,278         | 115                | 1,310              | 1,315              | 9%                          | 9%     | 10                | 1.31           | 1.32           |
| East Village Skiway (upper) | E            | 2                           | 1,585      | 1,465         | 120                | 1,470              | 1,475              | 8%                          | 8%     | 10                | 1.47           | 1.47           |
| Anticipation                | F            | 2                           | 1,345      | 1,305         | 40                 | 380                | 382                | 11%                         | 11%    | 8                 | 0.30           | 0.31           |
| Delta's to Anticipation     | F1           | 4                           | 1,385      | 1,345         | 40                 | 150                | 155                | 27%                         | 27%    | 25                | 0.37           | 0.38           |
| Lower Home Run              | G            | 3                           | 1,405      | 1,270         | 135                | 1,400              | 1,406              | 10%                         | 10%    | 8                 | 1.12           | 1.13           |
| Upper Home Run              | I            | 3                           | 1,580      | 1,572         | 8                  | 270                | 270                | 3%                          | 3%     | 8                 | 0.22           | 0.22           |
| Mid Home Run                | J            | 3                           | 1,455      | 1,425         | 30                 | 300                | 301                | 10%                         | 10%    | 8                 | 0.24           | 0.24           |
| East Village Skiway (lower) | K            | 2                           | 1,465      | 1,278         | 187                | 1,580              | 1,591              | 12%                         | 30%    | 14                | 2.29           | 2.31           |
| Sundance Return             | L            | 3                           | 1,431      | 1,392         | 39                 | 440                | 442                | 9%                          | 9%     | 8                 | 0.36           | 0.36           |
| Total                       | 12           |                             |            |               |                    |                    | 9,850              |                             |        |                   |                | 9.89           |
| TOTAL                       | 131          |                             |            |               |                    |                    | 119.8              | km                          |        |                   |                | 613.2          |



*Crystal Bowl Terrain*



*Terrain Park*



*Top of Tube Time Carpet Lift*

## Skier Densities

Ecosign has performed on-site research to determine comfortable and safe skiing and snowboarding densities at mountain resorts in many parts of the world. The research consisted of performing on-site guest surveys while simultaneously taking aerial photos of the trails by helicopter. One of the questions on the survey asks skiers and snowboarders their subjective opinion of the crowding on the particular trail they were on. Their opinions were then compared with the actual densities recorded in the photos. From these comparisons, we estimated densities which provide skiers with a high quality, comfortable experience, resulting in good memories and the likelihood of return visits. Densities used in planning mountain resort areas in different parts of the world are listed in Table II.5 and shown graphically in Plate II.6. This includes densities measured by Ted Farwell and Associates for Eastern North America.

**TABLE II.5  
WORLDWIDE COMPARISON OF SKI/SNOWBOARD TRAIL DENSITIES**

| Skill Classification                         | 1        | 2      | 3                | 4            | 5                 | 6        | 7      |
|----------------------------------------------|----------|--------|------------------|--------------|-------------------|----------|--------|
|                                              | Beginner | Novice | Low Intermediate | Intermediate | High Intermediate | Advanced | Expert |
| <b><u>Western N. America Destination</u></b> |          |        |                  |              |                   |          |        |
| SAOT                                         | 50       | 50     | 40               | 40           | 30                | 15       | 20     |
| On-Slope                                     | 20       | 20     | 15               | 15           | 12                | 7        | 10     |
| <b><u>Western N. America Regional</u></b>    |          |        |                  |              |                   |          |        |
| SAOT                                         | 75       | 75     | 60               | 60           | 45                | 22       | 30     |
| On-Slope                                     | 30       | 30     | 22               | 22           | 18                | 10       | 15     |
| <b><u>Eastern N. America Regional</u></b>    |          |        |                  |              |                   |          |        |
| SAOT                                         | 100      | 100    | 80               | 80           | 60                | 30       | 40     |
| On-Slope                                     | 40       | 40     | 30               | 30           | 24                | 14       | 20     |
| <b><u>Australia</u></b>                      |          |        |                  |              |                   |          |        |
| SAOT                                         | 236      | 100    | 80               | 80           | 60                | 30       | 40     |
| On-Slope                                     | 55       | 40     | 30               | 30           | 25                | 15       | 20     |
| <b><u>Japan</u></b>                          |          |        |                  |              |                   |          |        |
| SAOT                                         | 155      | 155    | 125              | 125          | 100               | 55       | 70     |
| On-Slope                                     | 62       | 62     | 47               | 47           | 40                | 27       | 35     |
| <b><u>Farwell - Eastern N. America</u></b>   |          |        |                  |              |                   |          |        |
| SAOT                                         | 250      | 150    | 125              | 86           | 50                | 37       | 37     |
| On-Slope                                     | 110      | 67     | 54               | 37           | 22                | 17       | 17     |

*Note: All of the above densities are in skiers per hectare*

In areas such as Europe, western Canada and the western United States, skier densities are relatively low compared to the densities at snow resort areas in Japan or Australia, where skiers and snowboarders have been historically conditioned to higher densities. For example, densities in Japan are generally three times the densities found in western North American destination resorts.

Listed in Table II.6 are the "SAOT" (Skiers At One Time) densities and the "On-Slope" densities. The SAOT is based on the total number of skiers at the area, including skiers and snowboarders in lift queues, riding lifts, in restaurants and on the trails. The "On-Slope" densities take into account only those skiers and snowboarders actually on the trails at any given time. As shown in Table II.6, acceptable slope densities tend to decrease as the proficiency of the skiers increases. The lower density for better skiers occurs due to their increased speed, and therefore, longer stopping distances and the general increase in space needed to avoid obstacles and other skiers. As listed, the exception to this rule is that slope densities increase slightly on expert terrain since these steep, ungroomed slopes dictate controlled, short radius turns. Under these conditions, experts have lower speeds and require less space for safe skiing and snowboarding.

### WORLDWIDE SKIER DENSITIES

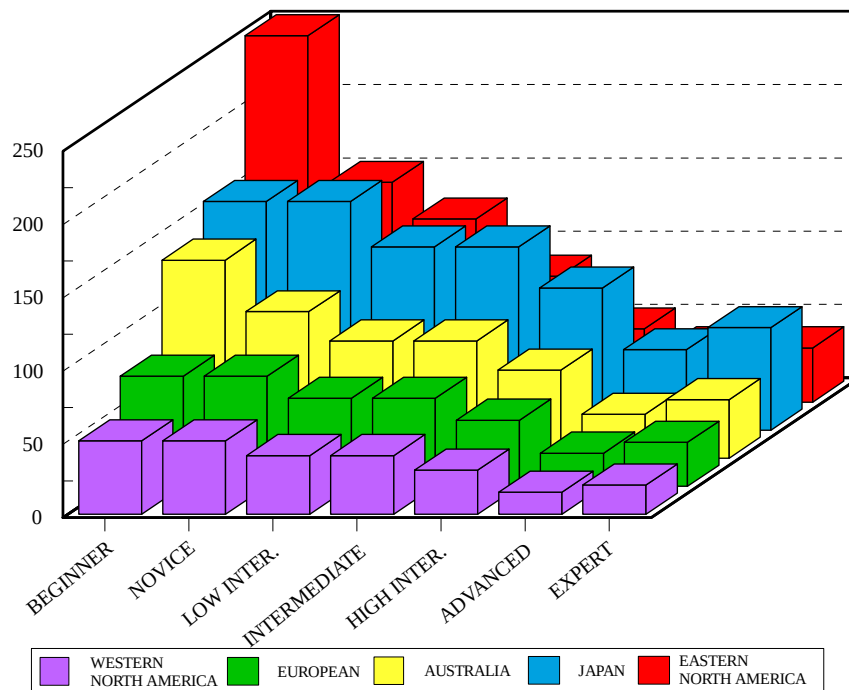


**PLATE II.6**

To accurately portray the terrain balance of the snow resort area, we computed the terrain available to each of the seven skill classifications and then multiplied by the appropriate densities to illustrate the distribution of terrain available to each skill level. This exercise is often referred to as “area balancing”, and provides management and the planning team with the data necessary to compare the trail development with the apparent proportions of the market.

As listed in Table II.6, Sun Peaks Resort has a total of 613 hectares of trails, skiways and gladed zones with the ability to comfortably accommodate approximately 14,530 skiers per day.

**TABLE II.6**  
**SKI/SNOWBOARD TRAIL CARRYING CAPACITY - EXISTING AREA – 2012/13**

| Trail Name                      | Trail No.    | Skill Class       | Total Vert. Meters | Slope Dist. Meters | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. | Skiers At Area Density | Total         |
|---------------------------------|--------------|-------------------|--------------------|--------------------|-------------------|----------------|----------------|------------------------|---------------|
| <b>Lift 1 - Upper Burfield</b>  |              |                   |                    |                    |                   |                |                |                        |               |
| Roundabout                      | 1A           | 4                 | 293                | 2,348              | 36                | 8.45           | 8.52           | 40                     | 340           |
| Back Door                       | 1B           | 6                 | 110                | 334                | 70                | 2.19           | 2.32           | 15                     | 35            |
| Kukamungas                      | gladed 1C    | 7                 | 162                | 507                | 186               | 8.92           | 9.41           | 2                      | 20 1/10 dens. |
| Sunnyside West                  | 1D           | 6                 | 120                | 332                | 94                | 2.91           | 3.12           | 15                     | 45            |
| 7 Mile/Expo                     | partial 1E   | 6                 | 696                | 3,422              | 19                | 6.21           | 2.14           | 15                     | 30            |
| Sunnyside                       | 1F           | 6                 | 180                | 499                | 155               | 7.19           | 7.71           | 15                     | 115           |
| Juniper Ridge                   | 1G           | 6                 | 432                | 1,003              | 78                | 7.02           | 7.78           | 15                     | 115           |
| Nose of the Chief               | 1H           | 6                 | 248                | 977                | 64                | 6.07           | 6.28           | 15                     | 95            |
| Chief Shoulder                  | 1I           | 6                 | 235                | 1,125              | 83                | 9.17           | 9.38           | 15                     | 140           |
| Hidden Valley                   | partial 1J   | 6                 | 140                | 1,064              | 25                | 2.59           | 0.88           | 15                     | 15            |
| Challenger                      | partial 1M   | 7                 | 460                | 1,516              | 46                | 6.59           | 2.34           | 20                     | 45            |
| High Voltage                    | partial 1N   | 7                 | 348                | 809                | 44                | 3.21           | 1.20           | 20                     | 25            |
| Ridge Run                       | partial 1O   | 4                 | 412                | 1,730              | 45                | 7.56           | 2.63           | 40                     | 105           |
| Total Lift 1                    | 13           |                   |                    | 15,665             |                   |                | 63.71          |                        | 1,125         |
| <b>Lift 1b - Lower Burfield</b> |              |                   |                    |                    |                   |                |                |                        |               |
| 7 Mile/Expo                     | partial 1E   | 6                 | 696                | 3,422              | 19                | 6.21           | 4.20           | 15                     | 65            |
| Hidden Valley                   | partial 1J   | 6                 | 140                | 1,064              | 25                | 2.59           | 1.73           | 15                     | 25            |
| Roller Coaster                  | 1K           | 6                 | 140                | 443                | 38                | 1.58           | 1.67           | 15                     | 25            |
| Expo                            | 1L           | 7                 | 578                | 1,626              | 83                | 12.63          | 13.51          | 10                     | 135 1/2 dens. |
| Challenger                      | partial 1M   | 7                 | 460                | 1,516              | 46                | 6.59           | 4.58           | 20                     | 90            |
| High Voltage                    | partial 1N   | 7                 | 348                | 809                | 44                | 3.21           | 2.36           | 20                     | 45            |
| Ridge Run                       | partial 1O   | 4                 | 412                | 1,730              | 45                | 7.56           | 5.15           | 40                     | 205           |
| Freddy's Nightmare              | 1P           | 7                 | 330                | 702                | 209               | 12.97          | 14.69          | 2                      | 30 1/10 dens. |
| Challenger Glades               | 1Q           | 7                 | 215                | 526                | 131               | 6.27           | 6.87           | 2                      | 15 1/10 dens. |
| Total Lift 1b                   | 4            | (not including pa |                    | 3,297              |                   |                | 54.76          |                        | 635           |
| <b>Lift 2 - Sunburst</b>        |              |                   |                    |                    |                   |                |                |                        |               |
| Cahilty/5 Mile                  | 2A           | 2                 | 260                | 1,453              | 86                | 12.32          | 12.52          | 50                     | 625           |
| Lower 5 Mile                    | (quarter) 2B | 2                 | 325                | 2,081              | 54                | 11.02          | 2.79           | 50                     | 140           |
| Lower 5 Mile                    | (quarter) 2B | 3                 | 325                | 2,081              | 54                | 11.02          | 2.79           | 40                     | 110           |
| Lower 5 Mile                    | (half) 2B    | 6                 | 325                | 2,081              | 54                | 11.02          | 5.58           | 15                     | 85            |
| Distributor                     | 2E           | 5                 | 130                | 781                | 26                | 1.99           | 2.02           | 30                     | 60            |
| Bluff                           | (half) 2F    | 6                 | 255                | 754                | 96                | 6.84           | 3.64           | 15                     | 55            |
| Sting                           | 2G           | 6                 | 250                | 762                | 39                | 2.79           | 2.95           | 15                     | 45            |
| Intimidator                     | 2H           | 7                 | 245                | 667                | 52                | 3.23           | 3.47           | 20                     | 70            |
| 5th Avenue                      | 2I           | 6                 | 270                | 732                | 50                | 3.40           | 3.66           | 15                     | 55            |
| Broadway                        | 2J           | 6                 | 320                | 1,017              | 79                | 7.59           | 8.00           | 15                     | 120           |
| Exhibition                      | 2K           | 5                 | 580                | 2,314              | 67                | 14.95          | 15.44          | 30                     | 465           |
| Cruiser                         | 2L           | 5                 | 555                | 2,162              | 55                | 11.51          | 11.91          | 30                     | 355           |
| Blazer                          | 2M           | 5                 | 530                | 1,948              | 48                | 9.00           | 9.35           | 30                     | 280           |
| Runaway Lane                    | 2N           | 5                 | 275                | 832                | 51                | 4.02           | 4.26           | 30                     | 130           |
| Tighten Yer Boots               | 2O           | 6                 | 237                | 844                | 30                | 2.45           | 2.55           | 15                     | 40            |
|                                 | 2P           | 2                 | 58                 | 389                | 42                | 1.60           | 1.62           | 50                     | 80            |
| Trans Canada                    | 2Q           | 2                 | 71                 | 446                | 30                | 1.33           | 1.35           | 50                     | 70            |
|                                 | 2R           | 2                 | 15                 | 131                | 8                 | 0.10           | 0.10           | 50                     | 5             |

**TABLE II.6 CONT.  
SKI/SNOWBOARD TRAIL CARRYING CAPACITY - EXISTING AREA – 2012/13**

|                          |           |       |                    | Total  | Slope  | Avg.   | Horz.  | Slope | Sliders | At Area |            |
|--------------------------|-----------|-------|--------------------|--------|--------|--------|--------|-------|---------|---------|------------|
| Trail                    |           | Trail | Skill              | Vert.  | Dist.  | Width  | Area   | Area  |         |         |            |
| Name                     |           | No.   | Class              | Meters | Meters | Meters | Ha.    | Ha.   | Density | Total   |            |
| Lift 2 (continued)       |           |       |                    |        |        |        |        |       |         |         |            |
| Cahilty Glades           | gladed    | 2S    | 5                  | 140    | 606    | 58     | 3.40   | 3.49  | 3       | 10      | 1/10 dens. |
| Cariboo Trees            | gladed    | 2U    | 6                  | 240    | 749    | 105    | 7.46   | 7.87  | 2       | 10      | 1/10 dens. |
| Bluff Trees              | gladed    | 2V    | 6                  | 260    | 737    | 157    | 10.86  | 11.61 | 2       | 15      | 1/10 dens. |
| Exhibition Glades        | gladed    | 2W    | 6                  | 300    | 854    | 86     | 6.88   | 7.35  | 2       | 10      | 1/10 dens. |
| Cruiser Glades           | gladed    | 2X    | 6                  | 210    | 617    | 117    | 6.80   | 7.23  | 2       | 10      | 1/10 dens. |
| Blazer Glades            | gladed    | 2Y    | 6                  | 140    | 443    | 126    | 5.30   | 5.59  | 2       | 10      | 1/10 dens. |
| Run Away Glades          | gladed    | 2Z    | 6                  | 250    | 696    | 99     | 6.44   | 6.90  | 2       | 10      | 1/10 dens. |
| Chute                    | partial   | 3I    | 7                  | 260    | 737    | 82     | 5.63   | 4.02  | 20      | 80      |            |
| Spillway                 | partial   | 3J    | 7                  | 280    | 1,092  | 49     | 5.20   | 3.60  | 20      | 70      |            |
| Last Chance              | partial   | 3K    | 5                  | 125    | 433    | 50     | 2.07   | 1.44  | 30      | 45      |            |
| Upper 5 Mile             | partial   | 3L    | 2                  | 295    | 2,076  | 28     | 5.82   | 3.93  | 50      | 195     |            |
| Pink Flamingo            | partial   | 3N    | 7                  | 95     | 249    | 47     | 1.09   | 0.79  | 20      | 15      |            |
| The Other Way            | partial   | 3Q    | 3                  | 236    | 1,469  | 35     | 5.08   | 3.44  | 40      | 135     |            |
| Total Lift 2             |           | 23    | (not including 2B) |        | 22,016 |        | 161.26 |       | 3,405   |         |            |
| Lift 3 - Crystal         |           |       |                    |        |        |        |        |       |         |         |            |
| Crystal Run              |           | 3A    | 5                  | 289    | 1,166  | 48     | 5.46   | 5.64  | 30      | 170     |            |
| Crystal Bowl             |           | 3B    | 6                  | 140    | 457    | 72     | 3.14   | 3.30  | 15      | 50      |            |
| Crystal Lift Line        |           | 3C    | 5                  | 285    | 1,016  | 78     | 7.61   | 7.93  | 30      | 240     |            |
| West Bushwacker          |           | 3D    | 5                  | 289    | 1,108  | 54     | 5.74   | 5.95  | 30      | 180     |            |
| East Bushwacker          |           | 3E    | 6                  | 145    | 407    | 66     | 2.51   | 2.69  | 15      | 40      |            |
| Little Headwall          |           | 3F    | 7                  | 160    | 380    | 82     | 2.83   | 3.12  | 20      | 60      |            |
| Big Headwall             |           | 3G    | 7                  | 300    | 666    | 65     | 3.84   | 4.30  | 20      | 85      |            |
| Hat Trick                |           | 3H    | 6                  | 170    | 624    | 49     | 2.93   | 3.05  | 15      | 45      |            |
| Chute                    | partial   | 3I    | 7                  | 260    | 737    | 82     | 5.63   | 2.00  | 20      | 40      |            |
| Spillway                 | partial   | 3J    | 7                  | 280    | 1,092  | 49     | 5.20   | 1.78  | 20      | 35      |            |
| Last Chance              | partial   | 3K    | 5                  | 125    | 433    | 50     | 2.07   | 0.72  | 30      | 20      |            |
| Upper 5 Mile             | partial   | 3L    | 2                  | 295    | 2,076  | 28     | 5.82   | 1.95  | 50      | 95      |            |
| Highway 22a              |           | 3M    | 5                  | 170    | 633    | 60     | 3.64   | 3.78  | 30      | 115     |            |
| Pink Flamingo            | partial   | 3N    | 7                  | 95     | 249    | 47     | 1.09   | 0.39  | 20      | 10      |            |
| The Other Way            | partial   | 3Q    | 3                  | 236    | 1,469  | 35     | 5.08   | 1.70  | 40      | 70      |            |
| Total Lift 3             |           | 15    |                    |        | 12,514 |        | 48.30  |       | 1,255   |         |            |
| Lift 4 - Village Platter |           |       |                    |        |        |        |        |       |         |         |            |
| Lower Sunbeam            |           | 4A    | 1                  | 22     | 181    | 40     | 0.72   | 0.73  | 75      | 55      |            |
| Gentle Giant             |           | 4B    | 1                  | 49     | 572    | 22     | 1.26   | 1.26  | 75      | 95      |            |
| Upper Sunbeam            |           | 4C    | 2                  | 27     | 152    | 37     | 0.56   | 0.57  | 50      | 30      |            |
| Total Lift 4             |           | 3     |                    |        | 906    |        | 2.56   |       | 180     |         |            |
| Lift 5 - West Bowl T-Bar |           |       |                    |        |        |        |        |       |         |         |            |
| Harry's Run              |           | 5A    | 3                  | 163    | 1,161  | 46     | 5.33   | 5.38  | 40      | 215     |            |
| Long Draw                | open bowl | 5B    | 3                  | 130    | 638    | 119    | 7.46   | 7.62  | 20      | 150     | 1/2 dens.  |
| Fallline                 | open bowl | 5C    | 4                  | 165    | 744    | 107    | 7.78   | 7.98  | 20      | 160     | 1/2 dens.  |
| The Spine                | open bowl | 5D    | 4                  | 160    | 703    | 81     | 5.58   | 5.73  | 20      | 115     | 1/2 dens.  |
| Short Draw               |           | 5E    | 3                  | 90     | 483    | 46     | 2.18   | 2.22  | 40      | 90      |            |
| Total Lift 5             |           | 5     |                    |        | 3,730  |        | 28.93  |       | 730     |         |            |

**TABLE II.6 CONT.**  
**SKI/SNOWBOARD TRAIL CARRYING CAPACITY - EXISTING AREA – 2012/13**

|                            |         |       | Total            | Slope  | Avg.   | Horz.  | Slope | Sliders At Area |         |       |            |
|----------------------------|---------|-------|------------------|--------|--------|--------|-------|-----------------|---------|-------|------------|
| Trail                      |         | Skill | Vert.            | Dist.  | Width  | Area   | Area  |                 |         |       |            |
| Name                       |         | No.   | Class            | Meters | Meters | Meters | Ha.   | Ha.             | Density | Total |            |
| Lift 6 - Sundance          |         |       |                  |        |        |        |       |                 |         |       |            |
| Homesteader                |         | 6A    | 2                | 345    | 2,178  | 40     | 8.60  | 8.71            | 50      | 435   |            |
| Lower Sundowner            |         | 6B    | 3                | 200    | 815    | 64     | 5.02  | 5.18            | 40      | 205   |            |
| Sun Catcher                |         | 6C    | 3                | 255    | 1,061  | 67     | 6.90  | 7.11            | 40      | 285   |            |
| Sunshine                   |         | 6D    | 3                | 125    | 472    | 33     | 1.51  | 1.57            | 40      | 65    |            |
| Sundance                   |         | 6E    | 4                | 300    | 1,256  | 69     | 8.42  | 8.67            | 40      | 345   |            |
| Lower Sunrise              |         | 6F    | 4                | 250    | 1,002  | 45     | 4.39  | 4.53            | 40      | 180   |            |
| Homesteader Skiway         |         | 6G    | 2                | 138    | 1,526  | 17     | 2.58  | 2.59            | 50      | 130   |            |
| Grannie Greene's           |         | 6H    | 4                | 275    | 1,105  | 49     | 5.25  | 5.42            | 40      | 215   |            |
| Upper Sundowner            |         | 6L    | 3                | 175    | 814    | 45     | 3.61  | 3.70            | 40      | 150   |            |
| Sunrise                    |         | 6M    | 4                | 170    | 818    | 40     | 3.19  | 3.26            | 40      | 130   |            |
| Peek-a-Boo                 |         | 6N    | 6                | 250    | 848    | 32     | 2.60  | 2.72            | 15      | 40    |            |
| Three Bear Glades          | gladed  | 6P    | 4                | 130    | 594    | 96     | 5.54  | 5.68            | 4       | 25    | 1/10 dens. |
| Three Bears                |         | 6Q    | 4                | 165    | 622    | 37     | 2.21  | 2.29            | 40      | 90    |            |
| Greene's Glades East       | gladed  | 6R    | 4                | 305    | 1,238  | 103    | 12.41 | 12.80           | 4       | 50    | 1/10 dens. |
| Greene's Glades West       | gladed  | 6S    | 4                | 280    | 1,048  | 113    | 11.42 | 11.85           | 4       | 45    | 1/10 dens. |
| Lonesome Fir Glades        | gladed  | 6T    | 4                | 180    | 713    | 52     | 3.56  | 3.68            | 4       | 15    | 1/10 dens. |
| Lonesome Fir               | groomed | 6T    | 3                | 180    | 713    | 10     | 0.69  | 0.71            | 40      | 30    |            |
| Rambler                    |         | 6U    | 2                | 384    | 2,401  | 15     | 3.58  | 3.63            | 50      | 180   |            |
|                            | gladed  | 6V    | 5                | 205    | 749    | 206    | 14.82 | 15.41           | 3       | 45    | 1/10 dens. |
| Lone Fir West              | groomed | 6W    | 4                | 123    | 642    | 20     | 1.28  | 1.30            | 40      | 50    |            |
| Home Instead               |         | 6X    | 2                | 55     | 335    | 23     | 0.76  | 0.77            | 50      | 40    |            |
| Total Lift 6               |         | 20    | (not includng 6' |        | 20,236 |        |       | 111.58          |         | 2,750 |            |
| Lift 9                     |         |       |                  |        |        |        |       |                 |         |       |            |
| Caribou                    |         | 9A    | 6                | 328    | 1,119  | 61     | 6.54  | 6.84            | 15      | 105   |            |
| Coquihalla Glades          | gladed  | 9B    | 6                | 203    | 748    | 126    | 9.07  | 9.42            | 2       | 15    | 1/10 dens. |
| Coquihalla                 |         | 9C    | 4                | 288    | 1,137  | 80     | 8.75  | 9.04            | 40      | 360   |            |
| OSV                        |         | 9D    | 4                | 172    | 634    | 47     | 2.89  | 3.00            | 40      | 120   |            |
| Bluff                      | (half)  | 2F    | 6                | 255    | 754    | 96     | 6.84  | 3.64            | 15      | 55    |            |
| Total Lift 9               |         | 4     | (not includng 2' |        | 3,638  |        |       | 31.94           |         | 655   |            |
| Lift 10 - Morrisey Platter |         |       |                  |        |        |        |       |                 |         |       |            |
| Downtown                   |         | 10A   | 1                | 23     | 211    | 38     | 0.79  | 0.79            | 75      | 60    |            |
| Total Lift 10              |         | 1     |                  |        | 211    |        |       | 0.79            |         | 60    |            |
| Lift 14 - Morrisey Express |         |       |                  |        |        |        |       |                 |         |       |            |
| Mid Life Crisis            |         | 14A   | 3                | 397    | 1,882  | 36     | 6.54  | 6.69            | 40      | 270   |            |
| Upper Showboat             |         | 14B   | 3                | 110    | 620    | 23     | 1.38  | 1.40            | 40      | 55    |            |
| Lower Showboat             |         | 14C   | 3                | 228    | 832    | 44     | 3.49  | 3.63            | 40      | 145   |            |
| CC Rider                   |         | 14D   | 3                | 130    | 840    | 27     | 2.22  | 2.25            | 40      | 90    |            |
| Telly Gram                 |         | 14E   | 3                | 277    | 1,067  | 43     | 4.47  | 4.63            | 40      | 185   |            |
| Still Smokin'              |         | 14F   | 3                | 325    | 1,633  | 40     | 6.39  | 6.52            | 40      | 260   |            |
|                            |         | 14G   | 3                | 15     | 151    | 27     | 0.41  | 0.41            | 40      | 15    |            |
| I Dunno                    |         | 14H   | 3                | 350    | 1,844  | 30     | 5.47  | 5.57            | 40      | 225   |            |
| Shiner                     |         | 14I   | 3                | 110    | 532    | 37     | 1.90  | 1.94            | 40      | 80    |            |

**TABLE II.6 CONT.  
SKI/SNOWBOARD TRAIL CARRYING CAPACITY - EXISTING AREA – 2012/13**

| Trail Name                  | Trail No.    | Skill Class        | Total Vert. Meters | Slope Dist. Meters | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. | Sliders Density | At Area Total |
|-----------------------------|--------------|--------------------|--------------------|--------------------|-------------------|----------------|----------------|-----------------|---------------|
| Lift 14 (continued)         |              |                    |                    |                    |                   |                |                |                 |               |
| Out of the Woods            | 14J          | 3                  | 180                | 820                | 28                | 2.26           | 2.32           | 40              | 95            |
|                             | 14K          | 3                  | 18                 | 161                | 14                | 0.22           | 0.22           | 40              | 10            |
| Second Growth               | 14L          | 3                  | 196                | 1,009              | 34                | 3.33           | 3.39           | 40              | 135           |
| The Sticks                  | 2/3 area 14M | 3                  | 397                | 2,680              | 26                | 6.82           | 4.60           | 40              | 185           |
| The Sticks                  | 1/3 area 14M | 2                  | 397                | 2,680              | 26                | 6.82           | 2.30           | 50              | 115           |
|                             | gladed 14S   | 4                  | 25                 | 152                | 271               | 4.06           | 4.12           | 4               | 15            |
|                             | gladed 14T   | 4                  | 40                 | 175                | 296               | 5.03           | 5.17           | 4               | 20            |
|                             | gladed 14U   | 4                  | 40                 | 175                | 377               | 6.41           | 6.59           | 4               | 25            |
| Total Lift 14               | 16           | (not including 14) |                    | 14,570             |                   |                | 61.75          |                 | 1,925         |
| Lifts 18A and 18B           |              |                    |                    |                    |                   |                |                |                 |               |
|                             | 18A          | 1                  | 25                 | 172                | 23                | 0.39           | 0.39           | 75              | 30            |
|                             | 18B          | 1                  | 11                 | 111                | 25                | 0.28           | 0.28           | 75              | 20            |
| Total Lifts 18A & 18B       | 2            |                    |                    | 282                |                   |                | 0.67           |                 | 50            |
| Other Pistes                |              |                    |                    |                    |                   |                |                |                 |               |
| Back In Time                | H            | 4                  | 485                | 3,128              | 16                | 5.09           | 5.15           | 40              | 205           |
| Delta's Return              | 14N          | 4                  | 409                | 1,895              | 29                | 5.30           | 5.43           | 40              | 215           |
| Cover Shot                  | 14O          | 6                  | 122                | 380                | 41                | 1.48           | 1.56           | 15              | 25            |
| Spin Cycle                  | 14P          | 6                  | 303                | 1,064              | 29                | 2.94           | 3.07           | 15              | 45            |
| Agitator                    | 14Q          | 6                  | 255                | 661                | 21                | 1.26           | 1.37           | 15              | 20            |
| Static Cling                | 14R          | 6                  | 276                | 846                | 30                | 2.43           | 2.57           | 15              | 40            |
| Carpe Diem                  | 16A          | 3                  | 203                | 903                | 37                | 3.27           | 3.36           | 40              | 135           |
| Ca Ma Fais Plaisir          | 16B          | 3                  | 208                | 1,267              | 29                | 3.66           | 3.71           | 40              | 150           |
| Chikamichi                  | 16C          | 3                  | 53                 | 207                | 52                | 1.03           | 1.07           | 40              | 45            |
| Fair Dinkim                 | 16D          | 4                  | 200                | 757                | 50                | 3.68           | 3.82           | 40              | 155           |
| Czesc                       | 16E          | 3                  | 145                | 463                | 49                | 2.17           | 2.28           | 40              | 90            |
| Ausfahrt                    | 16F          | 3                  | 110                | 343                | 52                | 1.68           | 1.77           | 40              | 70            |
|                             | 16I          | 2                  | 112                | 947                | 21                | 1.93           | 1.94           | 50              | 95            |
| Total Other Pistes          | 13           |                    |                    | 12,861             |                   |                | 37.10          |                 | 1,290         |
| Total All Lifts             | 119          |                    |                    | 109.9              |                   |                | 603.3 Ha       |                 | 14,060        |
| Skiways & Transport Trails  |              |                    |                    |                    |                   |                |                |                 |               |
| Alley                       | A            | 3                  | 32                 | 203                | 8                 | 0.16           | 0.16           | 40              | 5             |
| Burfield Outrun             | B            | 2                  | 170                | 2,107              | 8                 | 1.68           | 1.69           | 50              | 85            |
| 5 Mile to Homestead         | C            | 2                  | 32                 | 203                | 15                | 0.30           | 0.30           | 50              | 15            |
| Mt. Morrissey Connect       | D            | 2                  | 115                | 1,315              | 10                | 1.31           | 1.32           | 50              | 65            |
| East Village Skiway (upper) | E            | 2                  | 120                | 1,475              | 10                | 1.47           | 1.47           | 50              | 75            |
| Anticipation                | F            | 2                  | 40                 | 382                | 8                 | 0.30           | 0.31           | 50              | 15            |
| Delta's to Anticipation     | F1           | 4                  | 40                 | 155                | 25                | 0.37           | 0.38           | 40              | 15            |
| Lower Home Run              | G            | 3                  | 135                | 1,406              | 8                 | 1.12           | 1.13           | 40              | 45            |
| Upper Home Run              | I            | 3                  | 8                  | 270                | 8                 | 0.22           | 0.22           | 40              | 10            |
| Mid Home Run                | J            | 3                  | 30                 | 301                | 8                 | 0.24           | 0.24           | 40              | 10            |
| East Village Skiway (lower) | K            | 2                  | 187                | 1,591              | 14                | 2.29           | 2.31           | 50              | 115           |
| Sundance Return             | L            | 3                  | 39                 | 442                | 8                 | 0.36           | 0.36           | 40              | 15            |
| Total                       | 12           |                    |                    | 9,850              |                   |                | 9.89           |                 | 470           |
| TOTAL                       | 131          |                    |                    | 119.8              |                   |                | 613.2 Ha       |                 | 14,530        |

## Cumulative Trail Balance

The Cumulative Trail Balance Statement, as listed in Table II.7, shows the balance of the existing trails according to the seven skill classifications and compares them to the balance of the skier/snowboarder market. Plate II.7 indicates that the presently developed trails at Sun Peaks are fairly well balanced, with a noticeable excess of novice and low intermediate terrain and shortages of beginner, intermediate and low intermediate terrain.

**TABLE II.7**  
**CUMULATIVE TRAIL BALANCE STATEMENT**

| Skill Classification | Hectares     | Skiers        | Balance     | Ideal       |
|----------------------|--------------|---------------|-------------|-------------|
| 1 Beginner           | 3.5          | 260           | 1.8%        | 5%          |
| 2 Novice             | 44.8         | 2,235         | 15.9%       | 10%         |
| 3 Low Intermediate   | 97.2         | 3,745         | 26.6%       | 20%         |
| 4 Intermediate       | 131.8        | 3,185         | 22.7%       | 30%         |
| 5 High Intermediate  | 87.3         | 2,115         | 15.0%       | 20%         |
| 6 Advanced           | 160.4        | 1,650         | 11.7%       | 10%         |
| 7 Expert             | 78.4         | 870           | 6.2%        | 5%          |
| <b>TOTALS</b>        | <b>603.3</b> | <b>14,060</b> | <b>100%</b> | <b>100%</b> |

|                   |                     |
|-------------------|---------------------|
| Average Density = | 12.8 Skiers/Hectare |
| Optimum Density = | 36.1 Skiers/Hectare |
| Weighted Demand = | 3,947 VTM/Skier/Day |

**CUMULATIVE TRAIL BALANCE**

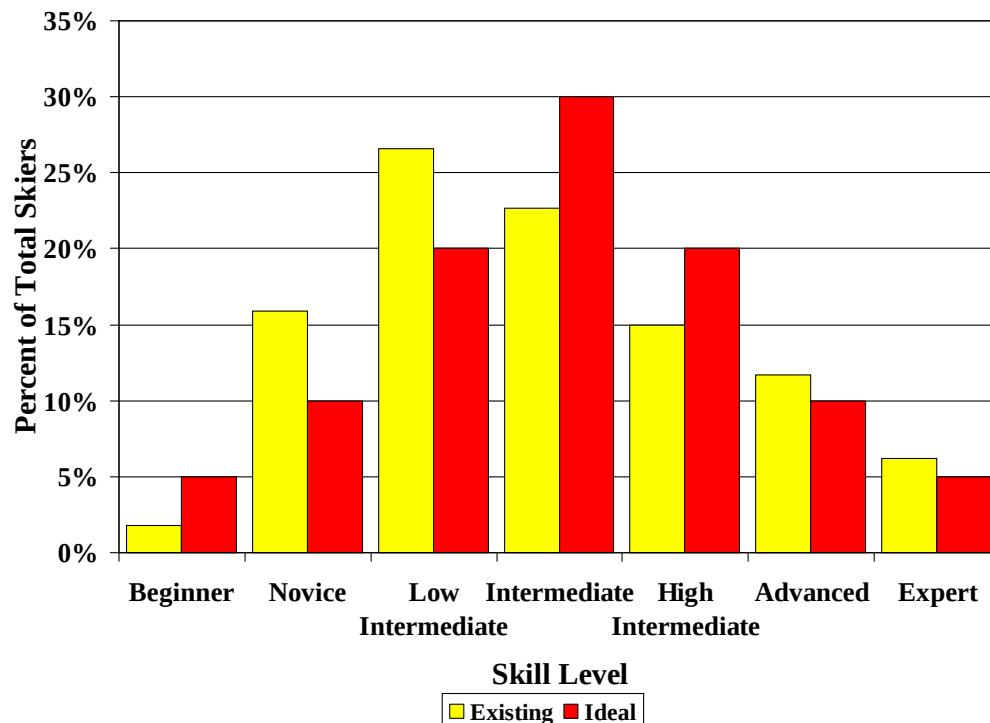


**PLATE II.7**

The existing trail balance, using the three international skill classifications (Easier, More Difficult and Most Difficult), is 18%:64%:18%, as compared to an ideal of 15%:70%:15%.

## .6 Mountain Capacity Analysis

### Skier Carrying Capacity

The determination of an area's Skier Carrying Capacity (SCC) is perhaps the most critical step in snow resort area planning. Often referred to as the "Comfortable Carrying Capacity" or "Skiers At One Time", this figure represents the number of skiers and snowboarders that can be safely supported by an area's lift and trail system, while providing a quality experience to each ability level. Skier Carrying Capacity is determined via the integration of lift capacity, operating hours, acceptable slope densities, slope gradients, skill classifications and vertical metres of lift serviced terrain.

Each skier ability level places different demands upon an area's lift and trail system. Empirical observations have determined that each skier ability level will ski a relatively constant number of vertical metres per day. As the proficiency of the skier increases, the demand for vertical metres also increases. During the past several years, Ecosign has undertaken and reviewed substantial research dealing with skiing demand, skill distribution and densities. These reviews have continued to support the bell curve distribution of skier skill levels (Table II.8, Plate II.8) and the current normal vertical skiing demands.

**TABLE II.8**  
**SUN PEAKS**  
**SKIING AND SNOWBOARDING DEMAND BY SKILL CLASSIFICATION**

| Skill Classification    | Planning Goals | Skier Demand VTM/Day |              |              |
|-------------------------|----------------|----------------------|--------------|--------------|
|                         |                | Low                  | Average      | High         |
| 1 Beginner              | 5%             | 610                  | 705          | 940          |
| 2 Novice                | 10%            | 1,370                | 1,595        | 2,120        |
| 3 Low Intermediate      | 20%            | 1,830                | 2,125        | 2,825        |
| 4 Intermediate          | 30%            | 2,440                | 2,830        | 3,770        |
| 5 High Intermediate     | 20%            | 3,290                | 3,840        | 5,085        |
| 6 Advanced              | 10%            | 3,840                | 4,460        | 5,935        |
| 7 Expert                | 5%             | 5,485                | 6,370        | 8,475        |
| <b>Weighted Average</b> |                | <b>2,582</b>         | <b>3,001</b> | <b>3,989</b> |

*Note: Demand based on a 6 hour sliding day for classes 3 to 7 and a 5 hour sliding day for Classes 1 and 2.*

In Europe, western Canada and the western United States, we use the industry high VTM demand to ensure a quality, uncrowded skiing and snowboarding experience for the better conditioned, more aggressive skiers. The average level of demand is commonly found in Japan, Australia and Korea.

**SKIER/SNOWBOARDER SKILL CLASS DISTRIBUTION**

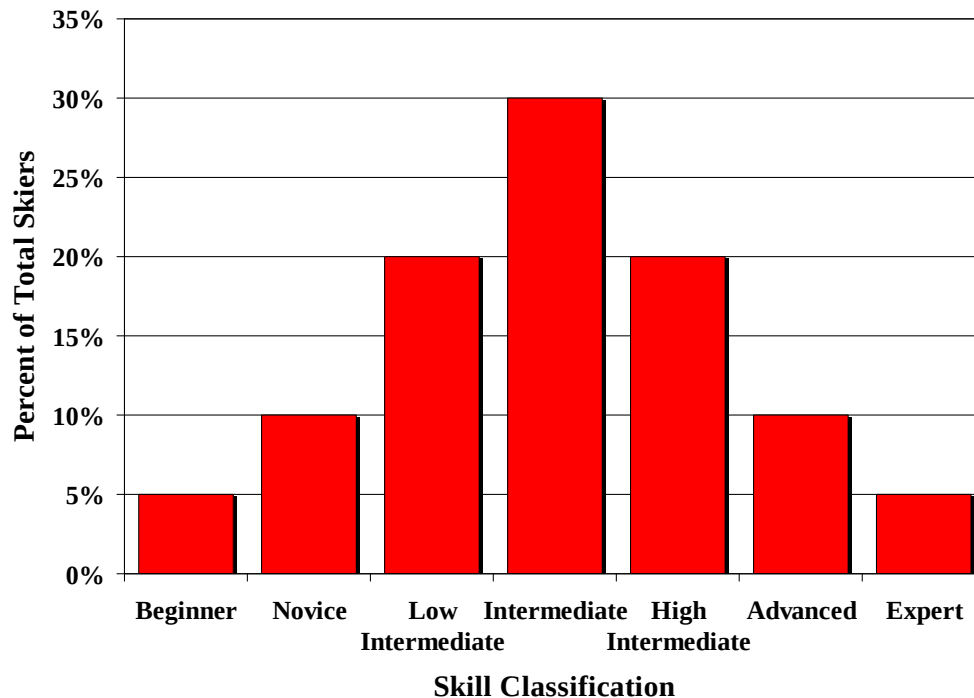


**PLATE II.8**

Table II.9 summarizes the planning parameters which will be used for evaluating and planning the Sun Peaks Resort winter sports complex.

**TABLE II.9  
SUN PEAKS  
PLANNING PARAMETERS**

| Skill Classification |                   | Planning Goals | Acceptable Terrain Gradients | Skier Demand VTM/Day | Skiers/Hectare |         |
|----------------------|-------------------|----------------|------------------------------|----------------------|----------------|---------|
|                      |                   |                |                              |                      | On Trail       | At Area |
| 1                    | Beginner          | 5%             | 8 - 15%                      | 940                  | 20             | 50      |
| 2                    | Novice            | 10%            | 15 - 25%                     | 2,120                | 20             | 50      |
| 3                    | Low Intermediate  | 20%            | 25 - 35%                     | 2,325                | 15             | 40      |
| 4                    | Intermediate      | 30%            | 30 - 40%                     | 3,770                | 15             | 40      |
| 5                    | High Intermediate | 20%            | 35 - 45%                     | 5,085                | 12             | 30      |
| 6                    | Advanced          | 10%            | 45 - 60%                     | 5,935                | 7              | 15      |
| 7                    | Expert            | 5%             | 60% +                        | 8,475                | 10             | 20      |

## Sun Peaks SCC Analysis

Based upon the design VTM demand, we have calculated the Skier Carrying Capacity (SCC) of Sun Peaks existing lift facilities. Based upon this analysis, we estimate that the existing lift system can comfortably accommodate approximately 7,720 skiers per day (Table II.10). The capacity analysis assumes that skiers are distributed throughout the mountain, with waiting time for each lift equal to the lift's ride time, except on detachable, high speed lifts where the waiting time is double the ride time. The other main assumption is that the VTM demand on each lift is determined by the terrain balance of the trails serviced by that lift.

**TABLE II. 10  
SUN PEAKS  
SKIER CARRYING CAPACITY**

| Lift No.     | Lift Name           | Lift Type | Hourly Capacity | Vertical Meters | VTM/Hr (000) | VTM Demand | Loading Effic. | Access Reduc. | SCC          |
|--------------|---------------------|-----------|-----------------|-----------------|--------------|------------|----------------|---------------|--------------|
| 1            | Burfield Chair      | 4C        | 464             | 882             | 409          | 6,086      | 95%            | 5%            | <b>430</b>   |
| 2            | Sunburst Express    | D4C-B     | 2,294           | 595             | 1,365        | 4,302      | 95%            | 12%           | <b>1,860</b> |
| 3            | Crystal Chair       | 3C        | 2,005           | 295             | 591          | 5,447      | 85%            | 3%            | <b>610</b>   |
| 4            | Village Platter     | P         | 722             | 52              | 38           | 1,137      | 80%            | 0%            | <b>180</b>   |
| 5            | West Bowl           | T-B       | 698             | 166             | 116          | 3,181      | 95%            | 0%            | <b>220</b>   |
| 6            | Sundance Express    | D4C       | 1,994           | 475             | 947          | 3,099      | 95%            | 12%           | <b>1,780</b> |
| 9            | Elevation           | 4C        | 1,822           | 313             | 570          | 4,348      | 85%            | 5%            | <b>720</b>   |
| 10           | Morrissey Platter   | P         | 654             | 89              | 58           | 600        | 80%            | 50%           | <b>70</b>    |
| 14           | Morrissey Express   | D4C       | 1,844           | 395             | 728          | 2,812      | 95%            | 5%            | <b>1,640</b> |
| 18A          | Village Conveyor    | MC        | 800             | 25              | 13           |            |                |               | <b>120</b>   |
| 18B          | Kids Ranch Conveyor | MC        | 800             | 11              | 13           |            |                |               | <b>90</b>    |
| <b>Total</b> |                     |           | <b>14,097</b>   |                 | <b>4,849</b> |            |                |               | <b>7,720</b> |

## .7 Lift and Trail Balance Statement

The trail balance by lift system (Table II.11) portrays the relationship between each of the major lift and trail systems, as well as the proportionate amount of terrain available to each skier/snowboarder skill level in each lift system.

In general, Sun Peaks has an excess of return cycle skiing trail capacity, at 14,060 (plus 470 skiers per day capacity of skiways and transport trails), as compared to a lift capacity of 7,720 skiers per day. Plate II.9 graphically illustrates the relationship between lift and trail capacities for each of Sun Peaks lift systems.

**TABLE II.11  
TRAIL BALANCE BY LIFT SYSTEM**

| Lift No.          | 1        | 2        | 3       | 4       | 5             | 6         | 9         | 10        | 14        | 18A&18B |                |
|-------------------|----------|----------|---------|---------|---------------|-----------|-----------|-----------|-----------|---------|----------------|
| Lift Name         | Burfield | Sunburst | Crystal | Village | West Sundance | Elevation | Morrissey | Morrissey | Beginner  |         |                |
|                   | Express  |          | Chair   | Platter | Bowl          |           | Platter   | Express   | Conveyors |         |                |
| Lift Type         | 4C       | D4C-B    | 3C      | P       | T-B           | D4C       | 4C        | P         | D4C       | 2/MC    |                |
| Lift Capacity     | 430      | 1,860    | 610     | 180     | 220           | 1,780     | 720       | 70        | 1,640     | 210     | Skiers/Day     |
| Trail Capacity    | 1,760    | 3,405    | 1,255   | 180     | 730           | 2,750     | 655       | 60        | 1,925     | 50      | Skiers/Day     |
| Trails:Lifts      | 409%     | 183%     | 206%    | 100%    | 332%          | 154%      | 91%       | 86%       | 117%      | 24%     |                |
| Average Density   | 6.7      | 11.5     | 12.6    | 70.3    | 7.6           | 16.0      | 22.5      | 88.6      | 26.6      | 313.4   | Skiers/Hectare |
| Optimum Density   | 25.3     | 34.5     | 28.6    | 50.0    | 40.0          | 42.3      | 33.3      | 50.0      | 40.6      | 75.0    | Skiers/Hectare |
| Demand VTM        | 6,086    | 4,302    | 5,447   | 1,137   | 3,181         | 3,099     | 4,348     | 600       | 2,812     |         | VTM/Skier/Day  |
| <b>Balance</b>    |          |          |         |         |               |           |           |           |           |         |                |
| Beginner          | 0%       | 0%       | 0%      | 83%     | 0%            | 0%        | 0%        | 100%      | 0%        | 100%    |                |
| Novice            | 0%       | 33%      | 8%      | 17%     | 0%            | 29%       | 0%        | 0%        | 6%        | 0%      |                |
| Low Intermediate  | 0%       | 7%       | 6%      | 0%      | 62%           | 27%       | 0%        | 0%        | 91%       | 0%      |                |
| Intermediate      | 40%      | 0%       | 0%      | 0%      | 38%           | 42%       | 73%       | 0%        | 3%        | 0%      |                |
| High Intermediate | 0%       | 40%      | 58%     | 0%      | 0%            | 2%        | 0%        | 0%        | 0%        | 0%      |                |
| Advanced          | 52%      | 14%      | 11%     | 0%      | 0%            | 1%        | 27%       | 0%        | 0%        | 0%      |                |
| Expert            | 8%       | 7%       | 18%     | 0%      | 0%            | 0%        | 0%        | 0%        | 0%        | 0%      |                |
| Total             | 100%     | 100%     | 100%    | 100%    | 100%          | 100%      | 100%      | 100%      | 100%      | 100%    |                |

**LIFT VS. TRAIL CAPACITY**

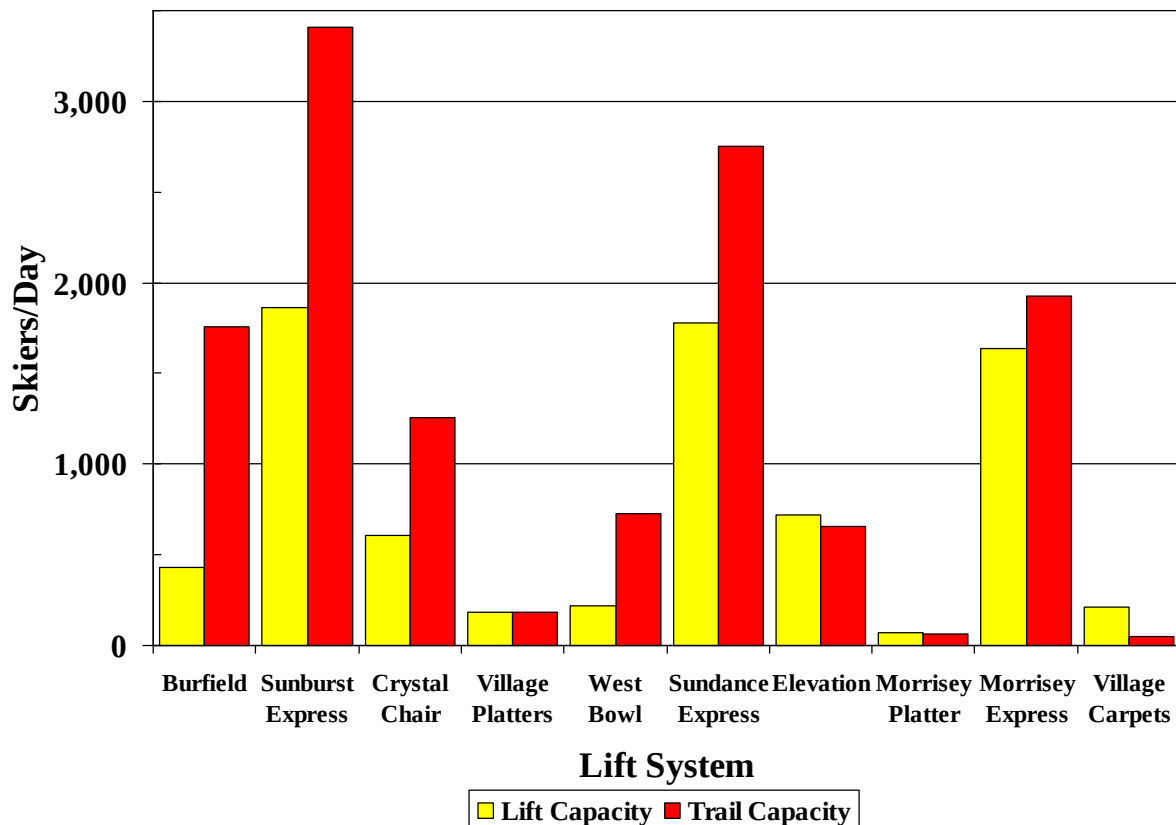


**PLATE II.9**

## **.8 Snowmaking**

Sun Peaks has snowmaking coverage in place at the Village Base area, on Five Mile/Cahilty, Sunrise/Sundance and Coquihalla trails and in the Tube Town tubing zone. This snowmaking system covers a total of approximately 51 hectares to improve skiing, snowboarding and tubing conditions when natural snowpack is limited. The snowmaking coverage is illustrated on the Existing Snowmaking Plan (Figure 7).



*Snowmaking*

The water used for snowmaking is obtained from a 121,100 m<sup>3</sup> (32 MUSG) reservoir located at the 1,750-metre elevation on the northern portion of the Sun Peaks Controlled Recreation Area permit. This reservoir is filled during the spring freshet via a pipeline from the 5 Mile Creek with an intake at the 1,775-metre elevation. The snowmaking distribution lines below the 1,600-metre elevation are gravity fed from this reservoir. Any snowmaking above this critical elevation requires booster pumping, through a pump station installed on the side of the Five-Mile run in 2005.

## **.9 Snow Grooming Equipment**

Machine grooming (snow farming) of ski trails is an essential component of mountain operations, with new grooming techniques revolutionizing many aspects of today's snow resort business. Present industry guidelines recommend the grooming of all trails with beginner to high intermediate skill classifications. Swing, or night

shift grooming has become the rule in the industry, as it allows a longer period for groomed trails to cure (set up) while eliminating hazardous conflicts between skiers and machines. An effective summer grooming program (seeding and mulching) can save appreciable wear and tear on expensive snow grooming equipment, as well as produce earlier opening dates and lower snowmaking costs. Modern snow grooming machines come with many features and a selection of implements are available for optimizing the quality of grooming and the time required to groom the slopes. Quick change hydraulic couplings and attachment fasteners have reduced the time and manpower required to change implements, allowing the groomer to use the right implement for the job, even in changing snow conditions during a single shift. Grooming requirements change over time, due to climatic conditions and the extent of skier traffic on the trail, therefore, a good selection of grooming implements such as all-way blades, power tillers and compactor bars are necessary to increase the efficiency of the grooming fleet and to provide skiers with an ideal snow surface every day.

Sun Peaks presently operates the snow grooming equipment listed in Table II.12. A total of seven front line grooming machines are used for trail grooming and snowmaking, including two winch cats, and one Park Bully used for terrain park grooming.

**TABLE II.12**  
**SUN PEAKS**  
**GROOMING EQUIPMENT INVENTORY 2012/13**

| <b>Machine Number</b> | <b>Year</b> | <b>Make &amp; Model</b> | <b>Specifications</b>                                       |
|-----------------------|-------------|-------------------------|-------------------------------------------------------------|
| 312                   | 2006        | PB 200 Edge             | Chassis S/N WKU5823MA6L011059                               |
| 313                   | 2006        | PB 200 Edge             | Chassis S/N WKU5823MA6L011060 Engine S/N 926.915.00.532.326 |
| 314                   | 2008        | PB 200 Edge             | Chassis S/N WKU5823MA7L011140 Engine S/N 926.929.00.634191  |
| 315                   | 2008        | PB 200 Edge             | Chassis S/N WKU5823MA7L011141 Engine S/N 926.929.00.649321  |
| 316                   | 2009        | PB400 Winch             | Chassis S/N WKU5824CQ9L010355                               |
| 317                   | 2012        | PB400 Park              | Chassis S/N wku5824cqml010759, Engine S/N 22009384          |
| 318                   | 2012        | PB400 Winch             | Chassis S/N wku5824cqml010736, Engine S/N 22009423          |

It is recommended that one fully operable grooming machine be available each nightly shift for every 25 hectares of groomable terrain. Due to the fact that Sun Peaks has more than double the trail capacity compared to lift capacity, it is our recommendation that Sun Peaks groom the trails in skill classes 1 to 3 each night, skill class 4 every second night and skill class 5 every third night. The nightly grooming requirements are listed in Table II.13.

In order to maximize the capital investment in grooming equipment, the fleet is double shifted as much as possible. A relatively new grooming fleet, with an average of less than 6,000 hours per machine, can achieve a machine availability of 90 percent or greater. Sun Peaks current grooming requirements, ***based on one nightly shift***, are shown in the last rows of Table II.13.

**TABLE II.13  
TRAIL GROOMING**

| <b>EXISTING<br/>Groomable Terrain</b> |               | <b>Interval<br/>(Days)</b> | <b>Daily<br/>Grooming</b> |
|---------------------------------------|---------------|----------------------------|---------------------------|
| Class 1                               | 3.5 hectares  | 1                          | 3.5 hectares              |
| Class 2                               | 44.8 hectares | 1                          | 44.8 hectares             |
| Class 3                               | 89.6 hectares | 1                          | 89.6 hectares             |
| Class 4                               | 68.2 hectares | 2                          | 34.1 hectares             |
| Class 5                               | 56.7 hectares | 3                          | 18.9 hectares             |
| Groomable Class 6                     | 28.3 hectares | 7                          | 4.0 hectares              |
| <b>Total</b>                          |               |                            | <b>194.8 hectares</b>     |

|                             |  |                                    |
|-----------------------------|--|------------------------------------|
| <b>Recommended Machines</b> |  | 8 Standard Grooming Machines       |
|                             |  | 1 Winch Equipped Grooming Machines |



*Groomer on Village Street*

As listed in the inventory, Sun Peaks has one machine which is dedicated to the Terrain Park, leaving four normal machines and two winch cats to perform the nightly grooming. Therefore, based upon the above analysis, Sun Peaks would have to double shift three machines to effectively groom the mountain on the schedule as described above. It should be noted that snowmaking places added demands on the grooming fleet and, since the area relies on a certain amount of snowmaking coverage early in the season, we estimate that at times additional grooming time will be required during periods when both snowmaking and grooming are taking place.

The number of skiers serviced by the grooming component of the fleet can be calculated as follows;

#### Normal Machines

| No. of<br>Machines | x | Percent<br>Availability | x | 25 Ha. Per<br>Machine | x | Density<br>Of Area<br>(Classes 1-5) | x | Grooming<br>Interval (Days) | = | Skiers<br>Serviced |
|--------------------|---|-------------------------|---|-----------------------|---|-------------------------------------|---|-----------------------------|---|--------------------|
| 4                  | x | 90%                     | x | 25                    | x | 39.3                                | x | 1.40                        | = | 4,952              |

#### Winch Machines

| No. of<br>Machines | x | Percent<br>Availability | x | 5 Ha. Per<br>Machine | x | Density<br>Of Area | x | Grooming<br>Interval (Days) | + | Class 6&7<br>Not Serviced | = | Skiers<br>Serviced |
|--------------------|---|-------------------------|---|----------------------|---|--------------------|---|-----------------------------|---|---------------------------|---|--------------------|
| 2                  | x | 90%                     | x | 5                    | x | 15                 | x | 7                           | + | 2,080                     | = | 3,025              |

### Maintenance Facility

Sun Peaks has three service bays at the Burfield base and three service bays at mid-mountain. The Burfield service facility encompasses a total of 501 square metres (5,390 square feet) of floorspace and is used mainly for road vehicles. The building is broken into 3 separate areas with Electrical Maintenance occupying 960 sq. ft.; Lift and Vehicle Maintenance occupying 2,493 sq. ft. and Building Maintenance occupying 1,937 sq. ft. The vehicle maintenance portion has two bay entrances, a parts storage area and a lift maintenance area, and encompasses approximately 231 square metres (2,493 square feet). The building maintenance bay is located directly adjacent to the vehicle maintenance bays and encompasses a total of 897 square feet (bay area only).

The mid-mountain facility encompasses a total of 445 square metres (1,528) square feet) on the main level and 44 square metres (144) square feet) in a small mezzanine. The mid-mountain facility is used mainly for snowcat and snowmaking maintenance, and has three double bays.

Normally, an area should have one bay for each snowcat that is approximately 60 square metres (640 square feet) in size, as a rule of thumb. The bays are used for more than just the snowcat fleet and would accommodate lift, vehicle and building maintenance. Snowmaking requires additional space for the maintenance of equipment and hoses, etc.

## .10 Skier Parking

Ecosign has completed an inventory of the surface area and capacities of the existing parking lots at Sun Peaks Resort, as listed in Table II.14.

Parking capacities for Lots 1 to 3 have been calculated assuming a density of 345 cars per hectare. This density can be achieved when the parking lots are well designed and parking attendants are used to ensure people park closely together. For the unsupervised Lots 4 to 6, a density of 250 vehicles per hectare has been assumed. Parking attendants are only used during the peak weekends and holiday periods since the parking lots do not fill to capacity the rest of the time.

Skiers primarily use Lots 1 to 3, as these are in the closest proximity to the lifts. Lots 1 and 3 are also used by mountain employees and employees of the Village businesses. Lot 4 at the Sports Centre is used by skiers on peak days. We have assumed skiers also park in the cross-country Lot 5 to access the Morrissey lift. Assuming an average of 2.5 skiers/snowboarders per vehicle, Lots 1 to 5 are capable of accommodating approximately 3,560 skiers.

**TABLE II.14  
SUN PEAKS RESORT  
PARKING INVENTORY**

| <b>Lot Number</b> | <b>Location</b>               | <b>Area ha.</b> | <b>Cars per ha.</b> | <b>Total Cars</b> | <b>Percent Skiers</b> | <b>Skiers per Car</b> | <b>Skiers</b> |
|-------------------|-------------------------------|-----------------|---------------------|-------------------|-----------------------|-----------------------|---------------|
| P1                | Burfield Base                 | 0.84            | 345                 | 291               | 60%                   | 2.5                   | 437           |
| P2                | Main Day Skier Lot            | 2.93            | 345                 | 1,011             | 100%                  | 2.5                   | 2,528         |
| P3                | Village Day Lodge             | 0.42            | 345                 | 145               | 80%                   | 2.5                   | 290           |
| P4                | Sports Centre                 | 0.24            | 250                 | 60                | 80%                   | 2.5                   | 120           |
| P5                | Cross Country - East Village  | 0.60            | 250                 | 150               | 50%                   | 2.5                   | 188           |
| P6                | Snowmobile Access (Parcel 35) | 0.23            | 250                 | 58                | 0%                    |                       | -             |
| <b>Total</b>      |                               | <b>5.27</b>     |                     | <b>1,715</b>      |                       |                       | <b>3,563</b>  |

## **.11 Resort Accommodation**

Ecosign has prepared an inventory of the public and private accommodation units in place at Sun Peaks Resort for the 2012/13 winter season. In addition, sites that have been serviced and zoned for development are included in the inventory under the proposed category. It is anticipated that build-out of these sites will occur over the next 3 to 7 years. The purpose of this inventory is to identify the current and committed capacity to accommodate visitors in the Sun Peaks resort.

Accommodation projects completed since the 2006 Master Plan update include the Delta Residences and Kookaburra Lodge in Sun Peaks Village, Settler's Crossing and Bridge Gate tourist accommodation adjacent to the golf course and the ski-in/ski-out Lookout Ridge single family subdivision.

Table II.15 contains a list of all the properties contained in this inventory. The percentage of units and bed units for each development parcel that are located within skier/snowboarder walking distance (SWD) of the lifts is also identified. Skier walking distance is defined as the distance a person walking in ski boots and carrying ski equipment can comfortably walk in 10 minutes. Assuming a walking speed of 2.7 km/hr., this translates into a distance of 450 metres over level ground. For each 10 metres of vertical grade change, the SWD is reduced by 40 metres. Skier walking distance is measured from the base of the valley lifts or from the edge of a ski trail that can be used to ski down to a valley lift. Some of the properties that are currently beyond SWD of the existing lifts will be within walking distance of future lifts proposed in this Master Plan.

As outlined in Table II.15, there are currently a total of 1,723 accommodation units at Sun Peaks Resort, containing 6,771 bed units. Once construction is complete in the serviced developed parcels in the Village and the existing subdivisions, Sun Peaks will contain a total of 2,061 units and 8,335 bed units. A summary of the existing and proposed development by unit type is contained in Table II.16. Approximately 52 percent of the existing accommodation is public and consists of the hotels and condotels in Sun Peaks Village, as well as seven tourist accommodation developments east of the Village. Although all the accommodation parcels with Tourist Accommodation zoning allow nightly rentals, only those properties that have a rental management covenant requiring nightly rentals are classified as public accommodation in this table. The private beds are split relatively evenly between townhouse and single-family/duplex dwellings.

Figure 8 graphically illustrates the Sun Peaks Existing Base Area Land Use and Figure 9 illustrates the Existing Village Area Plan.

**TABLE II.15  
EXISTING AND COMMITTED ACCOMMODATION INVENTORY**

| PARCEL                                          | DEVELOPMENT            | UNITS    |          |       | B.U.'s<br>per Unit | BED UNITS |          |       | Walk/Ski<br>to Lifts |
|-------------------------------------------------|------------------------|----------|----------|-------|--------------------|-----------|----------|-------|----------------------|
|                                                 | TYPE                   | Existing | Proposed | Total |                    | Existing  | Proposed | Total |                      |
| PRE-DEVELOPMENT AGREEMENT                       |                        |          |          |       |                    |           |          |       |                      |
| Public Accommodation                            |                        |          |          |       |                    |           |          |       |                      |
| Alpine Road Site                                | Tourist Accom.         |          | 64       | 64    | 4.0                |           | 256      | 256   | 100%                 |
| Public Accommodation Total                      |                        |          | 64       | 64    | 4.0                |           | 256      | 256   | 100%                 |
| Private Accommodation                           |                        |          |          |       |                    |           |          |       |                      |
| 1-Burfield Heights                              | Multi-family           | 36       | -        | 36    | 4.0                | 144       | -        | 144   | 100%                 |
| Burfield Drive                                  | Duplex, Triplex        | 71       | 28       | 99    | 5.0                | 358       | 137      | 495   | 37%                  |
| Burfield Cabins                                 | Employee Housing       | 6        | -        | 6     | 2.0                | 12        | -        | 12    | 100%                 |
| Private Accommodation Total                     |                        | 113      | 28       | 141   | 4.6                | 514       | 137      | 651   | 99%                  |
| PRE-DEVELOPMENT AGREEMENT TOTALS                |                        | 113      | 92       | 205   | 4.4                | 514       | 393      | 907   | 99%                  |
| PHASE 1 & 2A (1994-2012 DEVELOPMENT PARCELS)    |                        |          |          |       |                    |           |          |       |                      |
| Public Accommodation                            |                        |          |          |       |                    |           |          |       |                      |
| A-Sundance Lodge                                | Condotel               | 84       |          | 84    | 2.2                | 186       |          | 186   | 100%                 |
| B - Hearthstone Lodge                           | Condotel               | 70       |          | 70    | 2.5                | 172       |          | 172   | 100%                 |
| C - Undeveloped                                 | Condotel               |          | 47       | 47    | 2.5                |           | 117      | 117   | 100%                 |
| D - Stumbock's Sun Peaks Lodge                  | Hotel                  | 44       |          | 44    | 1.7                | 74        |          | 74    | 100%                 |
| F/G/H - Delta Sun Peaks                         | Hotel                  | 220      |          | 220   | 2.6                | 580       |          | 580   | 100%                 |
| I/J - The Residences                            | Condotel               | 41       |          | 41    | -                  | 216       |          | 216   | 100%                 |
| K-N.G's Cahilty Lodge                           | Condotel               | 126      |          | 126   | 2.9                | 362       |          | 362   | 100%                 |
| L-Heffley Inn                                   | Hotel                  | 26       |          | 26    | 2.3                | 59        |          | 59    | 100%                 |
| M - Fireside Inn                                | Condotel               | 72       |          | 72    | 2.9                | 211       |          | 211   | 100%                 |
| N/Q - Kookaburra Lodge                          | Condotel               | 17       | 28       | 45    | 3.0                | 108       | 178      | 286   | 100%                 |
| Village Core Subtotal                           |                        | 700      | 75       | 775   | 2.9                | 1,968     | 295      | 2,263 | 100%                 |
| 4-Horie Sunlodge                                | Pension                | 1        |          | 1     | 20.0               | 20        |          | 20    | 100%                 |
| 7-The Pinnacles                                 | Pension                | 2        |          | 2     | 20.0               | 40        |          | 40    | 0%                   |
| 33 - Bridge Gate                                | Tourist Accom.         | 16       |          | 16    | 9.6                | 153       |          | 153   | 0%                   |
| 39-Snow Creek Villas                            | Tourist Accom.         | 52       |          | 52    | 3.6                | 185       |          | 185   | 100%                 |
| 40-Timberline Village                           | Tourist Accom.         | 60       |          | 60    | 3.2                | 192       |          | 192   | 100%                 |
| 47-Crystal Forest                               | Tourist Accom.         | 72       |          | 72    | 3.3                | 238       |          | 238   | 100%                 |
| 48 - Trapper's Landing                          | Tourist Accom.         | 40       |          | 40    | 6.0                | 238       |          | 238   | 100%                 |
| 59 - Stone's Throw                              | Tourist Accom.         | 60       |          | 60    | 3.8                | 230       |          | 230   | 100%                 |
| 60 - Settler's Crossing                         | Tourist Accom.         | 76       |          | 76    | 3.4                | 257       |          | 257   | 100%                 |
| Outside Village Subtotal                        |                        | 379      | -        | 379   | 4.1                | 1,553     | -        | 1,553 | 97%                  |
| Public Accommodation Added, 1994-2011           |                        | 1,079    | 75       | 1,154 | 3.3                | 3,521     | 295      | 3,816 | 99%                  |
| Sub-total Public Accommodation at Summer 2011   |                        | 1,079    | 139      | 1,218 | 3.3                | 3,521     | 551      | 4,072 | 99%                  |
| Private Accommodation                           |                        |          |          |       |                    |           |          |       |                      |
| 5A - Alpine Greens                              | Multi-family           | 26       |          | 26    | 3.7                | 96        |          | 96    | 0%                   |
| 5B - The Peaks                                  | Multi-family           | 32       |          | 32    | 4.0                | 129       |          | 129   | 50%                  |
| 6 - Sun Mountain Villas                         | Multi-family           | 24       |          | 24    | 3.5                | 84        |          | 84    | 0%                   |
| 31 - Woodhaven                                  | Tourist Accom.         | 48       |          | 48    | 6.0                | 289       |          | 289   | 100%                 |
| 42 - Forest Trails                              | Multi-family           | 36       |          | 36    | 3.8                | 138       |          | 138   | 100%                 |
| 43 - Powder Ridge                               | Multi-family           | 7        |          | 7     | 7.0                | 49        |          | 49    | 100%                 |
| 18 - McGillivray Creek                          | Multi-family           | 40       |          | 40    | 4.7                | 189       |          | 189   | 100%                 |
| 46 - Trail's Edge                               | Tourist Accom.         | 58       |          | 58    | 6.8                | 393       |          | 393   | 100%                 |
| 37 - Whispering Pines/Little Shuswap            | Employee Housing       | 49       | 50       | 99    | 3.0                | 154       | 150      | 304   | 100%                 |
| 8 - Fairway Cabins/Cottages                     | Single Family - Strata | 51       |          | 51    | 5.0                | 255       |          | 255   | 0%                   |
| 9 - Sunburst Estates                            | Single Family          | 37       | 1        | 38    | 6.0                | 222       | 6        | 228   | 40%                  |
| 10 - Mountain View                              | Single Family          | 11       | 34       | 45    | 6.0                | 66        | 204      | 270   | 0%                   |
| 11 - The Fairways                               | Single Family          | 49       | 20       | 69    | 6.0                | 294       | 120      | 414   | 0%                   |
| 28 - Lookout Ridge                              | Single Family          | 5        | 42       | 47    | 6.0                | 30        | 252      | 282   | 0%                   |
| 44 - Sundance Estates                           | Single Family          | 42       | 9        | 51    | 6.0                | 252       | 54       | 306   | 100%                 |
| 45 - Bella Vista                                | SF - Bare Land Strata  | 16       | 15       | 31    | 6.0                | 96        | 90       | 186   | 100%                 |
| Private Accommodation Added, 1994-2011          |                        | 531      | 171      | 702   | 5.1                | 2,736     | 876      | 3,612 | 47%                  |
| Sub-total Private Accommodation at Summer 2012  |                        | 644      | 199      | 843   | 5.1                | 3,250     | 1,013    | 4,263 | 55%                  |
| Total Existing & Committed Accommodation - 2011 |                        | 1,723    | 338      | 2,061 | 4.0                | 6,771     | 1,564    | 8,335 | 77%                  |

1. Note: Committed includes all parcels that have been zoned, subdivided and are fully serviced



*Sun Peaks Resort Village and surrounding accommodation*

**TABLE II.16  
SUN PEAKS RESORT  
SUMMARY OF ACCOMMODATION**

|                        | EXISTING     |              |                 | EXISTING & COMMITTED |              |                 |
|------------------------|--------------|--------------|-----------------|----------------------|--------------|-----------------|
|                        | Units        | Bed Units    | Percent of BU's | Units                | Bed Units    | Percent of BU's |
| Hotel/Condotel         | 700          | 1,968        | 29%             | 775                  | 2,263        | 27%             |
| Tourist Accommodation  | 376          | 1,493        | 22%             | 440                  | 1,749        | 21%             |
| Pension/B& B           | 3            | 60           | 1%              | 3                    | 60           | 1%              |
| <b>Total Public</b>    | <b>1,079</b> | <b>3,521</b> | <b>52%</b>      | <b>1,218</b>         | <b>4,072</b> | <b>49%</b>      |
| Single-Family & Duplex | 282          | 1,573        | 23%             | 431                  | 2,436        | 29%             |
| Multi-Family           | 307          | 1,511        | 22%             | 307                  | 1,511        | 18%             |
| Employee               | 55           | 166          | 2%              | 105                  | 316          | 7%              |
| <b>Total Private</b>   | <b>644</b>   | <b>3,250</b> | <b>48%</b>      | <b>843</b>           | <b>4,263</b> | <b>51%</b>      |
| <b>TOTAL</b>           | <b>1,723</b> | <b>6,771</b> | <b>100%</b>     | <b>2,061</b>         | <b>8,335</b> | <b>100%</b>     |

## Skiers from Accommodation

By making assumptions of bed unit occupancy and skier participation rates, we can determine the estimated visitors generated by the on-mountain accommodation. We have assumed the rates outlined in Table II.17 for a typical weekend day during the peak winter season. Higher occupancy rates may be experienced during the Christmas and American President's week break school holidays.

**TABLE II.17**  
**BED UNIT OCCUPANCY AND SKIER PARTICIPATION RATES**

| ASSUMPTIONS            | Unit<br>Occupancy | Bed Unit<br>Occupancy | Bed Unit<br>Yield | Percent<br>Skiers | Skier<br>Yield |
|------------------------|-------------------|-----------------------|-------------------|-------------------|----------------|
| Hotel/Condotel/Pension | 95%               | 80%                   | 76%               | 80%               | 61%            |
| Tourist Accommodation  | 90%               | 80%                   | 72%               | 80%               | 58%            |
| Multi-family           | 80%               | 75%                   | 60%               | 70%               | 42%            |
| Single Family/Duplex   | 70%               | 75%                   | 53%               | 70%               | 37%            |
| Employee               | 100%              | 95%                   | 95%               | 25%               | 24%            |

Using the skier yields outlined in Table II.17, the skiers generated from on-mountain accommodation on a typical peak winter weekend day is estimated at 3,345 for the 2012/13 season and 6,096 when buildout of the serviced development parcels is complete, as shown in Table II.18.

**TABLE II.18**  
**SUN PEAKS RESORT**  
**SKIERS GENERATED FROM ON-MOUNTAIN ACCOMMODATION**

|                        | EXISTING     |                      |                          |                   |              | EXISTING & COMMITTED |                      |                          |                   |              |
|------------------------|--------------|----------------------|--------------------------|-------------------|--------------|----------------------|----------------------|--------------------------|-------------------|--------------|
|                        | Bed<br>Units | Bed<br>Unit<br>Yield | Over-<br>night<br>Guests | Percent<br>Skiers | Skiers       | Bed<br>Units         | Bed<br>Unit<br>Yield | Over-<br>night<br>Guests | Percent<br>Skiers | Skiers       |
| Hotel/Condotel         | 1,968        | 76%                  | 1,496                    | 80%               | 1,197        | 2,263                | 76%                  | 1,720                    | 80%               | 1,810        |
| Tourist Accommodation  | 1,493        | 72%                  | 1,075                    | 80%               | 860          | 1,749                | 72%                  | 1,259                    | 80%               | 1,399        |
| Pension/B& B           | 60           | 76%                  | 46                       | 80%               | 36           | 60                   | 76%                  | 46                       | 80%               | 48           |
| <b>Total Public</b>    | <b>3,521</b> | <b>74%</b>           | <b>2,616</b>             | <b>80%</b>        | <b>2,093</b> | <b>4,072</b>         | <b>74%</b>           | <b>3,025</b>             | <b>80%</b>        | <b>3,258</b> |
| Single Family & Duplex | 1,573        | 53%                  | 826                      | 70%               | 578          | 2,436                | 60%                  | 1,462                    | 70%               | 1,705        |
| Multi-Family           | 1,511        | 60%                  | 907                      | 70%               | 635          | 1,511                | 53%                  | 793                      | 70%               | 1,058        |
| Employee               | 166          | 95%                  | 158                      | 25%               | 39           | 316                  | 95%                  | 300                      | 25%               | 75           |
| <b>Total Private</b>   | <b>3,250</b> | <b>58%</b>           | <b>1,890</b>             | <b>66%</b>        | <b>1,252</b> | <b>4,263</b>         | <b>60%</b>           | <b>2,555</b>             | <b>67%</b>        | <b>2,838</b> |
| <b>TOTAL</b>           | <b>6,771</b> | <b>49%</b>           | <b>4,506</b>             | <b>74%</b>        | <b>3,345</b> | <b>8,335</b>         | <b>67%</b>           | <b>5,580</b>             | <b>73%</b>        | <b>6,096</b> |

Of the 3,345 skiers/snowboarders from on-mountain accommodation on a typical weekend during 2012/2013, 82 percent, or 2,762 skiers may originate from accommodation within walking distance of the lifts or a ski trail leading to the lifts. The remaining 590 skiers would be beyond a comfortable walking distance and would most likely drive to one of the day skier parking lots.

## .12 Base Area Staging Capacity

The base area staging capacity is the number of skiers the base area can supply to the mountain. For this process, skiers are divided into two groups: “Day Skiers”, who are skiers that originate from outside the area and are coming to ski for one day only, and “Overnight Skiers”, who are skiers generated from accommodation within the resort. Overnight Skiers are further divided into those staying in ski-in/ski-out accommodation close to the lift bases and those who must drive or take public transportation to get to the ski lifts. If overnight skiers use their car to get to the lifts, there will be less parking available for day skiers from outside the resort.

At Sun Peaks, there currently isn’t a public transit system to move skiers from their accommodation to the lifts, so skiers staying beyond an easy walk of a lift or ski trail leading to a lift will likely drive to one of the skier parking lots. Therefore the theoretical base area staging capacity is the sum of those skiers staying in ski-in/ski-out accommodation and the skiers that can park in the skier parking lots; approximately 6,325 skiers as shown in Table II.19. A peak day of 6,866 skiers (8% above the theoretical base area capacity) occurred during the 2007 Christmas vacation period. The skier yield in the private accommodation was probably slightly higher than the rates assumed in Table II.17 on that particular day.

**TABLE II.19  
SUN PEAKS RESORT  
EXISTING BASE AREA STAGING CAPACITY**

|                                                            |              |
|------------------------------------------------------------|--------------|
| Skiers from accommodation within walking distance of lifts | 2,762        |
| Skiers from parking                                        | 3,563        |
| <b>Total Skiers</b>                                        | <b>6,325</b> |

## .13 Skier/Snowboarder Service Floorspace

Skier/snowboarder service functions are facilities specifically related to the operation and management of the resort area and can be grouped into three main categories including:

**Staging Facilities:** Those facilities required by skiers when first arriving at the resort;

**Commercial Facilities:** Those facilities required by skiers once they have staged up the mountain; and,

**Operational Facilities:** Those facilities required in the management and operation of the resort.

Staging facilities include ticket sales, public lockers, equipment rental and repair, ski/snowboard school, nursery/daycare, and accessory retail sales (related to the operation of the area only). Commercial facilities include food service seating (including bar seating), kitchen and food storage, and restrooms. Operational facilities include administration space, employee lockers, and first aid and patrol.

### Existing Skier Services Floorspace Inventory

In 1977, the United States Forest Service performed a detailed inventory of skier service facilities at Western U.S. resorts. This inventory was tabulated and broken down into 12 service functions. Ecosign has since updated this database using the U.S.F.S. format to provide current skier service standards for both North American and European day ski areas, regional resorts and destination resorts.

With the help of staff at Sun Peaks, we have prepared an inventory of the skier service facilities at Sun Peaks Resort. Sun Peaks supplied Ecosign with plans of each of the skier service buildings at the resort. The existing built floor area has been allocated to the 12 primary skier service functions, as summarized in Table II.20.

Buildings owned by the Sun Peaks Resort Corporation have a total floor area of approximately 5,800 square metres. Of this total, approximately 460 square metres are leased to other users including Sun Peaks Utility Company Ltd., the Laundromat and the RCMP. Currently, the Resort only has one on-mountain restaurant, the Sunburst Lodge, which is located at the top of the Sunburst Express chairlift. The remainder of the skier service floorspace is located at the base of the mountain either at the Burfield Base or in the Sun Peaks Village. Most of the skier staging facilities are provided in the Village Daylodge, Bento's Lodge and a few smaller buildings in their immediate vicinity. SPRC also leases space for retail equipment, rental and repair in the Time to Ride shop in Sundance Lodge and the Elevation shop in the Delta Sun Peaks. Only the rental component of these stores has been included in our analysis since the retail component is really part of the overall village commercial experience for destination guests. The total skier service space currently utilized by SPRC is 5,429 square metres.

**TABLE II.20  
SUN PEAKS RESORT  
SKIER SERVICE FLOOR AREA INVENTORY**

|                                         | Burfield<br>Lodge<br>m <sup>2</sup> | Bento's<br>Lodge<br>m <sup>2</sup> | Bento's<br>Trailer<br>m <sup>2</sup> | Village<br>Daylodge<br>m <sup>2</sup> | Child<br>Minding<br>m <sup>2</sup> | Health<br>Hut<br>m <sup>2</sup> | School<br>House<br>m <sup>2</sup> | Sunburst<br>Lodge<br>m <sup>2</sup> | Staff<br>Accom.<br>m <sup>2</sup> | Top Of<br>Burfield<br>m <sup>2</sup> | TOTAL<br>SPRC<br>Owned | Time<br>2 Ride<br>m <sup>2</sup> | Elevation<br>Rentals<br>m <sup>2</sup> | TOTAL<br>SPRC<br>Used |
|-----------------------------------------|-------------------------------------|------------------------------------|--------------------------------------|---------------------------------------|------------------------------------|---------------------------------|-----------------------------------|-------------------------------------|-----------------------------------|--------------------------------------|------------------------|----------------------------------|----------------------------------------|-----------------------|
| <b>Staging Facilities</b>               |                                     |                                    |                                      |                                       |                                    |                                 |                                   |                                     |                                   |                                      |                        |                                  |                                        |                       |
| Ticket Sales                            | 2                                   | 11                                 | -                                    | 22                                    | -                                  | -                               | -                                 | -                                   | -                                 | -                                    | 35                     | -                                | -                                      | 35                    |
| Public Lockers                          | 62                                  | -                                  | -                                    | 114                                   | -                                  | -                               | -                                 | -                                   | -                                 | -                                    | 176                    | -                                | -                                      | 176                   |
| Equipment Rental & Repair               | -                                   | -                                  | 90                                   | 210                                   | -                                  | -                               | -                                 | -                                   | -                                 | -                                    | 300                    | 50                               | 51                                     | 400                   |
| Ski School/Guest Services               | -                                   | -                                  | -                                    | 109                                   | -                                  | -                               | 60                                | -                                   | -                                 | -                                    | 169                    | -                                | -                                      | 169                   |
| Day Care                                | -                                   | -                                  | -                                    | -                                     | 307                                | -                               | -                                 | -                                   | -                                 | -                                    | 307                    | -                                | -                                      | 307                   |
| <b>Sub-total Staging Facilities</b>     | <b>64</b>                           | <b>11</b>                          | <b>90</b>                            | <b>455</b>                            | <b>307</b>                         | <b>-</b>                        | <b>60</b>                         | <b>-</b>                            | <b>-</b>                          | <b>-</b>                             | <b>986</b>             | <b>50</b>                        | <b>51</b>                              | <b>1,087</b>          |
| <b>Commercial Facilities</b>            |                                     |                                    |                                      |                                       |                                    |                                 |                                   |                                     |                                   |                                      |                        |                                  |                                        |                       |
| Food & Beverage Seating                 | -                                   | 429                                | -                                    | 236                                   | -                                  | -                               | 60                                | 87                                  | -                                 | -                                    | 812                    | -                                | -                                      | 812                   |
| Kitchen & Scramble                      | -                                   | 224                                | -                                    | 204                                   | -                                  | -                               | 11                                | 59                                  | -                                 | -                                    | 497                    | -                                | -                                      | 497                   |
| Rest Rooms                              | 24                                  | 44                                 | -                                    | 86                                    | -                                  | -                               | 7                                 | 31                                  | -                                 | -                                    | 192                    | -                                | -                                      | 192                   |
| Accessory Retail Sales                  | -                                   | -                                  | -                                    | 81                                    | -                                  | -                               | -                                 | -                                   | -                                 | -                                    | 81                     | -                                | -                                      | 81                    |
| <b>Sub-total Commercial Facilities</b>  | <b>24</b>                           | <b>697</b>                         | <b>-</b>                             | <b>607</b>                            | <b>-</b>                           | <b>-</b>                        | <b>78</b>                         | <b>176</b>                          | <b>-</b>                          | <b>-</b>                             | <b>1,583</b>           | <b>-</b>                         | <b>-</b>                               | <b>1,583</b>          |
| <b>Operational Facilities</b>           |                                     |                                    |                                      |                                       |                                    |                                 |                                   |                                     |                                   |                                      |                        |                                  |                                        |                       |
| First Aid & Ski Patrol                  | -                                   | 76                                 | -                                    | -                                     | -                                  | 35                              | -                                 | -                                   | -                                 | 4                                    | 115                    | -                                | -                                      | 115                   |
| Administration                          | 295                                 | -                                  | -                                    | 136                                   | 72                                 | -                               | -                                 | 7                                   | 129                               | -                                    | 639                    | -                                | -                                      | 639                   |
| Employee Lockers                        | -                                   | 170                                | -                                    | 52                                    | 82                                 | -                               | -                                 | -                                   | -                                 | -                                    | 303                    | -                                | -                                      | 303                   |
| <b>Sub-total Operational Facilities</b> | <b>295</b>                          | <b>245</b>                         | <b>-</b>                             | <b>189</b>                            | <b>153</b>                         | <b>35</b>                       | <b>-</b>                          | <b>7</b>                            | <b>129</b>                        | <b>4</b>                             | <b>1,057</b>           | <b>-</b>                         | <b>-</b>                               | <b>1,057</b>          |
| <b>Sub-total Functional Facilities</b>  | <b>383</b>                          | <b>953</b>                         | <b>90</b>                            | <b>1,250</b>                          | <b>460</b>                         | <b>35</b>                       | <b>138</b>                        | <b>183</b>                          | <b>129</b>                        | <b>4</b>                             | <b>3,625</b>           | <b>50</b>                        | <b>51</b>                              | <b>3,726</b>          |
| Storage                                 | 122                                 | 7                                  | -                                    | 49                                    | 11                                 | -                               | 15                                | 42                                  | 59                                | -                                    | 304                    | -                                | -                                      | 304                   |
| Circ./Walls/Waste/Mech.                 | 344                                 | 107                                | -                                    | 623                                   | 63                                 | -                               | 16                                | 162                                 | 84                                | -                                    | 1,399                  | -                                | -                                      | 1,399                 |
| <b>Total Skier Service Space</b>        | <b>848</b>                          | <b>1,067</b>                       | <b>90</b>                            | <b>1,921</b>                          | <b>534</b>                         | <b>35</b>                       | <b>169</b>                        | <b>387</b>                          | <b>272</b>                        | <b>4</b>                             | <b>5,328</b>           | <b>50</b>                        | <b>51</b>                              | <b>5,429</b>          |
| SPRC Gross Building Area                | 1,103                               | 1,067                              | 90                                   | 1,921                                 | 534                                | 35                              | 169                               | 387                                 | 479                               | 4                                    | 5,790                  |                                  |                                        |                       |
| Non Skier Service Uses                  | 255                                 | -                                  | -                                    | -                                     | -                                  | -                               | -                                 | -                                   | 207                               | -                                    | 462                    |                                  |                                        |                       |

In addition to the skier service space provided by Sun Peaks, two other shops within the village (Jardines and McSporties) offer ski and snowboard equipment rentals. These two shops provide an additional 128 square metres of rental equipment space. Many of the village restaurants and fast food outlets are open and serve skiers during the lunch period, because of the proximity of the village and the ski slopes. The total floor space dedicated to food and beverage outlets in the village that are open during the lunch hour period is 2,177 m<sup>2</sup>. When the village equipment rental space and food and beverage outlets are included, the total skier service space at Sun Peaks Resort is 7,734 square metres, as shown in Table II.21.

**TABLE II.21  
SUN PEAKS RESORT  
SKIER SERVICE SPACE INVENTORY  
INCLUDING OTHER RENTAL OPERATORS  
AND FOOD & BEVERAGE OUTLETS OPEN FOR LUNCH**

|                                         | <b>TOTAL<br/>SPRC<br/>Owned</b> | <b>TOTAL<br/>SPRC<br/>Used</b> | <b>Jardines<br/>m<sup>2</sup></b> | <b>McSporties<br/>m<sup>2</sup></b> | <b>Village<br/>F&amp;B<br/>m<sup>2</sup></b> | <b>Total<br/>Skier<br/>Service</b> |
|-----------------------------------------|---------------------------------|--------------------------------|-----------------------------------|-------------------------------------|----------------------------------------------|------------------------------------|
| <b>Staging Facilities</b>               |                                 |                                |                                   |                                     |                                              |                                    |
| Ticket Sales                            | 35                              | 35                             | -                                 | -                                   |                                              | 35                                 |
| Public Lockers                          | 176                             | 176                            | -                                 | -                                   |                                              | 176                                |
| Equipment Rental & Repair               | 300                             | 400                            | 88                                | 40                                  |                                              | 528                                |
| Ski School/Guest Services               | 169                             | 169                            | -                                 | -                                   |                                              | 169                                |
| Day Care                                | 307                             | 307                            | -                                 | -                                   |                                              | 307                                |
| <b>Sub-total Staging Facilities</b>     | <b>986</b>                      | <b>1,087</b>                   | <b>88</b>                         | <b>40</b>                           |                                              | <b>1,215</b>                       |
| <b>Commercial Facilities</b>            |                                 |                                |                                   |                                     |                                              |                                    |
| Food & Beverage Seating                 | 812                             | 812                            | -                                 | -                                   | 1,451                                        | 2,263                              |
| Kitchen & Scramble                      | 497                             | 497                            | -                                 | -                                   | 726                                          | 1,223                              |
| Rest Rooms                              | 192                             | 192                            | -                                 | -                                   |                                              | 192                                |
| Accessory Retail Sales                  | 81                              | 81                             | -                                 | -                                   |                                              | 81                                 |
| <b>Sub-total Commercial Facilities</b>  | <b>1,583</b>                    | <b>1,583</b>                   | <b>-</b>                          | <b>-</b>                            | <b>2,177</b>                                 | <b>3,760</b>                       |
| <b>Operational Facilities</b>           |                                 |                                |                                   |                                     |                                              |                                    |
| First Aid & Ski Patrol                  | 115                             | 115                            | -                                 | -                                   |                                              | 115                                |
| Administration                          | 639                             | 639                            | -                                 | -                                   |                                              | 639                                |
| Employee Lockers                        | 303                             | 303                            | -                                 | -                                   |                                              | 303                                |
| <b>Sub-total Operational Facilities</b> | <b>1,057</b>                    | <b>1,057</b>                   | <b>-</b>                          | <b>-</b>                            |                                              | <b>1,057</b>                       |
| <b>Sub-total Functional Facilities</b>  | <b>3,625</b>                    | <b>3,726</b>                   | <b>88</b>                         | <b>40</b>                           | <b>2,177</b>                                 | <b>6,031</b>                       |
| Storage                                 | 304                             | 304                            | -                                 | -                                   |                                              | 304                                |
| Circ./Walls/Waste/Mech.                 | 1,399                           | 1,399                          | -                                 | -                                   |                                              | 1,399                              |
| <b>Total Skier Service Space</b>        | <b>5,328</b>                    | <b>5,429</b>                   | <b>88</b>                         | <b>40</b>                           | <b>2,177</b>                                 | <b>7,734</b>                       |



*Sunburst Lodge Mountain Restaurant*



*Village Daylodge*

## Skier Service Space Analysis

Table II.22 lists Ecosign's planning standards for the amount of skier service space recommended per skier for each of the 12 basic skier service functions at a day skier area and a destination resort and also shows the average of these two standards. In addition to the functional space, at least 15% more floor area is required to allow for circulation space and mechanical and electrical equipment rooms. Usually another 10% is provided as storage space. These standards have been developed over several years and incorporate data from destination resorts in Europe, North America and Asia, and are used as a benchmark to evaluate the existing services at a resort. These planning standards are average requirements. Since each ski resort caters to a unique market, adjustments to the standards may be required to meet demand for specific services. For instance an area with a large amount of ski-in/ski-out accommodation, where it is easy for guests to return to their lodging for lunch would not need as much food service seating as an area where it was inconvenient for skiers to return to their lodging for lunch. Similarly an area with a high proportion of beginner skiers would need much more space dedicated to equipment rental and ski school facilities than the average resort.

**TABLE II.22**  
**SUN PEAKS RESORT**  
**SKIER SERVICE FLOOR AREA STANDARDS**

| Guest Service Function                        | Square Metres Per Skier |              |              |
|-----------------------------------------------|-------------------------|--------------|--------------|
|                                               | Ski Area                | Average      | Resort Area  |
| <b>Staging Facilities</b>                     |                         |              |              |
| Ticket Sales                                  | 0.009                   | 0.012        | 0.014        |
| Public Lockers                                | 0.065                   | 0.088        | 0.111        |
| Equipment & Repair                            | 0.074                   | 0.084        | 0.093        |
| Guest Services/Ski School                     | 0.023                   | 0.035        | 0.046        |
| Children's Programs                           | 0.033                   | 0.039        | 0.046        |
| <b>Commercial Facilities</b>                  |                         |              |              |
| Food Service Seating                          | 0.300                   | 0.336        | 0.372        |
| Kitchen & Scramble                            | 0.150                   | 0.168        | 0.186        |
| Restrooms                                     | 0.075                   | 0.084        | 0.093        |
| Accessory/Retail Sales                        | 0.037                   | 0.053        | 0.070        |
| <b>Operational Facilities</b>                 |                         |              |              |
| Administration                                | 0.056                   | 0.074        | 0.093        |
| Employee Facilities                           | 0.028                   | 0.037        | 0.046        |
| First Aid & Ski Patrol                        | 0.023                   | 0.028        | 0.033        |
| <b>Subtotal all Facilities</b>                | <b>0.873</b>            | <b>1.038</b> | <b>1.203</b> |
| Storage @ 10%                                 | 0.087                   | 0.104        | 0.120        |
| Circ./Walls/Waste/Mech. @ 15%                 | 0.131                   | 0.156        | 0.180        |
| <b>Total Gross Floor Area (m<sup>2</sup>)</b> | <b>1.092</b>            | <b>1.298</b> | <b>1.504</b> |

Table II.23, the Existing Skier Service Floorspace Analysis, compares the existing skier service space used by Sun Peaks Resort Corporation with Ecosign's planning standards for destination resorts. This analysis has been carried out assuming a design day of 5,100 skiers, which represents the average of the top 10 busiest days recorded during the past 5 ski seasons (See section III, as somewhat less than the area's Skier Carrying Capacity of 7,720 skiers. A design day representing the average of the top 10 busiest days is used to evaluate the facilities, as it is not practical to build facilities to meet the requirements of peak day levels that may only be achieved once or twice per season. If the facilities are built to meet the design day, they can be expected to be exceeded on average 5 times per season. On these days, the skier service facilities would seem somewhat overcrowded, but could still function.

As listed in Table II.23, Sun Peaks Resort presently provides approximately 60% percent of the recommended functional space for a destination ski area, based on Ecosign's standards. This table indicates shortages in most of the 12 skier service categories. Areas that appear to have more than adequate space are children's programs, employee lockers and administration space. However, since Sun Peaks is recognized as a family area, a larger than average children's facility is needed. Similarly, although the analysis indicates a shortage in ticket sales space, due to the high number of season's passes and the fact that a high proportion of the destination skiers receive their tickets as part of a package from the hotel front desks, ticket sales floor area is actually not in short supply.

As mentioned previously, since the commercial space in the Village at Sun Peaks is so convenient for skiers, third party commercial operators are fulfilling some of the skier service requirements. Table II. 24 repeats the skier service space analysis with the inclusion of the facilities offered by other village businesses. The rental space that is owned and/or operated by Sun Peaks appears to be under-sized for the design day, however when the rental space provided by other operators is included, there is a slight surplus.

**TABLE II.23  
EXISTING SKIER SERVICE FLOORSPEACE ANALYSIS  
SPACE USED BY SPRC**

*Skier Carrying Capacity = 7,720 Skiers*  
*Design Day = 5,100 Skiers (Average of Top 10 - Last 5 Years)*  
*Peak Day 2007/08 6,866 Skiers*

| Skier Service Function                 | Existing Area<br>Used by SPRC    |                                | ECOSIGN STANDARDS                       |                                           |                                         |                             | Theo.<br>Skiers<br>Served<br>by SPRC<br>Space |
|----------------------------------------|----------------------------------|--------------------------------|-----------------------------------------|-------------------------------------------|-----------------------------------------|-----------------------------|-----------------------------------------------|
|                                        | Floor<br>Space<br>m <sup>2</sup> | m <sup>2</sup><br>per<br>skier | Theo.<br>m <sup>2</sup><br>per<br>skier | Theo.<br>Req'd<br>Space<br>m <sup>2</sup> | +/-<br>Req'd<br>Space<br>m <sup>2</sup> | %<br>of<br>Ecosign<br>Stds. |                                               |
| <b>Staging Facilities</b>              |                                  |                                |                                         |                                           |                                         |                             |                                               |
| Ticket Sales                           | 35                               | 0.007                          | 0.014                                   | 71                                        | (36)                                    | 49%                         | 2,519                                         |
| Public Lockers                         | 176                              | 0.035                          | 0.111                                   | 569                                       | (392)                                   | 31%                         | 1,581                                         |
| Equipment Rental & Repair              | 400                              | 0.078                          | 0.093                                   | 474                                       | (74)                                    | 84%                         | 4,308                                         |
| Ski School/Guest Services              | 169                              | 0.033                          | 0.046                                   | 237                                       | (68)                                    | 71%                         | 3,629                                         |
| Children's Programs                    | 307                              | 0.060                          | 0.046                                   | 237                                       | 70                                      | 129%                        | 6,598                                         |
| <b>Sub-total Staging</b>               | <b>1,087</b>                     | <b>0.213</b>                   | <b>0.311</b>                            | <b>1,587</b>                              | <b>(501)</b>                            | <b>68%</b>                  | <b>3,491</b>                                  |
| <b>Commercial Facilities</b>           |                                  |                                |                                         |                                           |                                         |                             |                                               |
| Food & Beverage Seating                | 812                              | 0.159                          | 0.372                                   | 1,895                                     | (1,083)                                 | 43%                         | 2,185                                         |
| Kitchen & Scramble                     | 497                              | 0.098                          | 0.186                                   | 948                                       | (450)                                   | 52%                         | 2,677                                         |
| Rest Rooms                             | 192                              | 0.038                          | 0.093                                   | 474                                       | (282)                                   | 41%                         | 2,068                                         |
| Accessory Retail Sales                 | 81                               | 0.016                          | 0.070                                   | 355                                       | (274)                                   | 23%                         | 1,167                                         |
| <b>Sub-total Commercial</b>            | <b>1,583</b>                     | <b>0.310</b>                   | <b>0.720</b>                            | <b>3,672</b>                              | <b>(2,089)</b>                          | <b>43%</b>                  | <b>2,198</b>                                  |
| <b>Operational Facilities</b>          |                                  |                                |                                         |                                           |                                         |                             |                                               |
| First Aid & Ski Patrol                 | 115                              | 0.022                          | 0.033                                   | 166                                       | (51)                                    | 69%                         | 3,521                                         |
| Administration                         | 639                              | 0.125                          | 0.093                                   | 474                                       | 165                                     | 135%                        | 6,879                                         |
| Employee Lockers                       | 303                              | 0.059                          | 0.046                                   | 237                                       | 66                                      | 128%                        | 6,527                                         |
| <b>Sub-total Operational</b>           | <b>1,057</b>                     | <b>0.207</b>                   | <b>0.172</b>                            | <b>877</b>                                | <b>180</b>                              | <b>121%</b>                 | <b>6,149</b>                                  |
| <b>Net Total Functional Facilities</b> | <b>3,726</b>                     | <b>0.731</b>                   | <b>1.203</b>                            | <b>6,136</b>                              | <b>(2,410)</b>                          | <b>61%</b>                  | <b>3,097</b>                                  |
| Storage                                | 304                              | 0.060                          | 0.120                                   | 614                                       | (310)                                   | 50%                         | 2,526                                         |
| Circ./Walls/Waste/Mech.                | 1,399                            | 0.274                          | 0.180                                   | 920                                       | 478                                     | 152%                        | 7,751                                         |
| <b>Total Gross Floor Area</b>          | <b>5,429</b>                     | <b>1.064</b>                   | <b>1.504</b>                            | <b>7,670</b>                              | <b>(2,241)</b>                          | <b>71%</b>                  | <b>3,610</b>                                  |

Table II.24 also indicates the impact of the village Food and Beverage outlets on the overall supply of skier service space at Sun Peaks Resort. Since it is very easy to ski into the village, many skiers choose to have lunch in one of the food and beverage outlets in the village. When these outlets are included in the analysis, there appears to be sufficient food services at the resort to meet the demands of the Design Day.

**TABLE II.24  
SKIER SERVICE FLOORSPEACE ANALYSIS  
INCLUDING OTHER RENTAL OPERATORS  
AND FOOD & BEVERAGE OUTLETS OPEN FOR LUNCH**

*Skier Carrying Capacity = 7,720 Skiers*

*Design Day = 5,100 Skiers (Average of Top 10 - Last 5 Years)*

*Peak Day 2007/08 6,866 Skiers*

| Skier Service Function                 | Existing Area<br>Other Village   |                                | ECOSIGN STANDARDS                       |                                           |                                         |                             | Theo.<br>Skiers<br>Served<br>Incl.<br>Village |
|----------------------------------------|----------------------------------|--------------------------------|-----------------------------------------|-------------------------------------------|-----------------------------------------|-----------------------------|-----------------------------------------------|
|                                        | Floor<br>Space<br>m <sup>2</sup> | m <sup>2</sup><br>per<br>skier | Theo.<br>m <sup>2</sup><br>per<br>skier | Theo.<br>Req'd<br>Space<br>m <sup>2</sup> | +/-<br>Req'd<br>Space<br>m <sup>2</sup> | %<br>of<br>Ecosign<br>Stds. |                                               |
| <b>Staging Facilities</b>              |                                  |                                |                                         |                                           |                                         |                             |                                               |
| Ticket Sales                           | 35                               | 0.007                          | 0.014                                   | 71                                        | (36)                                    | 49%                         | 2,519                                         |
| Public Lockers                         | 176                              | 0.035                          | 0.111                                   | 569                                       | (392)                                   | 31%                         | 1,581                                         |
| Equipment Rental & Repair              | 528                              | 0.104                          | 0.093                                   | 474                                       | 54                                      | 111%                        | 5,686                                         |
| Ski School/Guest Services              | 169                              | 0.033                          | 0.046                                   | 237                                       | (68)                                    | 71%                         | 3,629                                         |
| Children's Programs                    | 307                              | 0.060                          | 0.046                                   | 237                                       | 70                                      | 129%                        | 6,598                                         |
| <b>Sub-total Staging</b>               | <b>1,215</b>                     | <b>0.238</b>                   | <b>0.311</b>                            | <b>1,587</b>                              | <b>(373)</b>                            | <b>77%</b>                  | <b>3,903</b>                                  |
| <b>Commercial Facilities</b>           |                                  |                                |                                         |                                           |                                         |                             |                                               |
| Food & Beverage Seating                | 2,263                            | 0.444                          | 0.372                                   | 1,895                                     | 368                                     | 119%                        | 6,091                                         |
| Kitchen & Scramble                     | 1,223                            | 0.240                          | 0.186                                   | 948                                       | 275                                     | 129%                        | 6,582                                         |
| Rest Rooms                             | 192                              | 0.038                          | 0.093                                   | 474                                       | (282)                                   | 41%                         | 2,068                                         |
| Accessory Retail Sales                 | 81                               | 0.016                          | 0.070                                   | 355                                       | (274)                                   | 23%                         | 1,167                                         |
| <b>Sub-total Commercial</b>            | <b>3,760</b>                     | <b>0.737</b>                   | <b>0.720</b>                            | <b>3,672</b>                              | <b>88</b>                               | <b>102%</b>                 | <b>5,222</b>                                  |
| <b>Operational Facilities</b>          |                                  |                                |                                         |                                           |                                         |                             |                                               |
| First Aid & Ski Patrol                 | 115                              | 0.022                          | 0.033                                   | 166                                       | (51)                                    | 69%                         | 3,521                                         |
| Administration                         | 639                              | 0.125                          | 0.093                                   | 474                                       | 165                                     | 135%                        | 6,879                                         |
| Employee Lockers                       | 303                              | 0.059                          | 0.046                                   | 237                                       | 66                                      | 128%                        | 6,527                                         |
| <b>Sub-total Operational</b>           | <b>1,057</b>                     | <b>0.207</b>                   | <b>0.172</b>                            | <b>877</b>                                | <b>180</b>                              | <b>121%</b>                 | <b>6,149</b>                                  |
| <b>Net Total Functional Facilities</b> | <b>6,031</b>                     | <b>1.183</b>                   | <b>1.203</b>                            | <b>6,136</b>                              | <b>(105)</b>                            | <b>98%</b>                  | <b>5,013</b>                                  |
| Storage                                | 304                              | 0.060                          | 0.120                                   | 614                                       | (310)                                   | 50%                         | 2,526                                         |
| Circ./Walls/Waste/Mech.                | 1,399                            | 0.274                          | 0.180                                   | 920                                       | 478                                     | 152%                        | 7,751                                         |
| <b>Total Gross Floor Area</b>          | <b>7,734</b>                     | <b>1.516</b>                   | <b>1.504</b>                            | <b>7,670</b>                              | <b>64</b>                               | <b>101%</b>                 | <b>5,143</b>                                  |

Plate II.10 graphically indicates the results of the skier service analysis. The graph shows the theoretical number of skiers that can be served by the existing skier service facilities; blue indicates only those facilities operated by SPRC and green includes the other village operators. On an overall basis, there is sufficient built space for skier services at Sun Peaks. Discussions with management, confirm that there is a shortage of staging facilities for day skiers such as public lockers and rental equipment.

**SUN PEAKS RESORT  
SKIER SERVICE FUNCTION CAPACITIES  
SPRC ONLY AND SPRC WITH VILLAGE BUSINESSES**

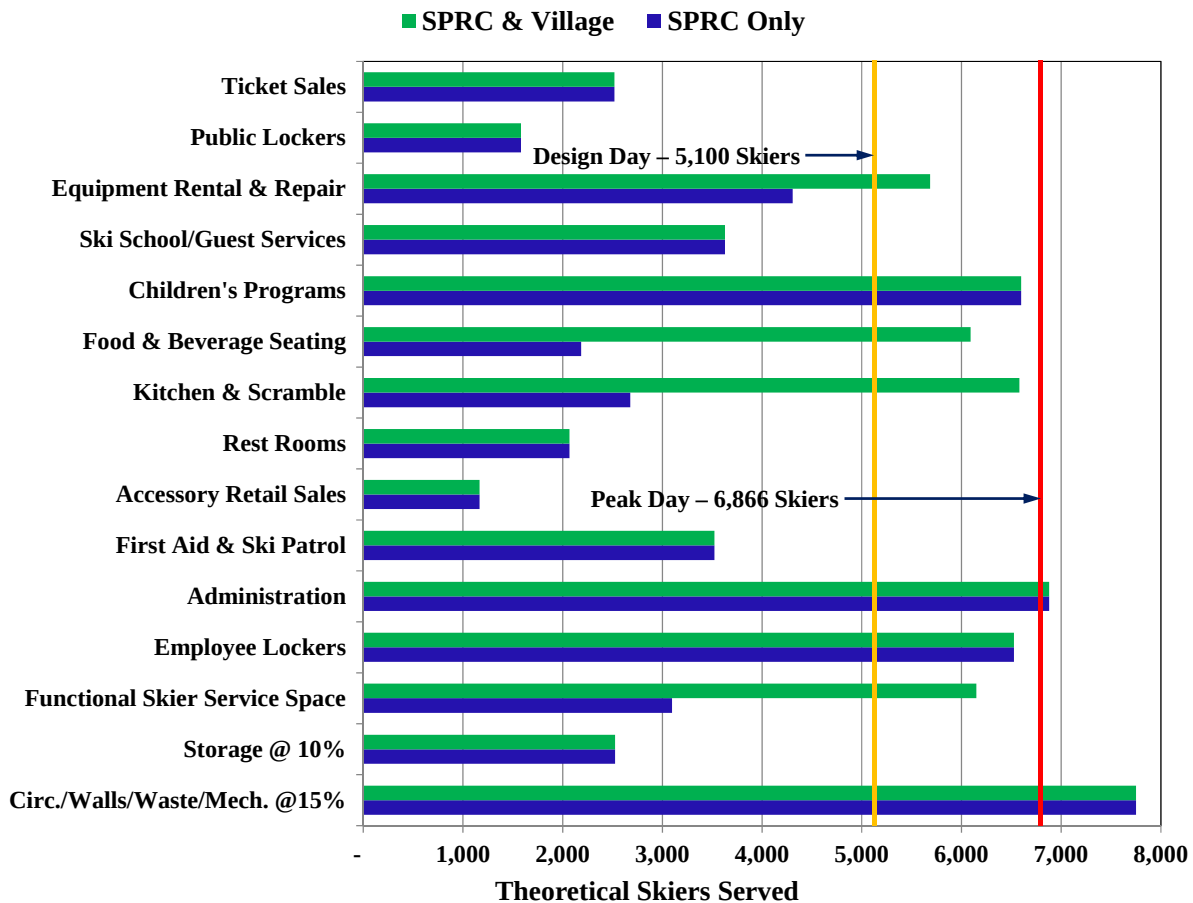


**PLATE II.10**

### Food Service Seating

Sun Peaks Resort currently offers a variety of food service facilities that are open to skiers, ranging from brown bag areas in Bento's to full service restaurants in the Village. An inventory of the food service seating at Sun Peaks is presented in Table II.25. SPRC operates food and beverage outlets in the Village Daylodge, Bento's and on the mountain at the Sunburst Lodge. These outlets contain 635 indoor seats and 237 outdoor seats. There are seventeen other food and beverage outlets operating within the Village at Sun Peaks. These outlets contain a total of 962 indoor seats and 471 outdoor seats. Of the seventeen village food outlets, twelve are open during the lunch hour period during peak periods. These food outlets provide an additional 615 indoor and 457 outdoor seats during the lunch period.

**TABLE II.25  
SUN PEAKS RESORT  
EXISTING RESTAURANT/BAR SEAT INVENTORY**

| Restaurant/Bar                    | Seats        |            |              | Est. Turns per Seat |         | Guests Served |              |              |
|-----------------------------------|--------------|------------|--------------|---------------------|---------|---------------|--------------|--------------|
|                                   | Indoor       | Outdoor    | Total        | Indoor              | Outdoor | Indoor        | Outdoor      | Total        |
| Masa's                            | 156          | 150        | 306          | 3.0                 | 2.0     | 468           | 300          | 768          |
| Café Soleil                       | 8            | 15         | 23           | 5.0                 | 3.0     | 40            | 45           | 85           |
| Bento's                           | 341          | -          | 341          | 3.0                 |         | 1,023         | -            | 1,023        |
| Umbrella Café                     | 34           | 12         | 46           | 3.0                 | 2.0     | 102           | 24           | 126          |
| Sunburst Mountain Lodge           | 96           | 60         | 156          | 3.0                 | 2.0     | 288           | 120          | 408          |
| <b>Sub-total SPRC</b>             | <b>635</b>   | <b>237</b> | <b>872</b>   |                     |         | <b>1,921</b>  | <b>489</b>   | <b>2,410</b> |
| <b>Sundance Lodge</b>             |              |            |              |                     |         |               |              |              |
| Bottom's Bar and Grill            | 110          | 100        | 210          | 2.0                 | 1.5     | 220           | 150          | 370          |
| Vertical Café                     | 10           | 3          | 13           | 3.0                 | 2.0     | 30            | 6            | 36           |
| Bolacco Café                      | 15           | 5          | 20           | 5.0                 | 2.0     | 75            | 10           | 85           |
| <b>Hearthstone Lodge</b>          |              |            |              |                     |         |               |              |              |
| Bella Italia Ristorante 1.        | 62           | 31         | 93           |                     |         |               |              |              |
| Tod Mountain Coffee/Creperie      | 15           | 15         | 30           | 4.0                 | 3.0     | 60            | 45           | 105          |
| Mountain High Pizza               | 13           | 10         | 23           | 4.0                 | 2.0     | 52            | 20           | 72           |
| Sun Peaks Bakery                  | 10           | 2          | 12           | 4.0                 | 3.0     | 40            | 6            | 46           |
| Oya Restaurant 1.                 | 32           | 12         | 44           | -                   | -       | -             | -            | -            |
| <b>Sun Peaks Lodge</b>            |              |            |              |                     |         |               |              |              |
| The Steakhouse 1.                 | 72           |            | 72           | -                   | -       | -             | -            | -            |
| <b>Heffley Inn</b>                |              |            |              |                     |         |               |              |              |
| Black Garlic Bistro 1.            | 35           |            | 35           |                     |         |               |              |              |
| <b>Delta Sun Peaks Resort</b>     |              |            |              |                     |         |               |              |              |
| Mantles Bar and Grill             | 253          | 148        | 401          | 2.5                 | 2.0     | 633           | 296          | 929          |
| <b>Delta Residences</b>           |              |            |              |                     |         |               |              |              |
| Morrissey's Public House          | 58           | 40         | 98           |                     |         |               |              |              |
| M Room                            | 60           |            | 60           |                     |         | -             | -            | -            |
| Subculture Bistro                 | 10           |            | 10           | 2.5                 | 2.0     | 25            | -            | 25           |
| <b>Nancy Greene Cahilty Lodge</b> |              |            |              |                     |         |               |              |              |
| Cahilty Creek Bar & Grill         | 93           | 60         | 153          | 3.0                 | 2.0     | 279           | 120          | 399          |
| <b>Fireside Lodge</b>             |              |            |              |                     |         |               |              |              |
| Powder Hounds 1.                  | 60           | 23         | 83           |                     |         |               |              |              |
| 5 Forty Café & Deli               | 14           | 14         | 28           | 4.0                 | 3.0     | 56            | 42           | 98           |
| <b>Kookaburra Lodge</b>           |              |            |              |                     |         |               |              |              |
| Voyageur Bistro                   | 40           | 8          | 48           | 3.0                 | 2.0     | 120           | 16           | 136          |
| <b>Sub-total Others</b>           | <b>615</b>   | <b>457</b> | <b>1,188</b> |                     |         | <b>1,590</b>  | <b>711</b>   | <b>2,301</b> |
| <b>Total</b>                      | <b>1,250</b> | <b>694</b> | <b>2,060</b> |                     |         | <b>3,511</b>  | <b>1,200</b> | <b>4,711</b> |

Notes: 1. Not included in total seat count because not open for lunch.



*Umbrella Bar at base of Mt. Morrisey*

In general, the capacity of food service space at ski areas is calculated assuming a turnover of between 2 and 4 guests per seat during the lunch hour rush. The number of turns achieved is dependent on the type of establishment, the type of service provided and the duration of the lunch hour period. Each of the food and beverage outlets at Sun Peaks has been assigned a theoretical turnover rate as shown in Table II.25.

Using these assumptions, the indoor seats operated by Sun Peaks can service approximately 1,921 skiers and the Village indoor seats can service another 1,590 skiers for a total lunch time indoor food service capacity of 3,511 skiers. While there are a considerable number of outdoor seats at the resort, during the peak holiday periods of Christmas and President's Week, the weather is generally too cold to eat outside. The outdoor seating typically gets used in the spring and can provide service to approximately 1,200 skiers, as shown in Table II.25. Our analysis indicates a shortage of food service seating spaces to service the design day during cold weather. However, since most of the accommodation at Sun Peaks is ski-in/ski-out and equipped with kitchens, skiers do have the option of returning to their accommodation units for lunch.

## **.14 Commercial Floorspace Inventory**

An inventory of the existing commercial floorspace was completed for this Master Plan update in the summer of 2011 and reflects all commercial space that is available for the 2011/12 ski season. Since 1994, third party developers have constructed substantial commercial space on the ground floor of the Village hotel buildings. The food service outlets that are open during the lunch hour period were included in the Skier Service Floorspace Inventory and Analysis. Similarly, Masa's and the retail shop in the Village Daylodge have been included in the Commercial Floorspace Inventory, as these outlets are open in the evenings to cater to overnight guests at the resort. The Commercial Floorspace Inventory is summarized in Table II.26. There is currently approximately 8,080 m<sup>2</sup> of operational commercial floorspace at Sun Peaks Resort which works out to 1.55 square metres of commercial floorspace per overnight guest based on the projected 5,217 overnight guests that can be accommodated in the existing bed base. Current vacant commercial space is almost 350 square metres.

A large conference facility was constructed as part of the Delta Sun Peaks Resort. This facility includes a ballroom that can accommodate a reception of 500 people, a large pre-function area, 6 other meeting rooms and a full banquet kitchen. Two of the other hotels also provide conference rooms. The Delta Residence has a large conference room which can provide additional seating for their restaurant. Public indoor recreation space is provided at the Sun Peaks Sports Centre, which has a common room and change facilities for the outdoor pool and hot tubs. A private spa operates in the Kookaburra Lodge. The Delta Hotel includes exercise facilities and a large outdoor pool for the use of hotel guests which has not been included in the commercial floorspace inventory.

Institutional space is provided for the RCMP local detachment in the Little Shuswap Employee Housing building. The Sun Peaks Utility Company leases space in the Burfield Lodge. The new Sun Peaks Mountain Resort Municipality has offices on the ground floor of the Kookaburra Lodge and the Sun Peaks Fire Hall is located in the Burfield Base.

**TABLE II.26  
SUN PEAKS RESORT  
COMMERCIAL FLOORSPEACE INVENTORY**

|                                  | Retail<br>m <sup>2</sup> | Restaurant<br>Bar<br>m <sup>2</sup> | Office<br>m <sup>2</sup> | Public<br>Recreation<br>m <sup>2</sup> | Conference<br>m <sup>2</sup> | Sub-total<br>Commercial<br>m <sup>2</sup> | Institutional<br>m <sup>2</sup> | Skier<br>Services<br>m <sup>2</sup> | Vacant<br>m <sup>2</sup> | Building<br>Total<br>m <sup>2</sup> |
|----------------------------------|--------------------------|-------------------------------------|--------------------------|----------------------------------------|------------------------------|-------------------------------------------|---------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Burfield Lodge                   | -                        | -                                   | -                        | -                                      | -                            | -                                         | 230                             | 848                                 | -                        | 1,078                               |
| Burfield Warehouse/Staff Housing | 95                       | -                                   | -                        | -                                      | -                            | 95                                        | 30                              | 272                                 | 82                       | 479                                 |
| Fire Hall                        |                          |                                     |                          |                                        |                              |                                           | 401                             |                                     |                          |                                     |
| Bentos                           |                          |                                     |                          |                                        |                              | -                                         |                                 | 1,067                               |                          | 1,067                               |
| Bentos Trailer                   |                          |                                     |                          |                                        |                              | -                                         |                                 | 90                                  |                          | 90                                  |
| Health Hut                       |                          |                                     |                          |                                        |                              | -                                         |                                 | 35                                  |                          | 35                                  |
| Childminding                     |                          |                                     |                          |                                        |                              | -                                         |                                 | 534                                 |                          | 534                                 |
| Village Day Lodge                | 81                       | 308                                 | -                        | -                                      | -                            | 389                                       | -                               | 1,532                               | -                        | 1,921                               |
| Sundance Lodge                   | 257                      | 373                                 | -                        | -                                      | -                            | 630                                       | -                               |                                     | -                        | 630                                 |
| Hearthstone Lodge                | 172                      | 440                                 | -                        | -                                      | 143                          | 755                                       | -                               | -                                   | -                        | 755                                 |
| Stumböck's Sun Peaks Lodge       | 54                       | 550                                 | -                        | -                                      | -                            | 604                                       | -                               | 40                                  | -                        | 644                                 |
| Heffley Inn                      | -                        | 113                                 | -                        | -                                      | -                            | 113                                       | -                               | -                                   | -                        | 113                                 |
| Delta Sun Peaks                  | 253                      | 1,120                               | -                        | -                                      | 1,488                        | 2,861                                     | -                               | 101                                 | -                        | 2,962                               |
| Nancy Greene's Cahilty Lodge     | 31                       | 276                                 | -                        | -                                      | 60                           | 368                                       | -                               | -                                   | -                        | 368                                 |
| Fireside Lodge                   | 160                      | 180                                 | 44                       | -                                      | -                            | 384                                       | -                               | -                                   | 76                       | 460                                 |
| Delta Residences                 | 686                      | 150                                 | 239                      | -                                      | 155                          | 1,230                                     | -                               | -                                   | 64                       | 1,294                               |
| Kookaburra Lodge                 | -                        | 184                                 | 177                      | 66                                     | -                            | 426                                       | 98                              | -                                   | 127                      | 651                                 |
| Sports Centre                    | -                        | -                                   | -                        | 227                                    | -                            | 227                                       | -                               | -                                   | -                        | 227                                 |
| <b>Total Space</b>               | <b>1,790</b>             | <b>3,695</b>                        | <b>460</b>               | <b>293</b>                             | <b>1,845</b>                 | <b>8,082</b>                              | <b>759</b>                      | <b>4,519</b>                        | <b>349</b>               | <b>13,308</b>                       |

Number of Overnight Guests - Peak Period 5,217

Commercial Space per Overnight Guest (m<sup>2</sup>/guest) 1.55

## .15 Ski Area Facilities Balance

The previous sections presented an inventory of the existing facilities related to operation of the ski area at Sun Peaks Resort and analyzed the daily capacity of the following operational elements; lifts, trails, grooming equipment, built space, restaurant seats and the base area staging capacity.

We have prepared a graphic representation of the overall balance of the ski area at Sun Peaks, as illustrated in Plate II.11. The area facilities balance graph illustrates that trail capacity at Sun Peaks far exceeds the capacity of the other operational elements. The trail capacity at Sun Peaks is almost double the lift carrying capacity of 7,720 skiers per day. This excess in trail capacity ensures a high quality, uncrowded experience for guests on the slopes. The grooming fleet at Sun Peaks currently has capacity to service terrain for about 7,977 skiers per day. During times of new snowfall or when snowmaking is taking place, the current grooming fleet would be insufficient to provide adequate grooming service to the large terrain area and additional machines may be required.

Currently the overnight accommodation at Sun Peaks Resort, within walking distance of the lifts, has the potential to supply approximately 3,000 skiers per day during the typical peak periods. The existing parking lots can accommodate another 3,749 skiers, bringing the base area staging capacity to 6,513 skiers. A peak day of 6,866 skiers was recorded in December 2007. If all the skier service space at Sun Peaks Resort, including that provided by private operators in the Village, was allocated at the recommended per skier floorspace ratio, it would be able to accommodate just over 5,100 skiers per day which is the average of the top 10 busiest days over the past 5 years. Food service seating can only meet the design day requirements when the weather is mild enough for people to use the outdoor seating. Some of the village food outlets that currently do not serve lunch could decide to provide a lunch service if they felt demand warranted it.

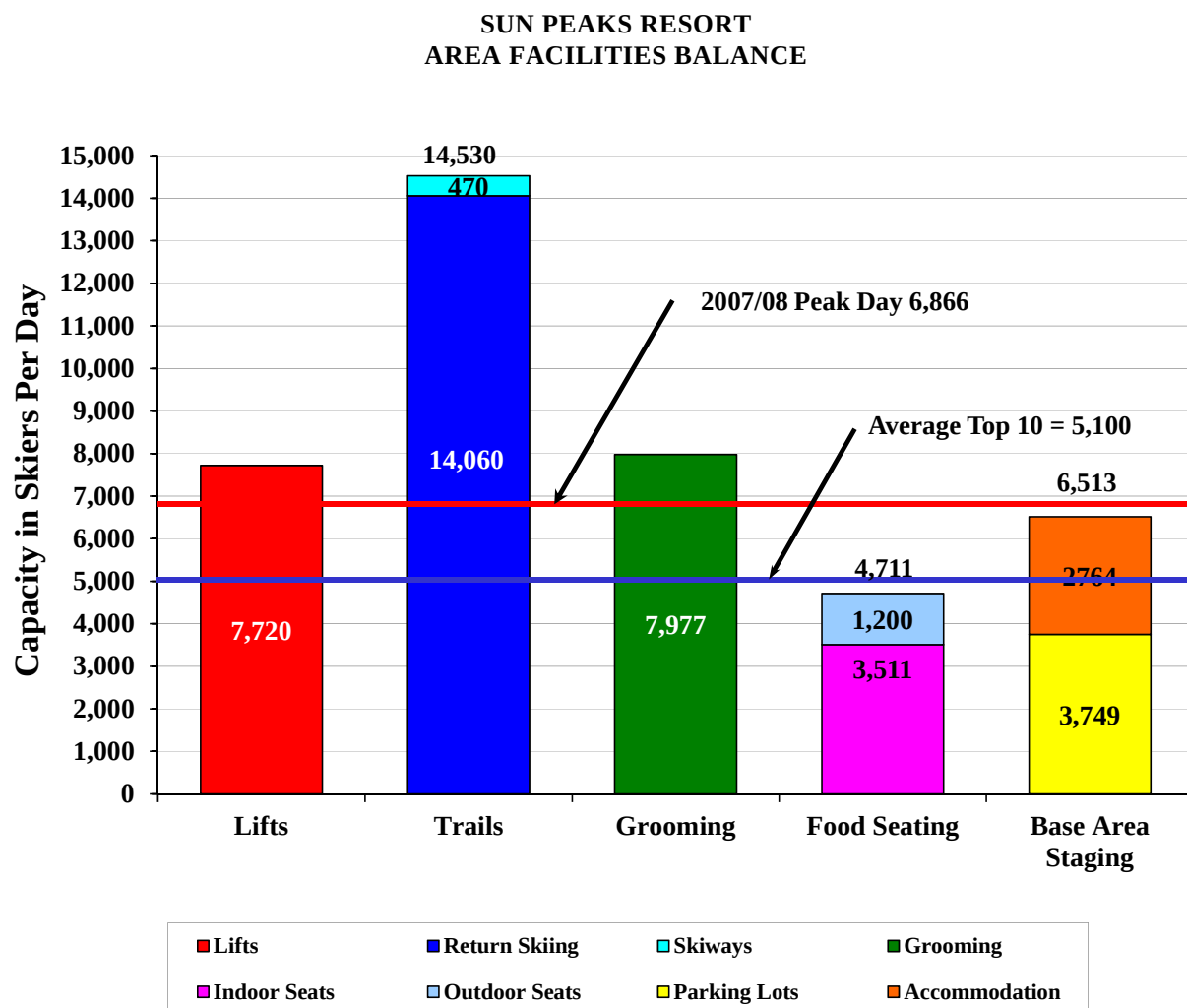


PLATE II.11

## **.16 Independent Recreation Facilities**

As outlined in the Introduction section, Sun Peaks has developed a wide range of alternative recreational facilities over the past eighteen years including:

- Championship Golf Course - 18 hole, par 72 course designed by Graham Cooke. Golf Driving Range in front of Village Day Lodge
- Sun Peaks Sports Centre with indoor recreation space, outdoor pool, hot tubs and 2 tennis courts
- Downhill mountain bike park and cross-country mountain bike trail network
- Outdoor Skating Rink
- Tubing Park
- McGillivray Lake Outpost and dock facility
- Cross-country ski trail network
- 8 kilometres of valley trail network
- Hiking trail network
- Stable

A number of operators have joined with the Sun Peaks Resort Corporation to offer a wide range of recreational activities within the Controlled Recreational Area.

Figure 10a illustrates the existing resort recreation facilities for the winter season and Figure 10b shows the summer recreation facilities.

## **.17 Summary**

The ski area has a lift carrying capacity of 7,720 skiers provided on 6 chairlifts, one T-bar, 2 platters and 2 moving carpets. The available vertical drop is approximately 990 meters and the existing developed trail area, including glades and skiways, is 613 hectares (over 1,500 acres). The resort has an accommodation bed base of almost 6,800 bed units in 1,723 dwelling units. More than 50 percent of the existing bed base is public accommodation. Public access to units zoned for tourist accommodation that are privately owned is protected through covenants on title that require the units to be available for nightly rental to tourists. The Village at Sun Peaks provides a good selection of restaurants, bars and shops, as well as a large conference facility in the Delta Sun Peaks. Year-round recreational facilities to appeal to a wide range of user groups have been constructed. A number of businesses operated by third parties are now providing additional recreational programs within the Controlled Recreation Area.

Development of the Sun Peaks Resort is governed by the B.C. Commercial Alpine Ski policy. Under this policy, the ski area operator earns the right to purchase Crown land and develop accommodation in the base area by constructing improvements such as ski lifts and other recreational improvements in the resort area. The amount of development potential earned by the ski area operator is measured in Bed Units, where one bed unit is equivalent to the floor area required to provide overnight accommodation for one person.

The rate at which a ski area operator earns Bed Units is based on the capacity of the lifts installed measured in terms of Skiers At One Time (SAOT), other recreational improvements and the classification of the resort. Since Sun Peaks and the B.C. Provincial Government signed a Development Agreement on April 13, 1993, they are governed under a rating system outlined in the “Guidelines For The Interpretation of the B.C. Commercial Alpine Ski Policy 1982”. These guidelines also outline the allocation of Bed Units for public and private accommodation according to the rating of the ski area.

It is Ecosign’s opinion that the information collected in this Inventory section indicates Sun Peaks Resort is classified as a Type D Destination Resort under the 1982 Guidelines and Background Information for the Interpretation of the Ski Area Policy, as documented in Table II.27. Since Sun Peaks is now considered a Class D Destination Resort, due to the facilities already constructed, the ratio of SAOT to Bed Units is 105% as shown in the table.

**TABLE II.27**  
**BRITISH COLUMBIA COMMERCIAL ALPINE SKI POLICY**  
**RESORT RATING SYSTEM**  
**SUN PEAKS RESORT**

|                                                                                         |      |
|-----------------------------------------------------------------------------------------|------|
|                                                                                         | 2013 |
| <b>A. VARIETY OF TERRAIN</b>                                                            |      |
| <u>Terrain Balance</u>                                                                  | 5    |
| 1 - Over 35% of area either advanced or novice                                          |      |
| 3 - 25 to 35% of area either advanced or novice                                         |      |
| 5 - Ideal slope ratio                                                                   | X    |
| <u>Skier density per acre</u>                                                           | 5    |
| 1 - more than 35 skiers per acre                                                        |      |
| 3 - 15 to 35 skiers per acre                                                            |      |
| 5 - less than 15 skiers per acre                                                        | X    |
| <b>B. ACCESSIBILITY</b>                                                                 |      |
| <u>Travel time to major market</u>                                                      | 6    |
| 1 - less than 1 hour                                                                    |      |
| 2 - 1 to 2 hours                                                                        |      |
| 4 - 2 to 3 hours                                                                        |      |
| 6 - greater than 3 hours                                                                | X    |
| <u>Access (Mountain Road)</u>                                                           | 2    |
| 1 - Reasonable access (main highway with short access road)                             |      |
| 2 - Average access (some storm closures)                                                | X    |
| <b>C. POPULATION WITHIN 200 MILES</b>                                                   | 4    |
| 1 - 0 TO 30,000                                                                         |      |
| 2 - 30,000 TO 100,000                                                                   |      |
| 3 - 100,000 TO 250,000                                                                  |      |
| 4 - 250,000 TO 500,000                                                                  | X    |
| 5 - 500,000 +                                                                           |      |
| <b>D. UNIQUE QUALITIES OTHER THAN SKIING</b>                                            | 1    |
| 0 - Nothing unusual.                                                                    |      |
| 1 - Regional attraction                                                                 | X    |
| 2 - National attraction                                                                 |      |
| <b>E. YEAR ROUND EXPERIENCE (Within 30 Minutes of Accommodation)</b>                    | 4    |
| 0 - Limited                                                                             |      |
| 1 - Fair (3 or less tennis courts, swimming pool, etc.)                                 |      |
| 2 - Good (3 to 6 tennis courts, 1 per 200 units, swimming pool, etc)                    |      |
| 4 - Excellent (18 hole golf course, tennis courts, 1 per 100 units, swimming pool, etc) | X    |
| <b>F. SITE QUALITY</b>                                                                  |      |
| <u>Climate</u>                                                                          | 3    |
| 1 - Cloudy, foggy, unpredictable temperatures, windy                                    |      |
| 3 - Partly sunny, reliable temperatures, sometimes windy                                | X    |
| 5 - Sunny, reliable temperatures, little wind                                           |      |
| <u>Length of Season</u>                                                                 | 4    |
| 0 - less than 100 days                                                                  |      |
| 1 - 100 to 115 days                                                                     |      |
| 2 - 115 to 130 days                                                                     |      |
| 3 - 130 to 150 days                                                                     |      |
| 4 - 150 days +                                                                          | X    |
| <u>Snow Conditions</u>                                                                  | 4    |
| 0 - Dry less than 25% of season                                                         |      |
| 1 - Dry 25 to 50% of season                                                             |      |
| 2 - Dry 50 to 75% of season                                                             |      |
| 3 - Dry 75 to 90% of season                                                             |      |
| 4 - Dry over 90% of season                                                              | X    |
| <b>TOTAL POINTS</b>                                                                     | 38   |
| <b>AREA TYPE</b>                                                                        | D    |
| <b>ACCOMMODATION AS A PERCENT OF SAOT</b>                                               | 105% |

The SAOT formula, as shown below, is a standardized measure used by the British Columbia Government to allocate development rights for resorts across the province at the time the Sun Peaks Development Agreement was signed.

The SAOT formula is as follows:

$$\text{SAOT} = \frac{\text{CL} \times \text{VR} \times \text{LE} \times \text{HO}}{\text{VSD}}$$

Where:

|     |   |                                                                      |
|-----|---|----------------------------------------------------------------------|
| CL  | = | Hourly Capacity of the Lift as measured in passengers per hour (pph) |
| VR  | = | Vertical Rise of the lift                                            |
| LE  | = | Loading Efficiency of the lift                                       |
| HO  | = | Hours of Operation of the lift                                       |
| VSD | = | Vertical Skied per Day (Average 3,049 m except for Beginners)        |

The SAOT calculations for the existing condition are listed below in Table II.28. With the lifts and recreational facilities installed to date, Sun Peaks has earned 10,873 bed units.

**TABLE II.28**  
**SUN PEAKS RESORT**  
**EXISTING (2013) SAOT CALCULATION**

| Master Plan Phase           |            | PHASE 1      |              |                   |              |              |              | PHASE 2        |                   |              | TOTAL         |
|-----------------------------|------------|--------------|--------------|-------------------|--------------|--------------|--------------|----------------|-------------------|--------------|---------------|
| Lift Number                 |            | 3            | 5            | 2R                | 4R           | 6R           | 1R           | 10             | 14                | 9            |               |
| Lift Name                   |            | Crystal      | West Bowl    | Sunburst (Bubble) | Village      | Sundance     | Burfield     | Morrissey Link | Morrissey Express | Elevation    |               |
| Lift Type                   |            | 3C           | T-Bar        | D4C/B             | Platter      | D4C          | 4C           | Platter        | D4C               | 4C           |               |
| Year Installed/Upgraded     | Key        | 1979         | 1992         | 1993/94           | 1993/1999    | 1995/1999    | 1997         | 2001           | 2002/04           | 2006         |               |
| Top Elevation (m)           |            | 2,061        | 2,069        | 1,850             | 1,307        | 1,730        | 2,080        | 1,349          | 1,674             | 1,865        |               |
| Bottom Elevation (m)        |            | 1,766        | 1,903        | 1,255             | 1,255        | 1,255        | 1,199        | 1,257          | 1,279             | 1,552        |               |
| <b>Total Vertical (m)</b>   | <b>A</b>   | <b>295</b>   | <b>167</b>   | <b>595</b>        | <b>52</b>    | <b>475</b>   | <b>882</b>   | <b>92</b>      | <b>395</b>        | <b>312</b>   | <b>3,264</b>  |
| Slope Distance (m)          |            | 978          | 720          | 2,378             | 2,899        | 2,040        | 2,899        | 454            | 1,791             | 1,117        |               |
| Average Slope %             |            | 32%          | 24%          | 26%               | 2%           | 24%          | 32%          | 21%            | 23%               | 29%          |               |
| <b>Hourly Capacity</b>      | <b>B</b>   | <b>2,005</b> | <b>698</b>   | <b>2,294</b>      | <b>722</b>   | <b>1,994</b> | <b>464</b>   | <b>654</b>     | <b>1,844</b>      | <b>1,822</b> | <b>12,498</b> |
| <b>VTM(000)</b>             |            | <b>591</b>   | <b>116</b>   | <b>1,365</b>      | <b>38</b>    | <b>948</b>   | <b>409</b>   | <b>60</b>      | <b>729</b>        | <b>569</b>   | <b>4,824</b>  |
| Rope Speed m/sec.           |            | 2.3          | 2.2          | 5.1               | 2.2          | 5.2          | 2.3          | 2.3            | 5.0               | 2.3          |               |
| Number of Carriers          |            | 160          | 61           | 152               | 65           | 112          | 83           | 65             | 99                | 123          |               |
| <b>Loading Efficiency**</b> | <b>C</b>   | <b>90%</b>   | <b>90%</b>   | <b>90%</b>        | <b>90%</b>   | <b>90%</b>   | <b>90%</b>   | <b>90%</b>     | <b>90%</b>        | <b>90%</b>   |               |
| <b>Hours of Operation**</b> | <b>D</b>   | <b>7</b>     | <b>7</b>     | <b>7</b>          | <b>7</b>     | <b>7</b>     | <b>7</b>     | <b>7</b>       | <b>7</b>          | <b>7</b>     |               |
| <b>Vertical Skied/Day**</b> | <b>E</b>   | <b>3,048</b> | <b>3,048</b> | <b>3,048</b>      | <b>1,050</b> | <b>3,048</b> | <b>3,048</b> | <b>1,050</b>   | <b>3,048</b>      | <b>3,048</b> |               |
| <b>SAOT**</b>               | <b>F</b>   | <b>1,223</b> | <b>240</b>   | <b>2,821</b>      | <b>225</b>   | <b>1,959</b> | <b>845</b>   | <b>361</b>     | <b>1,506</b>      | <b>1,176</b> | <b>10,356</b> |
| <b>Bed Units/SAOT % ***</b> | <b>G</b>   | <b>105%</b>  | <b>105%</b>  | <b>105%</b>       | <b>105%</b>  | <b>105%</b>  | <b>105%</b>  | <b>105%</b>    | <b>105%</b>       | <b>105%</b>  |               |
| <b>Bed Units Earned****</b> | <b>H</b>   | <b>1,284</b> | <b>252</b>   | <b>2,962</b>      | <b>236</b>   | <b>2,057</b> | <b>887</b>   | <b>379</b>     | <b>1,581</b>      | <b>1,235</b> | <b>10,873</b> |
| *Source                     | Doppelmayr | Ogilvy       | Ecosign      | Ecosign           | Ecosign      | Ecosign      | Ecosign      | Ecosign        | Ecosign           | Ecosign      |               |
| Date                        | 20/04/1979 | 11/05/1992   | 08/12/1999   | 08/02/2004        | 08/12/1999   | 19/03/1998   | 19/01/2003   | 07/12/2004     | 01/03/2007        |              |               |

\*\* SAOT FORMULA  $F = (A \times B \times C \times D)/E$

Schedule "E" Tod Mountain Development Agreement April 13, 1993

\*\*\* Bed Units/ SAOT %

Schedule "D" Tod Mountain Development Agreement April 13, 1993

\*\*\*\* Bed Units Earned  $H = F \times G$

## III. MARKET

### .1 North American Ski Industry Overview

Overall, the Canadian Ski Industry was down 9% in skier visits between the 2007/08 season and the 2010/11 season. The 2007/08 ski season was an exception in terms of a record high number of skier visits and also excellent snow conditions. Table III.1 summarizes the Canadian Historic Skier visitation for the past five seasons.

*Note: Updated Canadian Skier Visit information from the CSC is not available at this time*

**TABLE III.1**  
**CANADA HISTORIC SKIER VISITATION**  
**1984/85 TO 2010/11**

| PROVINCE            | 2006/07           | 2007/08           | % Change    | 2008/09           | % Change      | 2009/10           | % Change     | 2010/11           | % Change    |
|---------------------|-------------------|-------------------|-------------|-------------------|---------------|-------------------|--------------|-------------------|-------------|
| B.C./Yukon, Heliski | 6,075,000         | 6,711,000         | 9.5%        | 5,918,000         | -13.4%        | 5,536,000         | -6.9%        | 6,228,000         | 11.1%       |
| Alberta             | 2,662,000         | 2,564,000         | -3.8%       | 2,369,000         | -8.2%         | 2,499,000         | 5.2%         | 2,441,000         | -2.4%       |
| Prairies            | 181,000           | 242,000           | 25.2%       | 236,000           | -2.5%         | 275,000           | 14.2%        | 212,000           | -29.7%      |
| Ontario             | 3,267,000         | 3,551,000         | 8.0%        | 3,443,000         | -3.1%         | 3,359,000         | -2.5%        | 3,399,000         | 1.2%        |
| Quebec              | 6,345,000         | 7,085,000         | 10.4%       | 6,233,000         | -13.7%        | 6,109,000         | -2.0%        | 6,438,000         | 5.1%        |
| Atlantic            | 438,000           | 506,000           | 13.4%       | 509,000           | 0.6%          | 502,000           | -1.4%        | 509,000           | 1.4%        |
| <b>TOTAL</b>        | <b>18,968,000</b> | <b>20,659,000</b> | <b>8.2%</b> | <b>18,708,000</b> | <b>-10.4%</b> | <b>18,280,000</b> | <b>-2.3%</b> | <b>19,227,000</b> | <b>4.9%</b> |

Source: Canadian Ski Council 2011

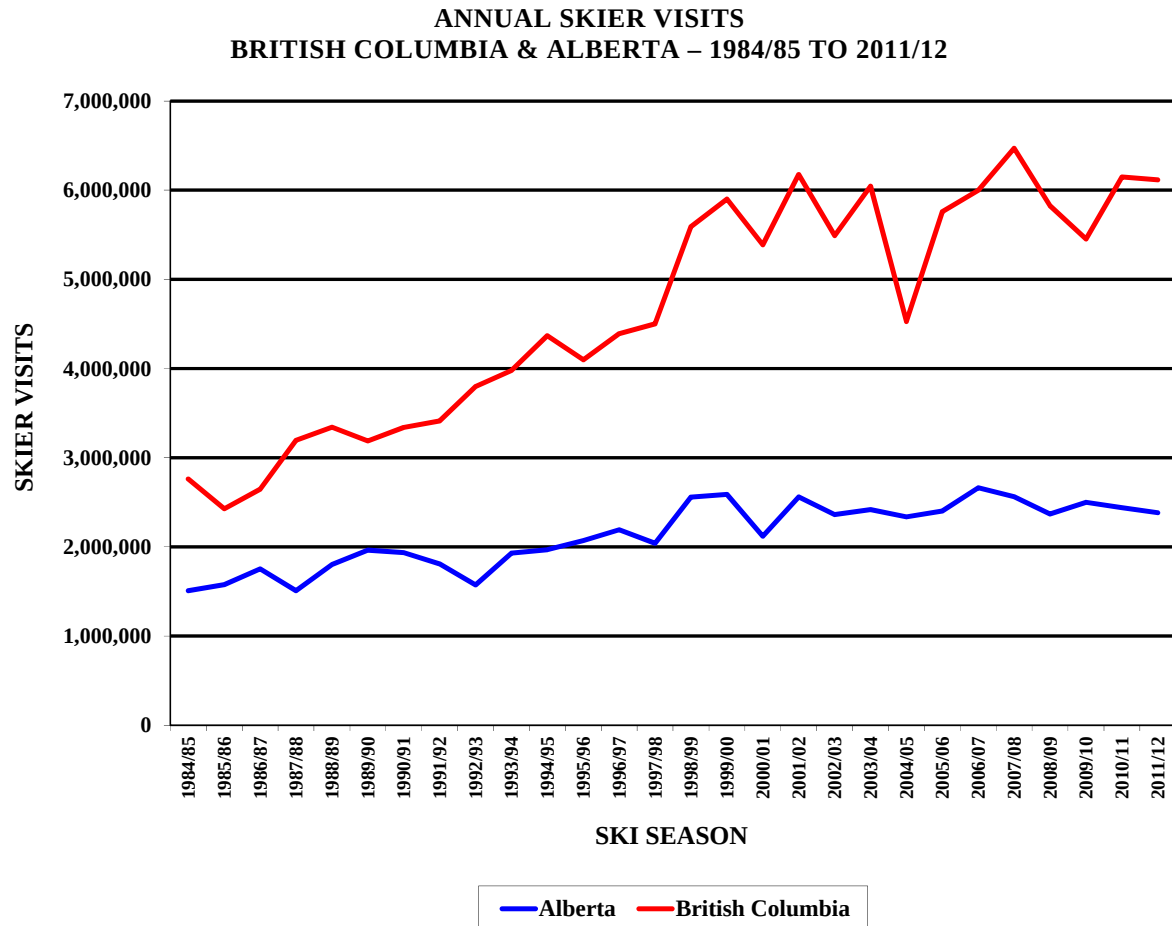
Total skier visits in Western Canada for the 2011/12 season were 9,201,000, a decrease of 1.6 percent from the previous season, as shown in Table III.2.

**TABLE III.2**  
**B.C./YUKON & ALBERTA ALPINE & NORDIC SKIER VISIT SUMMARY**  
**2003/04-2011/12**

|                                | 2003-04      | 2004-05      | 2005-06      | 2006-07      | 2007-08      | 2008-09      | 2009-10      | 2010-11      | 2011-12      |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| BC-Yukon Alpine                | 5,820        | 4,299        | 5,546        | 5,858        | 6,434        | 5,667        | 5,323        | 5,952        | 6,116        |
| BC-Yukon Nordic                | 228          | 228          | 228          | 193          | 252          | 239          | 209          | 288          | 260          |
| BC Heli-Cat Ski                | 80           | 76           | 84           | 86           | 100          | 71           | 65           | 85           | 88           |
| <b>BC-Yukon Total</b>          | <b>6,128</b> | <b>4,603</b> | <b>5,858</b> | <b>6,137</b> | <b>6,785</b> | <b>5,976</b> | <b>5,597</b> | <b>6,325</b> | <b>6,464</b> |
| Share of Cdn Skier Visits      | 31.5%        | 25.0%        | 30.9%        | 32.2%        | 32.7%        | 32.0%        | 30.4%        | 32.7%        | 34.9%        |
| Share of NA Skier Visits       | 8.0%         | 6.1%         | 7.5%         | 8.3%         | 8.4%         | 7.9%         | 7.2%         | 7.9%         | 9.3%         |
| # Ski Areas / Resorts          | 46           | 45           | 45           | 45           | 47           | 46           | 46           | 46           | 46           |
| # Heli-Cat Ski Operations      | 43           | 43           | 43           | 41           | 41           | 41           | 33           | 40           | 40           |
| Alberta Alpine                 | 2,410        | 2,273        | 2,340        | 2,612        | 2,495        | 2,301        | 2,448        | 2,344        | 2,383        |
| Alberta Nordic                 | 63           | 63           | 63           | 51           | 69           | 68           | 51           | 96           | 75           |
| <b>Alberta Total</b>           | <b>2,473</b> | <b>2,336</b> | <b>2,403</b> | <b>2,663</b> | <b>2,564</b> | <b>2,369</b> | <b>2,499</b> | <b>2,440</b> | <b>2,458</b> |
| Share of Cdn Skier Visits      | 12.7%        | 12.7%        | 12.7%        | 14.0%        | 12.4%        | 12.7%        | 13.6%        | 12.6%        | 13.3%        |
| Share of NA Skier Visits       | 3.2%         | 3.1%         | 3.1%         | 3.6%         | 3.2%         | 3.1%         | 3.2%         | 3.1%         | 3.5%         |
| # Ski Areas / Resorts          | 32           | 32           | 33           | 24           | 30           | 30           | 30           | 30           | 30           |
| <b>Manitoba / Saskatchewan</b> | <b>241</b>   | <b>226</b>   | <b>215</b>   | <b>181</b>   | <b>242</b>   | <b>236</b>   | <b>275</b>   | <b>289</b>   | <b>279</b>   |
| Share of Cdn Skier Visits      | 1.2%         | 1.2%         | 1.1%         | 1.0%         | 1.2%         | 1.3%         | 1.5%         | 1.5%         | 1.5%         |
| Share of NA Skier Visits       | 0.3%         | 0.3%         | 0.3%         | 0.2%         | 0.3%         | 0.3%         | 0.4%         | 0.4%         | 0.4%         |
| # Ski Areas / Resorts          | 16           | 16           | 16           | 16           | 13           | 14           | 14           | 13           | 13           |
| <b>Total Western Canada</b>    | <b>8,842</b> | <b>7,165</b> | <b>8,476</b> | <b>8,981</b> | <b>9,591</b> | <b>8,581</b> | <b>8,371</b> | <b>9,054</b> | <b>9,201</b> |

Source: Canada West Ski Areas Association

In Western Canada, the British Columbia skiing industry grew at an annual rate of 6.1 percent since the 1984/85 season, as summarized in Table III.2 and graphically illustrated in Plate III.1. British Columbia's ski areas have aggressively expanded and improved their ski areas, assisted by favourable government policy and financial programs.



Source: Canada West Ski Areas Association

#### PLATE III.1

#### Summary

In conclusion, the ski industry in western Canada has been impacted by global economics, travel patterns and different health crises. However, the core participants are passionate about the sport but are aware of the recession and its effects on recreation and leisure time, as well as the costs.

- Global health concerns may also impact the skier visitation for regional and destination travelers.
- Sensitivity to value is at its highest, with many resorts offering reductions in ticket prices.
- Generally, there is renewed optimism but substantial uncertainty remains.
- Marketing opportunities are huge for those resorts and ski areas near large metropolitan areas. Creative marketing emphasizing loyalty and value is needed.
- Destination markets remain the biggest challenge.
- As the Baby Boom ages, the ski industry faces many challenges in the future to maintain current levels of resort visitation, let alone finding markets for continued growth.

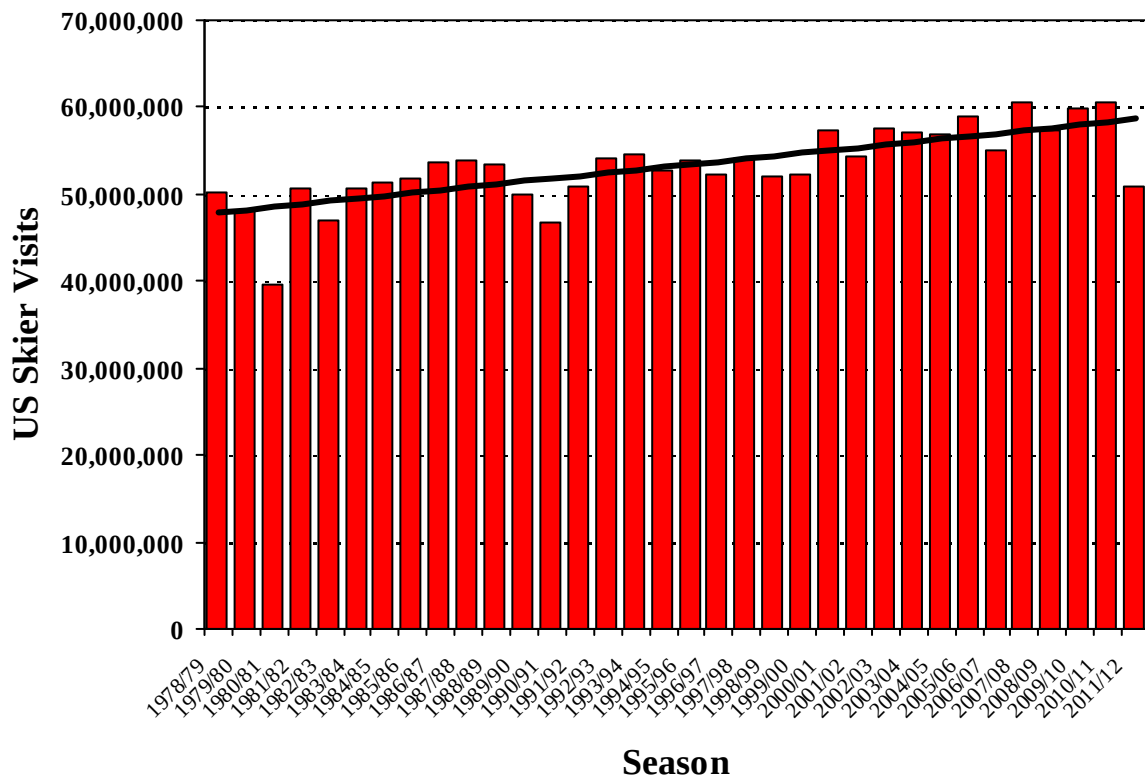
## United States

In 2010/2011, a total of 60.54 million skier visits were recorded in the US; a slight increase of 1.3 percent from the previous season and edging 0.1 percent ahead of the previous record set in 2007/08. This increase occurred due to several factors including record season-long snowfall, a longer operating season for some areas, as well as a surge in late season skier visits. This positive optimism may also be partially due to the perceived continual recovery from the global financial crisis from 2008 and an increase in consumer confidence. Travel and tourism in general continued to recover and the unemployment rate fell slightly.

Skier visits decreased by 15.8 percent during the 2011/12 season, to 51.0 million from 60.5 million last season, the biggest year-over-year decline since the 17.6 percent drop in 1980/81. The drop in visits was largely due to a significant decrease in snowfall, the lowest average snowfall since 1991/92 and warm weather. Plate III.2 illustrates the total skier visitation history for the United States from the 1978 to 2011/12 seasons.

The conclusion from this data is that the North American ski industry has entered a new stage in its development. While overall growth in the ski industry has become stagnant, many ski areas and resorts are focusing on improving the quality of the “experience” to maintain loyal customers, as well as offering a wider variety of year-round activities and amenities to appeal to a broader range of visitors. The increasing competition in the ski/snowboard market means that today’s winter resort must be technologically modern and efficient in terms of its operating equipment and plant, while at the same time provide a high quality experience for its guests.

## TOTAL UNITED STATES SKIER VISITS



Source: Kottke National End of Season Survey 2011/12

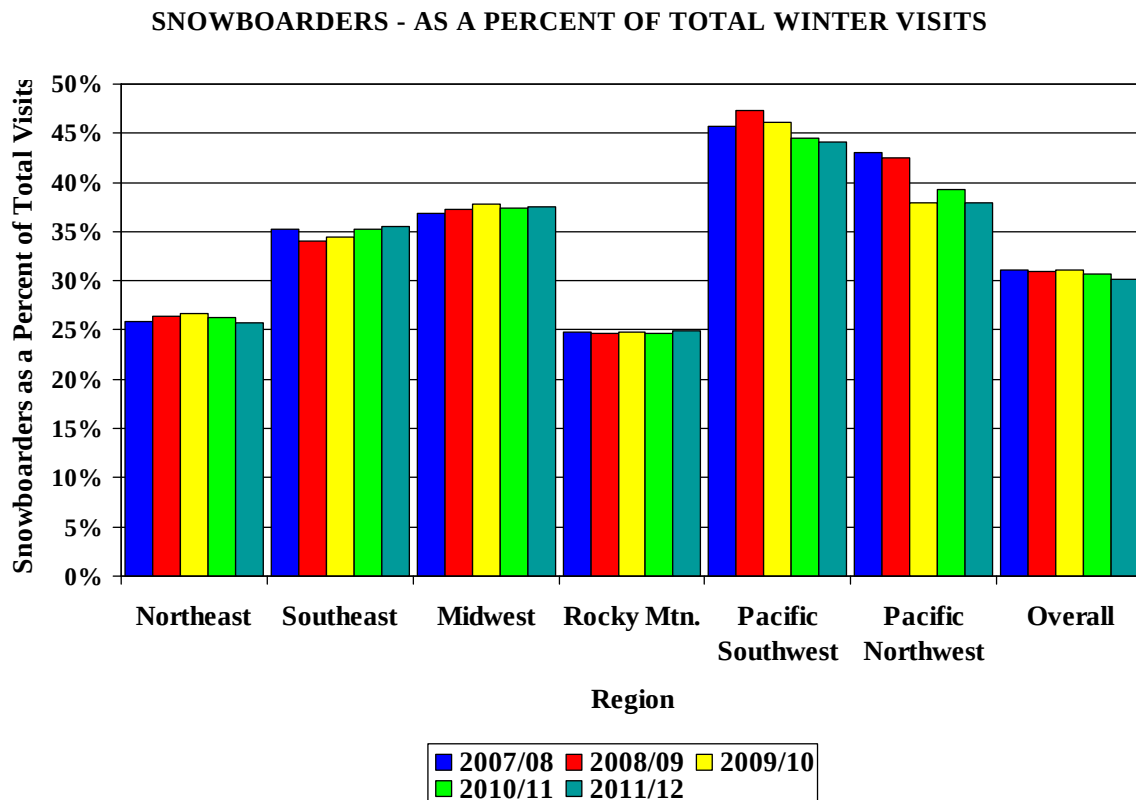
### PLATE III.2

## Snowboarding

The early emerging popularity and growth of snowboarding had a significant impact on many components of winter resort area operations. Snowboarding, initially viewed by many as an “alternate” or “anti-establishment” activity for mainly the younger, skateboarding crowd, showed steady growth during the first decade. The increase in participation was due to several factors. In addition to interest from a younger generation, with more than 75 percent of snowboarders between the ages of 13-24, a growing number of advanced skiers who because of sport burn-out or skiing associated injuries, chose to give snowboarding a try and, in many cases “crossed over” to the sport. In addition, because of the perception that snowboarding is far less technical and therefore easier to learn and progress, snowboarding is much more appealing to those who may or may not have tried skiing. More recent developments in ski technology in the last decade have made skiing off-piste easier and many people are returning to skiing.

Snowboarding showed a downward trend for the past two seasons, after reaching a plateau. Snowboarders made up 30.2 percent of resort visits during the 2011/12

season. Plate III.3 illustrates the change in the extent of snowboarding participation between 2007/08 and 2011/12.



Source: Kottke National End of Season Survey 2010/12

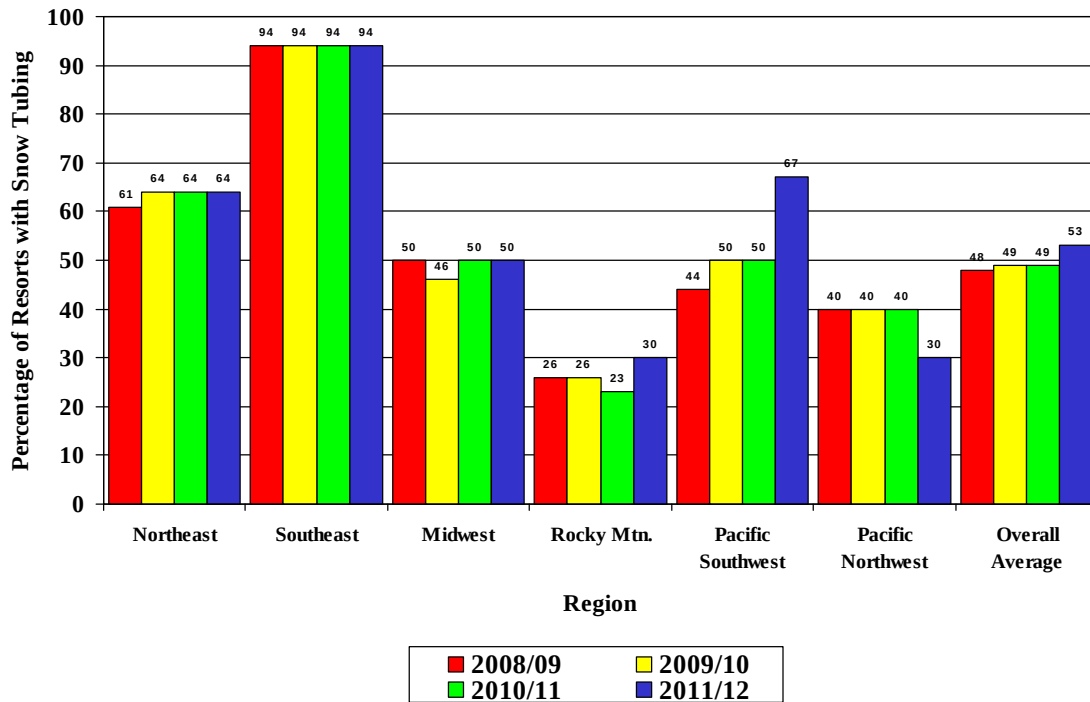
**PLATE III.3**

## Snow Tubing

In addition to skiing and snowboarding at winter resorts, many areas now offer snow tubing during the day and evenings. In 2004/05, approximately 46 percent of winter resort areas offered snow tubing. During the 2011/12 season, 53 percent of areas operating snow tubing. Plate.III.4 illustrates the percentage of areas which offer snow tubing. As shown, there are regional fluctuations in tubing operations with the Southeast the highest, at 94 percent and the Rocky Mountain region at 30 percent.

Plate III.5 illustrates the average number of visits at the tubing areas since the 2007/08 season. As shown, overall tubing visits on average have plateaued at approximately 23,000 per area.

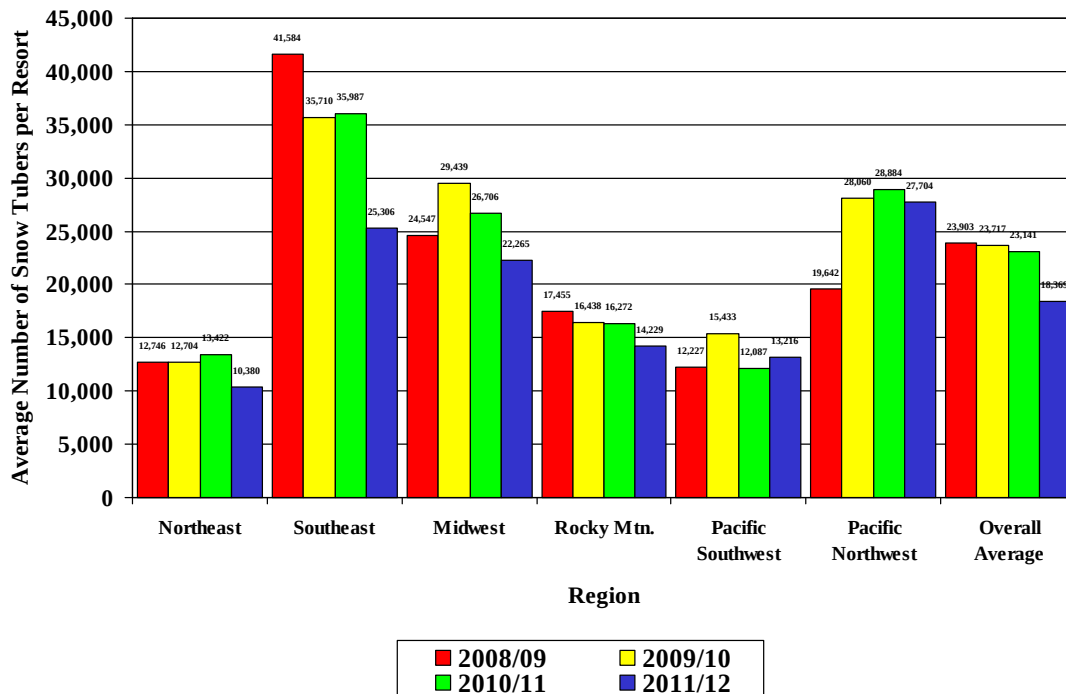
### PERCENTAGE OF RESORTS WITH SNOW TUBING



Source: Kottke National End of Season Survey 2010/11

PLATE III.4

### UNITED STATES AVERAGE SNOW TUBING VISITS PER AREA



Source: Kottke National End of Season Survey 2010/12

PLATE III.5

## .2 Sun Peaks Skier Visit Analysis

Daily skier visit records for the past ten ski seasons were analyzed. The results of this analysis are summarized in Table III.3 and presented in chart format in Plate III.6. Annual skier visits at Sun Peaks increased from approximately 234,200 in 1999/2000 to 342,450 in 2007/08 and then dropped below 310,000 in 2008/09 due to the slowdown in the world economy. Although skier visits have recovered somewhat in the past two seasons, they have not yet reached the 2007/08 high, which is similar to what has happened to the British Columbia ski industry as a whole.

The average annual skier visits over the past 6 year period is approximately 325,500 skiers. The table also provides the number of skiers on the peak day, the average of the top 10, 20 and 30 busiest days and the average skiers per day for each of the past ten ski seasons. The number of visits on the peak day has increased from approximately 4,280 skiers in 2001/02 to 6,870 in 2007/08, although there are less than 10 days per season with skier visits exceeding 5,000 skiers.

Average visits per day throughout the season is approximately 2,200 skiers. The busiest days at Sun Peaks occur during the week between Christmas and New Year's and on the American President's Day long weekend and the following week. Plate III.7, illustrates the daily skier visits for the 2010/2011 ski season. The distribution pattern is typical of a regional destination resort with significant weekend and holiday peaks and the opportunity to increase annual skier visits by growing the mid-week business.

**TABLE III.3  
SUN PEAKS RESORT  
SKIER VISIT ANALYSIS – 2001/02 TO 2011/2012**

| Season                | Winter Skier Visits | Season Length (Days) | Average Skiers per Day | Peak Day Skiers | Average of Top 10 Days | Average of Top 20 Days | Average of Top 30 Days | Number of Days > 5,000 |
|-----------------------|---------------------|----------------------|------------------------|-----------------|------------------------|------------------------|------------------------|------------------------|
| 2001 - 2002           | 234,180             | 143                  | 1,638                  | 4,278           | 3,587                  | 3,283                  | 3,075                  | 0                      |
| 2002 - 2003           | 284,624             | 145                  | 1,963                  | 5,311           | 4,541                  | 3,283                  | 3,893                  | 3                      |
| 2003 - 2004           | 303,319             | 146                  | 2,078                  | 5,353           | 4,713                  | 4,268                  | 4,002                  | 3                      |
| 2004 - 2005           | 282,649             | 137                  | 2,063                  | 6,240           | 4,893                  | 4,235                  | 3,853                  | 4                      |
| 2005 - 2006           | 318,977             | 154                  | 2,071                  | 6,352           | 4,849                  | 4,386                  | 4,108                  | 4                      |
| 2006 - 2007           | 325,417             | 143                  | 2,276                  | 5,665           | 4,916                  | 4,443                  | 4,001                  | 4                      |
| 2007 - 2008           | <b>342,452</b>      | 149                  | <b>2,298</b>           | <b>6,866</b>    | <b>5,423</b>           | <b>4,837</b>           | <b>4,465</b>           | <b>6</b>               |
| 2008 - 2009           | 309,796             | 142                  | 2,182                  | 6,565           | 5,217                  | 4,681                  | 4,331                  | 6                      |
| 2009 - 2010           | 331,207             | 150                  | 2,208                  | 5,850           | 5,038                  | 4,499                  | 4,168                  | 4                      |
| 2010 - 2011           | 325,808             | 143                  | 2,278                  | 5,822           | 4,921                  | 4,393                  | 4,112                  | 5                      |
| 2011-2012             | 319,000             | 152                  | 2,099                  | 6,076           | 5,006                  | 4,362                  | 4,003                  | 5                      |
| <b>Average Last 6</b> | <b>325,613</b>      | <b>147</b>           | <b>2,223</b>           | <b>6,141</b>    | <b>5,087</b>           | <b>4,536</b>           | <b>4,180</b>           | <b>5</b>               |

### HISTORIC SKIER VISITATION - 2000/01 TO 2011/12

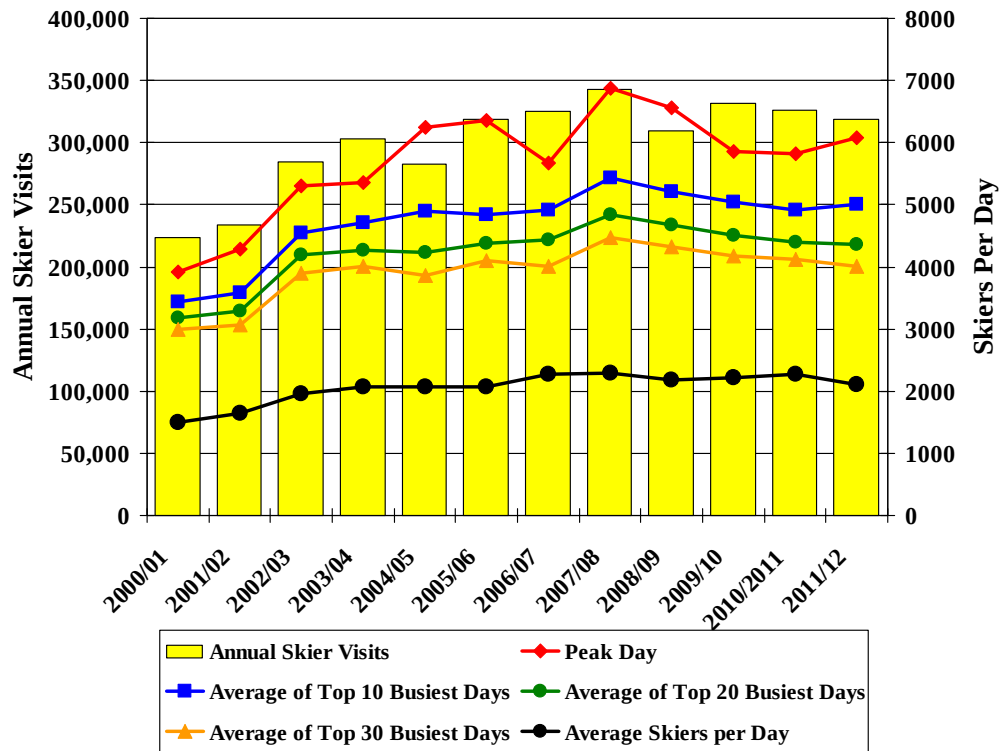


PLATE III.6

### DAILY SKIER VISITS – 2010/11 SKI SEASON

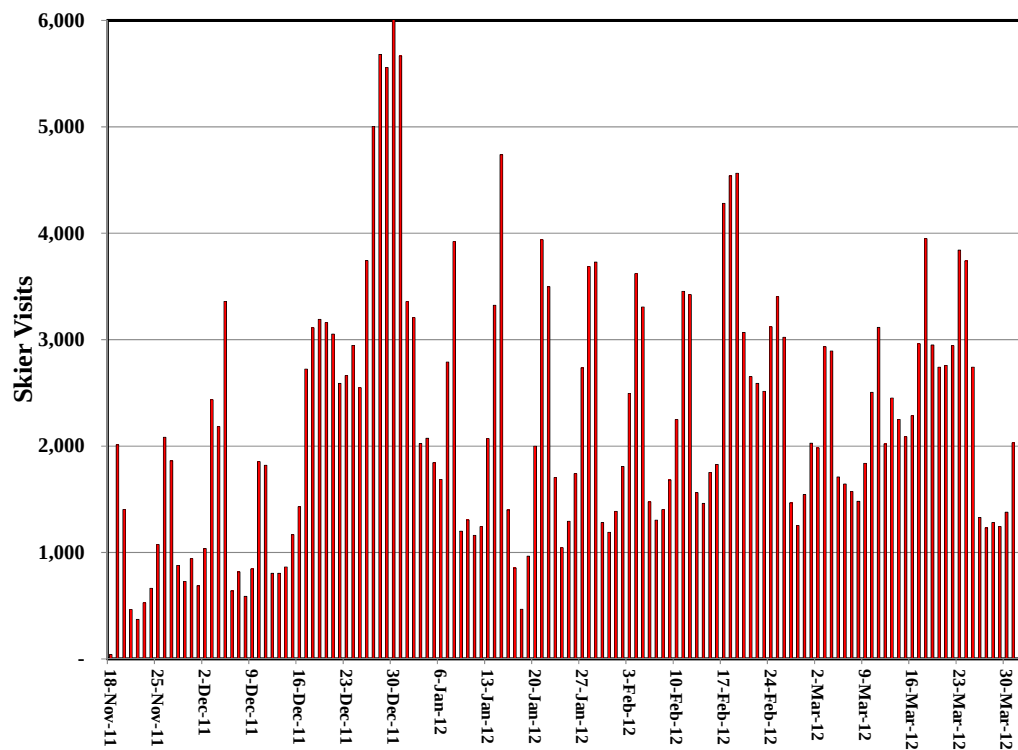


PLATE III.7

### .3 Sun Peaks Summer Lift Visits Analysis

Sun Peaks operates the Sunburst Express Quad for summer sightseeing and lift serviced downhill mountain biking. Records are kept of the number of lift visitors each day. The summer lift visits are separated between mountain bike park visits and sightseeing visits. Ecosign has prepared a summary of the summer lift visits for the past thirteen seasons from 2000 to 2012. This summary is presented in Table III.4. The sightseeing visits have fluctuated between a low of 7,550 visits in 2003 and a high of 17,316 visits in 2007. The 2003 season was significantly shortened due to wildfires in the area. Bike park visits have fluctuated between approximately 5,000 and 7,400 over the past nine years with the highest number of visits occurring in 2009.

While SPRC experimented with the length of the summer lift operating season in the early years, since 2004 the length of the summer operating season has remained stable, starting during the third week of June and operating daily until Labour Day weekend. From 2002 to 2010, the lift operated on weekends throughout September, however, for the past two years, the lift hasn't operated after Labour Day. The average visits per day over the past 6 years is 251. The peak day for summer visits in recent years was 1,011 in 2007. The peak day usually occurs over the August long weekend.

**TABLE III.4  
SUN PEAKS RESORT  
SUMMER LIFT VISIT ANALYSIS – 2000 TO 2012**

| <b>Year</b>                 | <b>Sight seeing Visits</b> | <b>Bike Park Visits</b> | <b>Total Summer Visits</b> | <b>Season Length (Days)</b> | <b>Average Visits per Day</b> | <b>Peak Day Visits</b> |
|-----------------------------|----------------------------|-------------------------|----------------------------|-----------------------------|-------------------------------|------------------------|
| 2000                        | 12,395                     | 1,853                   | 14,248                     | 73                          | 195                           | <b>1,362</b>           |
| 2001                        | 13,592                     | 4,759                   | 18,351                     | <b>107</b>                  | 172                           | 1,005                  |
| 2002                        | 12,331                     | 5,856                   | 18,187                     | 79                          | 230                           | 849                    |
| 2003                        | 7,550                      | 3,096                   | 10,646                     | 61                          | 175                           | 465                    |
| 2004                        | 12,493                     | 5,358                   | 17,851                     | 81                          | 220                           | 813                    |
| 2005                        | 12,379                     | 6,323                   | 18,702                     | 84                          | 223                           | 718                    |
| 2006                        | 13,571                     | 6,071                   | 19,642                     | 79                          | 249                           | 717                    |
| <b>2007</b>                 | <b>17,316</b>              | 5,403                   | <b>22,719</b>              | 84                          | <b>270</b>                    | 1,011                  |
| 2008                        | 12,061                     | 6,532                   | 18,593                     | 78                          | 238                           | 682                    |
| 2009                        | 13,773                     | <b>7,378</b>            | 21,151                     | 82                          | 258                           | 785                    |
| 2010                        | 10,589                     | 6,514                   | 17,103                     | 79                          | 216                           | 563                    |
| 2011                        | 12,643                     | 4,995                   | 17,638                     | 67                          | 263                           | 773                    |
| 2012                        | 12,855                     | 5,363                   | 18,218                     | 71                          | 257                           | 860                    |
| <b>Average Last 6 Years</b> | <b>13,206</b>              | <b>6,380</b>            | <b>19,842</b>              | <b>77</b>                   | <b>251</b>                    | <b>779</b>             |

#### .4 Golf Rounds

The number of golf rounds played at the Sun Peaks Golf Course for each of the past 12 years is summarized in Table III.5. Due to its high elevation, the Sun Peaks Golf Course is usually only open from mid-May to mid-September. Initially a nine hole course, the back nine opened late in the summer of 2005.

**TABLE III.5**  
**SUN PEAKS RESORT**  
**SUMMER GOLF ROUNDS – 2000 TO 2012**

| <b>Year</b> | <b>Number of<br/>Golf Rounds</b> |
|-------------|----------------------------------|
| 2000        | 8,911                            |
| 2001        | 8,885                            |
| 2002        | 9,513                            |
| 2003        | 10,229                           |
| 2004        | 11,086                           |
| 2005        | <b>11,983</b>                    |
| 2006        | 10,798                           |
| 2007        | 8,737                            |
| 2008        | 9,715                            |
| 2009        | 10,078                           |
| 2010        | 9,269                            |
| 2011        | 6,835                            |
| 2012        | 8,900                            |

## IV. DEVELOPMENT ANALYSIS

The purpose of the development analysis section is to blend the information and/or constraints identified in the Inventory and Market sections with acceptable winter resort industry planning and design parameters. Specifically, the constraints imposed by climate (natural snowpacks, wind, solar exposure), surficial geology (depth to bedrock, potential hazards, high water table) and visual quality objectives have "shrunk" the overall size of the potential development area.

### .1 Planning Parameters

In order to determine the potential skier carrying capacity of the terrain within the Sun Peaks study area, we will utilize the planning parameters established in the Inventory section of this report, and listed below in Table IV.1.

**TABLE IV.1  
SUN PEAKS  
PLANNING PARAMETERS**

| Skill Classification | Planning Goals | Acceptable Terrain Gradients | Skier Demand VTM/Hour | Skiers/Hectare |         |
|----------------------|----------------|------------------------------|-----------------------|----------------|---------|
|                      |                |                              |                       | On Trail       | At Area |
| 1 Beginner           | 5%             | 8 - 15%                      | 940                   | 20             | 50      |
| 2 Novice             | 10%            | 15 - 25%                     | 2,120                 | 20             | 50      |
| 3 Low Intermediate   | 20%            | 25 - 35%                     | 2,325                 | 15             | 40      |
| 4 Intermediate       | 30%            | 30 - 40%                     | 3,770                 | 15             | 40      |
| 5 High Intermediate  | 20%            | 35 - 45%                     | 5,085                 | 12             | 30      |
| 6 Advanced           | 10%            | 45 - 60%                     | 5,935                 | 7              | 15      |
| 7 Expert             | 5%             | 60%+                         | 8,475                 | 10             | 20      |

### .2 Mountain Design Analysis

Accurate topographic mapping is a prerequisite for good mountain planning. During the technical assessment phase, the planning team used topographic mapping, produced in 2003 by McElhanney at a scale of 1:5,000 with 5-metre contours. The mapped area encompasses approximately 6,100 hectares, covering the existing ski/snowboard area, Controlled Recreation Area boundary, the existing base areas and valley lands.

Utilizing this topographic mapping, the most critical analysis map for the winter resort area design and evaluation process was prepared: the Slope Analysis Map. The Slope Analysis Map (Figure 11a), delineates the areas that can be negotiated by the various skier ability levels, as well as areas that are considered too flat or too steep for skiing and snowboarding. The natural slope gradients were carefully measured and colour-coded into the following five classifications:

| <b>Slope Gradients</b> | <b>Colour</b> | <b>Type of Skiing</b>    |
|------------------------|---------------|--------------------------|
| 0 - 8%                 | white         | flats, marginal skiing   |
| 8 - 25%                | green         | beginner & novice skiing |
| 25 - 45%               | yellow        | intermediate skiing      |
| 45 - 70%               | blue          | advanced & expert skiing |
| 70% +                  | red           | unskiable, safety zones  |

These maps were then utilized in the evaluation of the terrain and play a critical role in developing conceptual alternatives. Three-dimensional computer perspectives of the terrain slope analysis are shown on Figures 11b - Northwest and Figure 11c - Southwest.

### **.3 Terrain Capacity Analysis**

We have analyzed the natural terrain within the Sun Peaks study area which possesses good skiing and snowboarding potential to accurately establish the area's overall development potential. The Terrain Capacity Analysis (Figure 11a) graphically illustrates major terrain "pods" within the study area which possess good potential for snow sliding development. The pods were selected by consulting the Slope Analysis Map and observing the following criteria:

- continuous fall line sliding from top to bottom
- suitable upper and lower lift terminal locations (e.g., 0.2 hectares less than 25 percent slope)
- good slope continuity to allow interesting sliding from top to bottom for one or more ability levels
- natural slope gradients primarily greater than 8 percent and less than 70 percent

Within each terrain pod, we then joined the upper and lower points to establish the total vertical rise, horizontal distance, straight line slope and steepest 30-metre vertical pitch. The total pod area was calculated and major unskiable areas (slopes 70 percent+, local knolls, etc.) were subtracted. The above data comprises the inputs to our ski terrain capacity computer program. The final program input is a judgement which identifies the "primary" skill classification for each terrain pod. The program outputs are as follows:

**AVAILABLE SKI TERRAIN** - net developable, assuming 35 percent of usable terrain represents the maximum desirable development in forested areas and higher percentages in untreed alpine zones.

**TOTAL SKIERS** - in pod at acceptable densities.

**DEMAND VTM (000)** - vertical transport metres required to service the total skiers.

**LIFT CAPACITY/HR.** - the net hourly lift capacity necessary to maximize the development of each pod.

**SHELTER SQ. METRES** - the amount of built space required to adequately handle the number of guests.

**PARKING AREA IN HECTARES** - assuming 2.5 skiers per vehicle and 32 square metres of gross land per vehicle.

**TOTAL STAGING AREA IN HECTARES** - total land allowance for buildings, roads, parking, milling areas, etc.

The Terrain Capacity Analysis Map and program printout (Table IV.2) provide a reliable indication of the maximum development potential of each pod, the shelter and base terrain required to support the build-out of the mountain and the lift capacity necessary to balance with the terrain.

**TABLE IV.2  
SUN PEAKS  
TERRAIN CAPACITY ANALYSIS**

| <b>Terrain Pod</b>      | <b>A</b>     | <b>B</b>   | <b>C</b>   | <b>D</b>   | <b>E</b>   | <b>F</b>   | <b>G</b>   | <b>H</b>     | <b>I</b>   | <b>J</b>   | <b>K</b>   | <b>L</b>   | <b>M</b>     |
|-------------------------|--------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|--------------|
| Top Elevation m.        | 2,100        | 2,152      | 2,046      | 2,005      | 2,069      | 2,112      | 2,042      | 2,071        | 2,077      | 1,896      | 1,843      | 1,880      | 2,081        |
| Bottom Elevation m.     | 1,855        | 1,962      | 1,924      | 1,869      | 1,716      | 1,771      | 1,821      | 1,752        | 1,758      | 1,702      | 1,676      | 1,698      | 1,766        |
| Total Vertical m.       | 245          | 190        | 122        | 136        | 353        | 341        | 221        | 319          | 319        | 194        | 167        | 182        | 315          |
| Horizontal Distance m.  | 1,200        | 440        | 600        | 520        | 1,220      | 1,200      | 860        | 1,350        | 1,280      | 1,160      | 990        | 1,160      | 940          |
| Slope Distance m.       | 1,225        | 479        | 612        | 537        | 1,270      | 1,248      | 888        | 1,387        | 1,319      | 1,176      | 1,004      | 1,174      | 991          |
| Average Slope %         | 20%          | 43%        | 20%        | 26%        | 29%        | 28%        | 26%        | 24%          | 25%        | 17%        | 17%        | 16%        | 34%          |
| Skill Class             | 5            | 6          | 5          | 4          | 6          | 6          | 5          | 4            | 6          | 2          | 2          | 3          | 5            |
| Skier Density/Ha.       | 30           | 15         | 30         | 40         | 15         | 15         | 30         | 40           | 15         | 50         | 50         | 40         | 30           |
| VTM Demand/Day          | 5,085        | 5,935      | 5,085      | 3,770      | 5,935      | 5,935      | 5,085      | 3,770        | 5,935      | 2,120      | 2,120      | 2,825      | 5,085        |
| Total Area Ha.          | 55.0         | 24.9       | 33.7       | 30.0       | 53.6       | 98.1       | 37.5       | 60.2         | 49.4       | 43.5       | 33.2       | 61.5       | 66.6         |
| % Ski Terrain Available | 70%          | 80%        | 35%        | 35%        | 35%        | 35%        | 35%        | 70%          | 50%        | 35%        | 35%        | 35%        | 75%          |
| Available Ski Terrain   | 38.5         | 19.9       | 11.8       | 10.5       | 18.8       | 34.3       | 13.1       | 42.1         | 24.7       | 15.2       | 11.6       | 21.5       | 50.0         |
| <b>Total Skiers</b>     | <b>1,160</b> | <b>300</b> | <b>350</b> | <b>420</b> | <b>280</b> | <b>510</b> | <b>390</b> | <b>1,680</b> | <b>370</b> | <b>760</b> | <b>580</b> | <b>860</b> | <b>1,500</b> |
| Demand VTM (000)        | 936          | 283        | 283        | 251        | 264        | 480        | 315        | 1,005        | 349        | 256        | 195        | 386        | 1,211        |
| Lift Capacity.Hr.       | 3,822        | 1,487      | 2,316      | 1,848      | 747        | 1,409      | 1,424      | 3,152        | 1,093      | 1,318      | 1,169      | 2,119      | 3,844        |
| Shelter Sq. Meter       | 1,330        | 350        | 400        | 480        | 320        | 590        | 450        | 1,930        | 430        | 870        | 670        | 990        | 1,730        |
| Parking Area Ha.        | 1.43         | 0.37       | 0.43       | 0.52       | 0.34       | 0.63       | 0.48       | 2.07         | 0.46       | 0.94       | 0.71       | 1.06       | 1.85         |
| Staging Area Ha.        | 1.70         | 0.44       | 0.51       | 0.61       | 0.41       | 0.75       | 0.57       | 2.46         | 0.54       | 1.11       | 0.85       | 1.26       | 2.19         |
| Cumulative Total        | 1.7          | 2.1        | 2.6        | 3.3        | 3.7        | 4.4        | 5.0        | 7.4          | 8.0        | 9.1        | 9.9        | 11.2       | 13.4         |

| <b>Terrain Pod</b>      | <b>N</b>     | <b>O</b>     | <b>P</b>     | <b>Q</b>     | <b>R</b>   | <b>S</b>     | <b>T</b>   | <b>U</b>   | <b>V</b>     | <b>W</b>   | <b>X</b>   | <b>TOTAL</b>  |
|-------------------------|--------------|--------------|--------------|--------------|------------|--------------|------------|------------|--------------|------------|------------|---------------|
| Top Elevation m.        | 1,896        | 1,849        | 2,059        | 1,731        | 1,326      | 1,674        | 1,370      | 1,497      | 1,670        | 1,582      | 1,665      |               |
| Bottom Elevation m.     | 1,189        | 1,255        | 1,603        | 1,255        | 1,257      | 1,279        | 1,297      | 1,296      | 1,278        | 1,257      | 1,255      |               |
| Total Vertical m.       | 707          | 594          | 456          | 476          | 69         | 395          | 73         | 201        | 392          | 325        | 410        | 7,202         |
| Horizontal Distance m.  | 1,760        | 2,290        | 1,530        | 1,970        | 410        | 1,800        | 510        | 1,020      | 1,770        | 960        | 1,360      |               |
| Slope Distance m.       | 1,897        | 2,366        | 1,597        | 2,027        | 416        | 1,843        | 515        | 1,040      | 1,813        | 1,014      | 1,420      | 29,257        |
| Average Slope %         | 40%          | 26%          | 30%          | 24%          | 17%        | 22%          | 14%        | 20%        | 22%          | 34%        | 30%        |               |
| Skill Class             | 7            | 5            | 5            | 3            | 1          | 4            | 2          | 3          | 4            | 6          | 6          |               |
| Skier Density/Ha.       | 20           | 30           | 30           | 40           | 50         | 40           | 50         | 40         | 40           | 15         | 15         |               |
| VTM Demand/Day          | 8,475        | 5,085        | 5,085        | 2,825        | 940        | 3,770        | 2,120      | 2,825      | 3,770        | 5,935      | 5,935      |               |
| Total Area Ha.          | 219.5        | 227.1        | 125.1        | 224.0        | 5.2        | 199.6        | 9.1        | 55.7       | 189.8        | 30.0       | 154.4      | 2,086.5       |
| % Ski Terrain Available | 35%          | 35%          | 35%          | 35%          | 50%        | 35%          | 50%        | 35%        | 35%          | 35%        | 35%        |               |
| Available Ski Terrain   | 76.8         | 79.5         | 43.8         | 78.4         | 2.6        | 69.9         | 4.6        | 19.5       | 66.4         | 10.5       | 54.1       | 818.0         |
| <b>Total Skiers</b>     | <b>1,540</b> | <b>2,380</b> | <b>1,310</b> | <b>3,140</b> | <b>130</b> | <b>2,790</b> | <b>230</b> | <b>780</b> | <b>2,660</b> | <b>160</b> | <b>810</b> | <b>25,090</b> |
| Demand VTM (000)        | 2,072        | 1,921        | 1,057        | 1,408        | 19         | 1,670        | 77         | 350        | 1,592        | 151        | 763        |               |
| Lift Capacity.Hr.       | 2,930        | 3,234        | 2,319        | 2,958        | 281        | 4,227        | 1,060      | 1,740      | 4,061        | 464        | 1,861      | 50,882        |
| Shelter Sq. Meter       | 1,770        | 2,740        | 1,510        | 3,610        | 150        | 3,210        | 260        | 900        | 3,060        | 180        | 930        | 28,860        |
| Parking Area Ha.        | 1.90         | 2.93         | 1.61         | 3.87         | 0.16       | 3.44         | 0.28       | 0.96       | 3.28         | 0.20       | 1.00       | 30.9          |
| Staging Area Ha.        | 2.25         | 3.48         | 1.92         | 4.59         | 0.19       | 4.08         | 0.34       | 1.14       | 3.89         | 0.23       | 1.18       | 36.7          |
| Cumulative Total        | 15.6         | 19.1         | 21.0         | 25.6         | 25.8       | 29.9         | 30.2       | 31.4       | 35.3         | 35.5       | 36.7       |               |

**NOTE:**

- 1.15 sq.m. per skier shelter area
- 2.5 skiers per car
- 30.8 sq.m. surface area per car

The terrain in the Sun Peaks study area is comprised of 24 pods suitable for development covering 2,087 hectares. These pods have a potential of supporting approximately 25,090 skiers on 818 hectares of developed terrain at development densities ranging from 35 percent to 80 percent and at the design densities shown in Table IV.1. Sun Peaks has the second largest natural terrain capacity for any resort Ecosign has surveyed in Canada. Only Whistler Mountain has a larger potential area for skiing and boarding. The total skiable vertical within the pods is 963 metres, stretching from the top of Pod B at the peak of Mount Tod to the bottom of Pod N in the Burfield Base area.

The Terrain Capacity Analysis also provides an indication of the general balance of the developable terrain. The Terrain Pod Balance Statement (Table IV.3, Plate IV.1) reveals that the natural terrain at Sun Peaks is well balanced when compared to the skier market. The terrain pod balance shows that most of the skill classes are well balanced, except for an excess of terrain in the high intermediate skill class and noticeable shortages in the novice and beginner skill classes. The beginner and novice skill classes account for 6.8 percent of the terrain, as compared to an ideal of 15 percent. The intermediate skill classes account for 77.4 percent, as compared to the ideal of 70 percent and the advanced and expert account for 15.8 percent, as compared to 15 percent. With detailed trail design, terrain from all skill classes will be used to attempt to ensure a trail distribution balanced with the market.

**TABLE IV.3  
SUN PEAKS  
TERRAIN BALANCE STATEMENT**

| <b>Skill Classification</b> | <b>Hectares</b> | <b>Skiers</b> | <b>Balance</b> | <b>Ideal</b> |
|-----------------------------|-----------------|---------------|----------------|--------------|
| 1 Beginner                  | 2.6             | 130           | 0.5%           | 5%           |
| 2 Novice                    | 31.4            | 1,570         | 6.3%           | 10%          |
| 3 Low Intermediate          | 119.4           | 4,780         | 19.1%          | 20%          |
| 4 Intermediate              | 188.9           | 7,550         | 30.1%          | 30%          |
| 5 High Intermediate         | 236.7           | 7,090         | 28.3%          | 20%          |
| 6 Advanced                  | 162.2           | 2,430         | 9.7%           | 10%          |
| 7 Expert                    | 76.8            | 1,540         | 6.1%           | 5%           |
| <b>Total</b>                | <b>818.0</b>    | <b>25,090</b> | <b>100%</b>    | <b>100%</b>  |

|                   |                     |
|-------------------|---------------------|
| Optimum Density = | 34.2 Skiers/Hectare |
| Weighted Demand = | 4,342 VTM/Skier/Day |

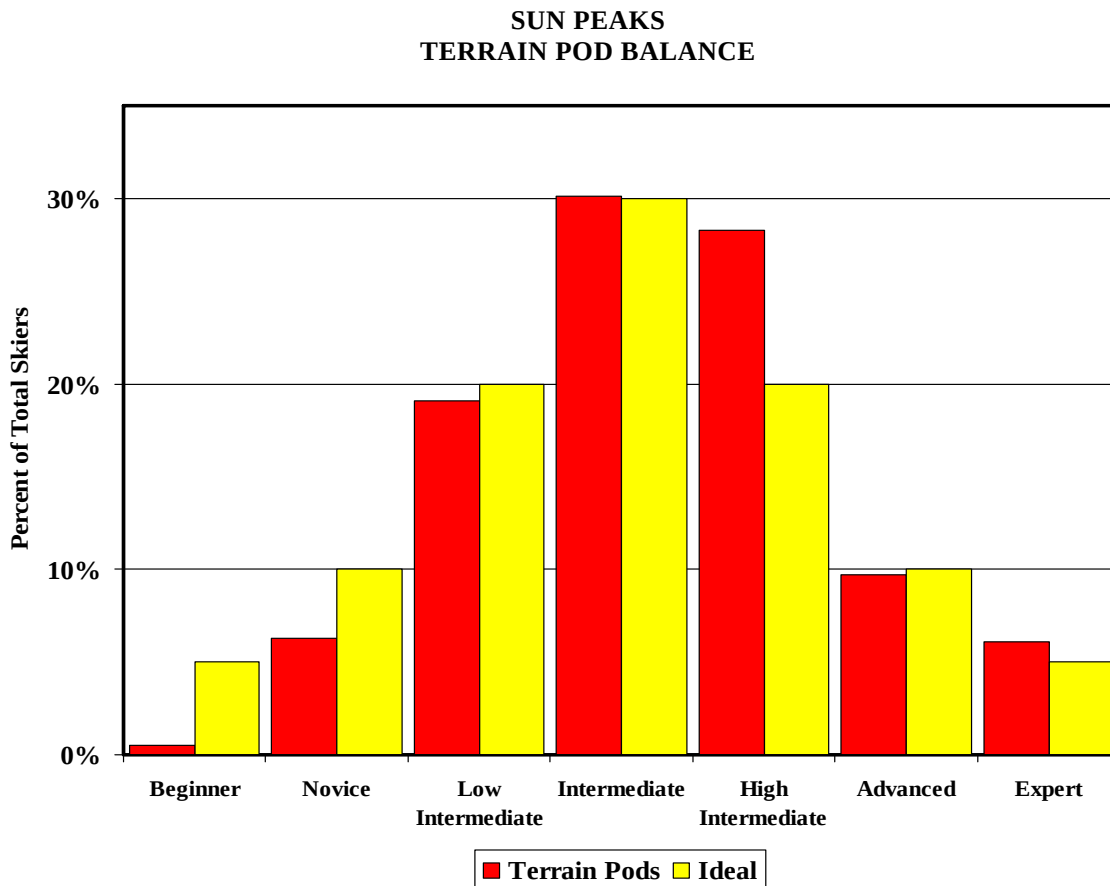


PLATE IV.1

#### .4 Base Area Design Analysis

The 1993 Sun Peaks Resort Area Master Plan included a comprehensive base area design analysis and an environmental inventory conducted by Environmental Management Associates of the base area lands within the Phase 3 boundary area. Biophysical opportunities and constraints of the site were identified and guided the development of the 1993 Master Plan. This analysis will continue to guide the evolution of the resort’s development up to the end of Phase 3. For this Master Plan Update, the base area analysis has been expanded to include the Phase 4 base area lands on the “McGillivray Bench”. The purpose of this analysis is to identify the development potential of the last future expansion area within the current Controlled Recreation Boundary. Figure 12 illustrates the new Base Area Slope / Development Capability Analysis, which is focused on the land to the east of the existing developed base area. This analysis was completed using topographic mapping with a 5-metre contour interval. More detailed aspects of the terrain will become apparent later in the planning process, when 1-metre contour interval mapping is available.

The design criteria specific to mountain resort development, together with the site's detailed design analysis, forms the basis for the design methodology which was applied to create the base area master plan. Design criteria identified for Sun Peaks Resort which will continue to pilot the design and planning for the location of new facilities are noted as follows:

1. The base area should respond to the needs of the visitor. Base improvements must be completed in conjunction with the upgrading of mountain facilities. Improvements should complement the site and, where possible, maintain existing grades and vegetation to minimize site disturbance.
2. The base area structures should be aligned in conjunction with an access road to create a sense of arrival, and act as a visible land mark in guiding first-time visitors to Sun Peaks.
3. Morning sun should be maximized and co-ordinated with arrival activities.
4. Afternoon sun should be maximized and co-ordinated with lunchtime and afternoon activities.
5. The site's spectacular views and vistas should be maximized where possible.
6. Primary function zones (i.e. entry/arrival, primary services, secondary services, congregation, operational/service functions) should be arranged both horizontally and vertically to maximize visitor enjoyment and area revenues, while minimizing congestion, visitor confusion, and area management problems.
7. Pedestrian areas must be well defined, interconnect the parking lots to base structures, and focus pedestrian traffic through a centralized transition area that maximizes commercial opportunities.
8. Skier/Snowboarder movement should flow easily away from base structures to lift terminals, and from the trails back to the structures with negligible slope gradients.
9. Large vertical transitions should be minimized, although small vertical displacements can effectively be utilized to separate and define specific areas and activities.
10. Pedestrians should not be forced to cross major vehicular roadways, and walkways should be provided to interconnect the parking lots and base area structures.

11. A drop-off and pick-up zone is required for both cars and buses.
12. Parking lots should be designed to fill from the closest proximity to the base structures outward in order to minimize vehicular-pedestrian conflict. Parking lots should be visually unobtrusive, both from a distance and at close proximity. Parking lot grades should not exceed 5 percent longitudinally, or 3 percent cross-slope in order to facilitate easy pedestrian and vehicular movement on snow or ice.
13. The most distant parking stalls should not exceed comfortable skier/snowboarder walking distances noted below.

## **.5 Walking Distances**

As previously mentioned, it is important to provide all services, parking and recreational opportunities within a comfortable walking distance of the lifts. Research has indicated that up to 450 metres over level ground is a reasonable distance to expect people to walk while carrying equipment. Every 25 metres vertical change shortens this distance by 100 metres. This relationship has shaped the overall concept of the Sun Peaks Land Use Plan. If the resort is to be “pedestrian oriented”, most development should lie within this circumference of a valley staging lift. Skier walking distances from existing and proposed staging lifts are identified on Figure 12.

## **.6 Slope Analysis**

Slope Analysis Plans at a scale of 1:2,500, with a contour interval of 5 metres, were completed by Ecosign for the Sun Peaks base area lands. The following slope zones are identified on the Base Area Slope Analysis Map.

|        |          |                                                                                             |
|--------|----------|---------------------------------------------------------------------------------------------|
| White  | 0 - 8%   | Optimum: considered essentially "level" for roads, parking and larger structures.           |
| Green  | 8 - 15%  | Desirable; usable for roads, parking and larger structures with major terrain modification. |
| Yellow | 15 - 25% | Less desirable; best suited for single family and townhouse development.                    |
| Blue   | 25 - 35% | Undesirable; too steep for most development.                                                |
| Red    | 35% +    | Too steep for any development.                                                              |

## **.7 Aspect Analysis and Solar Analysis**

The Aspect Analysis (Figure 4) and Solar Analysis (Figures 5a, 5b and 5c) were consulted for potential impact on the Phase 4 lands. The exposures in the Phase 4 area are mostly west to southwest, with a variety of all exposures on the gently sloped highest plateau, where the top terminals of the lifts are planned to be located. The west and southwest exposures ensure that skiers and snowboarders get warmth from the sun during cold, sunny days, but may also cause problems with snow retention in the warm spring season. However, since the Phase 4 ski slopes with west and southwest exposure are at elevations of 1,350 to 1,500 metres, snow burnoff is not expected to be a problem in this area.

The solar analysis of the Phase 4 lands indicates that the whole area lies in a “warmest” zone, with some small pockets on the lower northwest facing slopes being slightly cooler. Therefore, the solar exposure within the Phase 4 base lands is generally excellent for real estate development purposes.

## **.8 Watershed Constraints**

Subsequent to approval of the Tod Mountain Master Plan, in consultation with the provincial Ministry of the Environment and the federal Department of Fisheries and Oceans, Sun Peaks Resort Corporation agreed to amend the valley master plan to provide a minimum 15 metre setback zone on either side of McGillivray Creek and 7.5 metres on either side of all other creeks. The setback is intended to protect the riparian flora and fauna and no development shall take place within this zone with the case by case exception of the construction of valley trails. A 30-metre building setback has been established beside McGillivray Creek to meet Ministry of Environment flood proofing requirements. Development parcels have also been configured to avoid all minor drainages, either through drainage easements or property line configurations which respect natural drainages. The drainage setbacks have helped shape an integrated open space network which runs through the valley lands. The creeks at Sun Peaks are viewed as linear parks that are fully integrated into the Sun Peaks open space network.

## .9 Base Area Development Capability

The Base Area Slope Analysis/Development Capability Analysis Map (Figure 12) identifies the following development potential within the Sun Peaks Phase 4 base lands:

- Potential high-density development zones (village core, parking lots, Tourist Accommodation zoning)
- Potential medium-density development zones (various types of townhouse development and golf course)
- Potential low-density development zones (single-family parcels)
- Potential main road access to the Phase 4 lands

The high-density development zones are concentrated in areas with slope gradients from 0-8% in the area, which is either within skier walking distance of the lift terminals, or in areas which have potential for ski-in/ski out development. The medium-density development zones are located in zones with slope gradients from 8 to 15%, whereas the low density development zones are in the areas with slope gradients from 15 to 25 %.

In the calculations of the development potential of the Phase 4 lands, assumptions were used as shown in Table IV.4. These assumptions are consistent with densities in existing zoning in Sun Peaks.

**TABLE IV.4**  
**SUN PEAKS**  
**DEVELOPMENT DENSITY ASSUMPTIONS**

|    | <b>Development Type</b> | <b>Units<br/>per<br/>ha.</b> | <b>Beds<br/>per<br/>Unit</b> | <b>Beds<br/>per<br/>ha.</b> |
|----|-------------------------|------------------------------|------------------------------|-----------------------------|
| V  | Hotel and Public Apt    | 100                          | 2.2                          | 220                         |
| ST | Stacked Townhouses      | 40                           | 4                            | 160                         |
| T  | Townhouses              | 30                           | 5                            | 150                         |
| SF | Single Family           | 8                            | 6                            | 48                          |

*T and V assumptions are based on existing Sun Peaks*

Table IV.5 is a summary calculation of the development potential of the Phase 4 lands. A total of 205 hectares is developable. Of this, 20 hectares are suitable for a village core, Tourist Accommodation and day skier parking, 133 hectares are suitable for medium density development, which has 53 hectares with potential for townhouse development and 80 hectares are included to allow for a second golf course. Land with potential for single-family parcels has a total area of 52 hectares.

**TABLE IV.5  
SUN PEAKS  
PHASE 4 DEVELOPMENT CAPABILITY**

| Parcel                            | Description       | Area (Ha.)   | Units/Ha. | Beds/Ha. | Potential (Beds) | Percentage of Total Beds |
|-----------------------------------|-------------------|--------------|-----------|----------|------------------|--------------------------|
| <b>High Density Development</b>   |                   |              |           |          |                  |                          |
| 1                                 | Village Core      | 7.0          | 100       | 220      | 1,540            |                          |
| 2                                 | TA                | 2.1          | 100       | 220      | 462              |                          |
| 3                                 | TA                | 2.8          | 100       | 220      | 616              |                          |
| 4a                                | Village Core      | 5.0          | 100       | 220      | 1,100            |                          |
| 4b                                | Day Skier Parking | 2.0          |           |          |                  |                          |
| <b>Subtotal</b>                   |                   | <b>18.9</b>  |           |          | <b>3,718</b>     | <b>27%</b>               |
| <b>Medium Density Development</b> |                   |              |           |          |                  |                          |
| 5                                 | Stacked Townhouse | 3.9          | 40        | 160      | 624              |                          |
| 6                                 | Stacked Townhouse | 1.3          | 40        | 160      | 208              |                          |
| 7                                 | Stacked Townhouse | 3.7          | 40        | 160      | 592              |                          |
| 8                                 | Golf Course       | 51.0         |           |          |                  |                          |
| 9                                 | Golf Course       | 31.0         |           |          |                  |                          |
| 10                                | Townhouse*        | 33.2         | 30        | 150      | 4,973            |                          |
| 11                                | Townhouse*        | 6.5          | 30        | 150      | 982              |                          |
| 12                                | Townhouse         | 2.8          | 30        | 150      | 420              |                          |
| <b>Subtotal</b>                   |                   | <b>133.4</b> |           |          | <b>7,798</b>     | <b>56%</b>               |
| <b>Low Density Development</b>    |                   |              |           |          |                  |                          |
| 13                                | Single Family*    | 17.0         | 8         | 48       | 816              |                          |
| 14                                | Single Family*    | 19.6         | 8         | 48       | 938              |                          |
| 15                                | Single Family*    | 5.5          | 8         | 48       | 265              |                          |
| 16                                | Single Family*    | 10.2         | 8         | 48       | 490              |                          |
| <b>Subtotal</b>                   |                   | <b>52.3</b>  |           |          | <b>2,509</b>     | <b>18%</b>               |
| <b>Total Phase 4</b>              |                   | <b>204.6</b> |           |          | <b>14,025</b>    | <b>100%</b>              |

Note: \*Development area reduced by 15% for road right of ways

The total potential for public and private beds in the Phase 4 lands is estimated at approximately 14,000 beds. At this time, with the lift development planned for Phase 4 and based on the B.C. Ski Area Policy the allowable number of beds to be developed in Phase 4 is around 7,543 beds. With some “overflow” of allowable development that will be transferred from Phase 3, the Phase 4 lands may need to accommodate approximately 10,000 beds. Given the overall development potential of 14,000 beds, it should be possible to locate any beds needed on the McGillivray bench lands while still preserving the ski connections to the remainder of the resort.

## **V. MOUNTAIN FACILITIES**

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### **.1 Goals and Objectives**

A ski area Master Plan involves planning the removal or replacement of existing equipment, integrated with the addition of new facilities over time. Modern mountain resorts require the most efficient and user-friendly lift and trail systems as possible. It is therefore, necessary to have a complete understanding of the total project at buildout so that facilities can be balanced and capital invested effectively.

Over the last twenty years, the on-going development of the Sun Peaks Master Plan has resulted in the day ski area evolving into a four-season resort with most of the necessary facilities, including a large variety of skiing, an eighteen-hole golf course, a resort village and a variety of accommodation. The skiing/snowboarding at Sun Peaks is the primary focus of the resort in winter and the skiing facilities have been upgraded and developed to provide guests with a high quality experience. The existing area has enough trails to service over 14,530 skiers per day, while the lifts can handle 7,720 skiers per day, providing low trail densities, and therefore, an extremely uncrowded experience.

The phased Master Plan for the development of the ski facilities at Sun Peaks is described in detail in the following sections.

#### **Objectives**

The objectives of the Sun Peaks Mountain Master Plan are as follows:

- Provide upgraded ski/snowboard facilities, such as new technology lifts, high quality grooming and guest service facilities in order to bring the total resort area up to, and beyond, the standards provided by the competition.
- Continue to provide a selection of trails in skier skill classes that are closely balanced to the distribution of the market.
- Provide services in appropriate locations to service skiers in each zone of the mountain.

- Provide base staging areas with adequate capacity, and in locations to satisfy mountain access requirements. Lifts used for staging should be able to stage all skiers to the upper mountain within 1.5 hours, so that return cycle skiing/snowboarding can occur on these lifts starting relatively early in the morning, with minimal lift queues.
- Each phase of development should provide an optimally balanced facility, while at the same time move towards the ultimate goal.
- Define goals to guide management and inform public agencies during the ensuing 5-10 year period.

We have utilized a number and letter code to indicate the type of lift installations proposed. The coding is illustrated below.

|       |                                                        |
|-------|--------------------------------------------------------|
| MC    | Moving Carpet                                          |
| P     | Platter (surface lift)                                 |
| TB    | T-Bar (surface lift)                                   |
| 3C    | Triple Chairlift                                       |
| 4C    | Fixed Grip Quadruple Chairlift                         |
| D4C   | Detachable Quadruple Chairlift                         |
| D4C-B | Detachable Quadruple Chairlift with protective bubbles |
| D6C   | Detachable Six-Passenger Chairlift                     |
| JB30  | 30-Passenger Aerial Tramway                            |
| R     | Replacement Lift (i.e. 3R)                             |

The Master Plan Development by Phase for Sun Peaks Resort is summarized in Table V.1.

**TABLE V.1  
SUN PEAKS  
MASTER PLAN DEVELOPMENT SUMMARY**

| Phase                                        | Lifts Installed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCC    | Trails                                   | Trail Capacity | Mtn. Restaurants/<br>Base Lodges                                                                                 |
|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------|----------------|------------------------------------------------------------------------------------------------------------------|
| Existing<br>2012/13<br>Phase 1 &<br>Phase 2A | Lift 1R - Burfield - 4C - 464 pph<br>Lift 2 - Sunburst - D4C-B - 2294 pph<br>Lift 3 - Crystal - 3C - 2005 pph<br>Lift 4 - Village Platter - P - 722 pph<br>Lift 5 - West Bowl - TB - 698 pph<br>Lift 6 - Sundance - D4C - 1994 pph<br>Lift 9 - Elevation - 4C - 1822pph<br>Lift 10 - Morrisey Platter - P - 654 pph<br>Lift 14 - Morrisey Express - D4C - 1844 pph<br>Lift 18A - Village Conveyor - MC - 800 pph<br>Lift 18B - Kids Ranch Conveyor - MC - 800 pph                                                                                               | 7,720  | 131 trails<br>613 Ha.<br>(1,515 acres)   | 14,530         | Bento's<br>Village Daylodge<br>Sunburst Restaurant<br>Burfield Daylodge<br>Children's Building<br>Umbrella Bar   |
| Phase 2B                                     | <i>Shorten &amp; Upgrade Capacity:</i><br>Lift 1 - Burfield - 4C - 464 pph to 920 pph<br>top terminal to 1,850m elevation<br><i>Replace &amp; Realign:</i><br>Lift 3 - Crystal - 3C - 2005 pph<br>with Lift 3R - Crystal - D6C - 3200 pph<br><i>Install:</i><br>Lift 8 - West Morrisey - 4C - 2000 pph<br>Lift 16 - Orient Ridge - 4C - 1800 pph<br>Lift 15 - Gil's - 3C - 2000 pph using Crystal equip<br><i>Upgrade Capacity:</i><br>Lift 2 - Sunburst - D4C - to 2509 pph<br>Lift 6 - Sundance - D4C - to 2600 pph<br>Lift 14 - Morrisey - D4C - to 2800 pph | 11,220 | 137 trails<br>677.9 ha.<br>(1,674 acres) | 15,750         | Expand Sunburst Restaurant<br>Morrisey Restaurant<br>Gil's Hut<br>Building BB (village)<br>Building DD (village) |
| Phase 3                                      | <i>Replace &amp; Realign:</i><br>Lift 5 - West Bowl - TB - 698 pph<br>with Lift 5R - West Bowl - TB - 1200pph<br><i>Install:</i><br>Lift 12 - P - 700pph<br>Lift 17b - McGillivray Transfer - 4C - 2400 pph                                                                                                                                                                                                                                                                                                                                                     | 11,660 | 146 trails<br>708.5 ha.<br>(1,749 acres) | 16,695         | East Village Building E-A<br>for skier services                                                                  |
| Phase 4                                      | <i>Install:</i><br>Lift 7 - Sunnyside - D4C - 2800 pph<br>Lift 13 - Mount Tod - 4C - 2400pph<br>Lift 19 - Headwall Tram - JB30 - 600pph<br>Lift 20 - 4C - 2400 pph<br>Lift 22 - Carpet Zone - 3/MC - 1200 pph<br>Lift 23 - Platter Zone - 2/P - 1400 pph<br>Lift 24 - 2/P - 1400 pph<br><i>Upgrade Lift:</i><br>Lift 6R - Sundance - D6C - 3200 pph<br><i>Upgrade and Extend Lift:</i><br>Lift 16R - Orient Express - D6C - 3200 pph<br>Lift 17 - McGillivray - 4C - 2400pph                                                                                    | 16,140 | 174 trails<br>802.4 ha.<br>(1,981 acres) | 20,480         | Orient Ridge Restaurant<br>Phase 4 Village Skier Services                                                        |

## **.2 Phase 2b**

Since the last Master Plan, Sun Peaks has continued with implementation of Phase 2 of the mountain development. This included the installation of the Elevation chairlift and miscellaneous trail development, including one new easier trail on Sunburst (The Other Way) and six new trails on lower Orient Ridge.

The completion of Phase 2 (and Phase 2b) of the mountain development includes increasing the capacity of the Sundance and Morrisey lifts by adding carriers, as well as some additional lift and trail development. The Sundance Express Quad chair currently has a capacity of 1,994 pph but was installed with the capability of being upgraded to a maximum capacity of 2,600 pph. Therefore, by simply adding carriers, the rated capacity of this lift will be increased to 2,600 pph in this phase. Increasing the rated capacity to the design level will also result in an increase in SCC. Similarly, the Morrisey Express can be increased from 1,844 pph to 2,800 pph by adding 47 carriers.

Lift 3, the Crystal triple chairlift, will be replaced by a detachable quadruple chairlift with a new top terminal, (adjacent to the existing Burfield chairlift's top terminal) and the bottom terminal moved 400 metres to the east. This lift will service the same terrain it currently serves, with the addition of the east facing slopes of the Chief and the terrain between the existing Burfield and Crystal top terminals. This new lift will have a vertical rise of 316 metres (increased from 293 metres), a decreased ride time (from 7.3 minutes down to 3.2 minutes), an increase in rated capacity and easier loading. Due to its increased vertical, capacity and loading efficiency the SCC will rise 62 % to approximately 990 skiers per day; a net increase of 380 skiers per day.

The Burfield Quad chair (Lift 2) will be shortened, with the top terminal moving down 230 vertical metres to the 1,850-metre elevation. This relocation will make room for the top terminal of the new Crystal and allow Sun Peaks to increase the rated capacity on the Burfield Quad to approximately 920 pph. This increase in capacity will be necessary due to the anticipated increase in the number of people using the Burfield base to access the mountain due to the increase in day skier parking at that base. There will no longer be any significant return cycle skiing on the upper portion of the lift, but the whole lift will continue to provide return cycle skiing on the steep slopes above the Burfield base when conditions are suitable. The new top station offload will provide access to the bottom of the new Crystal chair Lift 3R.

Lift 8, the West Morrisey fixed grip quad chair, is proposed to be installed on the north facing slopes of Mount Morrisey. This lift will provide steeper skiing on north facing (good snow holding) slopes between the Village and the Burfield base. The trails serviced by this lift will range from intermediate (on the existing "Back in

Time” trail) to high intermediate advanced and expert (on the existing “Static Cling” trail). This lift will have a vertical rise of 430 metres and a rated capacity of 2,000 pph which will result in a calculated SCC of approximately 890 skiers per day. This lift will also provide ski-in/ski-out access for a neighbourhood on the south side of the valley near “The Cabins”, Fairways Drive and Mountain View Drive.

Lift 15, Gil’s, is a fixed grip chairlift installed on the east facing slopes to the north of the existing lift serviced ski area to service return cycle skiing on steep terrain, with trails ranging from high intermediate to expert. The top of this lift will be located at the peak of the area known as “Gil’s” and the off-load will be at the 2,110-metre elevation. Lift 15 will have a vertical rise of 335 metres and be accessed from the Crystal Chair, the Upper 5 Mile trail and a new section of trail to be constructed (3R). The high altitude and eastern exposure of the terrain serviced by this lift provides excellent snow conditions for skiers in this pod. It may be possible to use the existing equipment being removed from the Crystal for this installation, if not a quadruple fixed grip chairlift will be installed.

Lift 16, a fixed grip quadruple chairlift (the Orient Chair), has a bottom terminal in the valley, approximately 120 metres to the north of the bottom terminal of the Morrissey Express quad and at the same elevation as that chairlift. Although these two lift terminals are separated by McGillivray Creek, a new skier bridge will be constructed over the creek to make a convenient, level connection for skiers moving between these two lifts. The Orient Chair may be installed initially as a fixed grip quadruple chairlift with the top terminal located at the 1,495-metre elevation on Orient Ridge (to the east of the Sundance chair). This lift will effectively connect the bottom of Lift 14 to the surrounding accommodation within the Village. Seven trails have been cleared in this zone to provide return cycle skiing in this pod. The trails include six trails in the novice and low intermediate skill classes, as well as one trail, the East Village Skiway, providing ski-in/ski-out access for accommodation further east. In a later phase, this lift will be replaced by a longer detachable six-passenger chairlift with the same bottom terminal and alignment but with the top terminal moved up to the 1,712-metre elevation at the top of Orient Ridge.

At completion of Phase 2, the Sun Peaks ski area will have a total of fourteen ski lifts with a combined daily SCC of approximately 11,200 skiers per day. Table V.2 lists the lifts present at completion of Phase 2, their specifications, and the calculated SCC at completion of this phase.

**TABLE V.2  
SUN PEAKS  
LIFT SPECIFICATIONS  
PHASE 2**

| Development Phase      | Existing   |                  |                 |            |              |            |                   |                   |
|------------------------|------------|------------------|-----------------|------------|--------------|------------|-------------------|-------------------|
| Lift Number            | 1R         | 2                | 4               | 5          | 6            | 9          | 10                | 14                |
| Lift Name              | Burfield   | Sunburst Express | Village Platter | West Bowl  | Sundance     | Elevation  | Morrissey Platter | Morrissey Express |
| Lift Type              | 4C         | D4C-B            | P               | T-B        | D4C          | 4C         | P                 | D4C               |
| Top Elevation m.       | 1,850      | 1,850            | 1,307           | 2,069      | 1,730        | 1,865      | 1,345             | 1,675             |
| Middle Station m.      | 1,782      |                  |                 |            |              |            |                   |                   |
| Bottom Elevation m.    | 1,198      | 1,255            | 1,255           | 1,903      | 1,255        | 1,552      | 1,256             | 1,277             |
| Total Vertical m.      | 652        | 595              | 52              | 166        | 475          | 313        | 89                | 398               |
| Horizontal Distance m. | 1,970      | 2,290            | 347             | 701        | 1,985        | 1,072      | 420               | 1,760             |
| Slope Distance m.      | 2,075      | 2,378            | 353             | 720        | 2,041        | 1,117      | 429               | 1,804             |
| Average Slope %        | 33%        | 26%              | 15%             | 24%        | 24%          | 29%        | 21%               | 23%               |
| Rated Capacity         | 920        | 2,294            | 722             | 698        | 2,600        | 1,822      | 654               | 2,800             |
| V.T.M./Hr.(000)        | 600        | 1,365            | 38              | 116        | 1,235        | 570        | 58                | 1,114             |
| Rope Speed m/sec.      | 2.2        | 5.1              | 2.2             | 2.2        | 5.0          | 2.3        | 2.2               | 5.0               |
| Trip Time min.         | 15.72      | 7.80             | 2.67            | 5.38       | 6.80         | 8.09       | 3.25              | 6.01              |
| Operating Hr./Day      | 7.0        | 7.0              | 7.0             | 6.5        | 7.0          | 6.8        | 7.0               | 7.0               |
| V.T.M. Demand/Day      | 5,916      | 4,147            | 1,137           | 3,241      | 3,099        | 4,348      | 600               | 2,812             |
| Loading Eff. %         | 90%        | 95%              | 80%             | 95%        | 95%          | 85%        | 80%               | 95%               |
| Access Reduction       | 18%        | 20%              | 0%              | 0%         | 25%          | 5%         | 50%               | 5%                |
| <b>SCC Skier/Day</b>   | <b>530</b> | <b>1,760</b>     | <b>180</b>      | <b>220</b> | <b>1,980</b> | <b>710</b> | <b>70</b>         | <b>2,510</b>      |

| Development Phase      | Existing        |                 | Phase 2b        |                |            |            | TOTAL         |
|------------------------|-----------------|-----------------|-----------------|----------------|------------|------------|---------------|
| Lift Number            | 18A             | 18B             | 3R              | 8              | 15         | 16         |               |
| Lift Name              | Village Carpets | Village Carpets | Crystal Express | West Morrissey | Gil's      | Orient     |               |
| Lift Type              | MC              | MC              | D6C             | 4C             | 3C/4C      | 4C         |               |
| Top Elevation m.       | 1,282           | 1,318           | 2,080           | 1,675          | 2,110      | 1,495      |               |
| Middle Station m.      |                 |                 |                 |                |            |            |               |
| Bottom Elevation m.    | 1,259           | 1,307           | 1,712           | 1,245          | 1,775      | 1,277      |               |
| Total Vertical m.      | 23              | 11              | 368             | 430            | 335        | 218        | 4,125         |
| Horizontal Distance m. | 148             | 99              | 1,380           | 1,430          | 1,100      | 930        |               |
| Slope Distance m.      | 150             | 100             | 1,428           | 1,493          | 1,150      | 955        | 16,194        |
| Average Slope %        | 16%             | 11%             | 27%             | 30%            | 30%        | 23%        | 26%           |
| Rated Capacity         | 800             | 800             | 3,200           | 2,000          | 2,000      | 1,800      | 23,110        |
| V.T.M./Hr.(000)        | 13              | 13              | 1,178           | 860            | 670        | 392        | 8,222         |
| Rope Speed m/sec.      | 0.6             | 0.6             | 5.0             | 2.2            | 2.2        | 2.2        |               |
| Trip Time min.         | 4.17            | 2.78            | 4.76            | 11.31          | 8.71       | 7.24       |               |
| Operating Hr./Day      |                 |                 | 6.8             | 7.0            | 6.0        | 7.0        | 5.9           |
| V.T.M. Demand/Day      |                 |                 | 5,522           | 5,205          | 6,654      | 2,917      |               |
| Loading Eff. %         |                 |                 | 90%             | 80%            | 85%        | 80%        |               |
| Access Reduction       |                 |                 | 1%              | 4%             | 0%         | 50%        |               |
| <b>SCC Skier/Day</b>   | <b>120</b>      | <b>90</b>       | <b>1,280</b>    | <b>880</b>     | <b>510</b> | <b>380</b> | <b>11,220</b> |

As listed in Table V.3, at the end of Phase 1 there will be a total of 150 trails, gladed zones and skiways covering approximately 684 hectares with a capacity of 16,045 skiers at one time. Figure 13 graphically illustrates the Sun Peaks Mountain Master Plan / Phase 2b.

**TABLE V.3  
TRAIL SPECIFICATIONS – PHASE 2**

|                     |           | Trail Skill |   | Elevation  |               | Total Vert. | Horz. Dist. | Slope Dist. | Percent Slope |        | Avg. Width | Horz. Area | Slope Area | Skiers At Area |               |
|---------------------|-----------|-------------|---|------------|---------------|-------------|-------------|-------------|---------------|--------|------------|------------|------------|----------------|---------------|
|                     |           |             |   | Top Meters | Bottom Meters |             |             |             | Avg.          | Steep. |            |            |            | Density        | Total         |
|                     |           |             |   |            |               |             |             |             |               |        |            |            |            |                |               |
| Lift 1R - Burfield  |           |             |   |            |               |             |             |             |               |        |            |            |            |                |               |
| Roundabout          | 1/2 area  | 1A          | 4 | 2,075      | 1,782         | 293         | 2,330       | 2,348       | 13%           | 37%    | 36         | 8.45       | 4.26       | 40             | 170           |
| Back Door           | 1/2 area  | 1B          | 6 | 2,075      | 1,965         | 110         | 315         | 334         | 35%           | 54%    | 70         | 2.19       | 1.16       | 15             | 15            |
| Kukamungas (gladed) | 1/2 area  | 1C          | 7 | 2,067      | 1,905         | 162         | 480         | 507         | 34%           | 67%    | 186        | 8.92       | 4.71       | 2              | 10 1/10 dens. |
| Sunnyside West      |           | 1D          | 6 | 1,935      | 1,815         | 120         | 310         | 332         | 39%           | 47%    | 94         | 2.91       | 3.12       | 15             | 45            |
| 7 Mile              | 1/2 area  | 1E          | 6 | 1,900      | 1,204         | 696         | 3,350       | 3,422       | 21%           | 64%    | 19         | 6.21       | 3.17       | 15             | 50            |
| Sunnyside           | 1/2 area  | 1F          | 6 | 2,050      | 1,870         | 180         | 465         | 499         | 39%           | 50%    | 155        | 7.19       | 3.86       | 15             | 60            |
| Juniper Ridge       | 1/2 area  | 1G          | 6 | 2,067      | 1,635         | 432         | 905         | 1,003       | 48%           | 54%    | 78         | 7.02       | 3.89       | 15             | 60            |
|                     |           | 1H          | 6 | 1,850      | 1,783         | 67          | 515         | 519         | 13%           | 21%    | 26         | 1.33       | 1.34       | 15             | 20            |
| Hidden Valley       |           | 1J          | 6 | 1,790      | 1,650         | 140         | 1,055       | 1,064       | 13%           | 22%    | 25         | 2.59       | 2.61       | 15             | 40            |
| Roller Coaster      |           | 1K          | 6 | 1,700      | 1,560         | 140         | 420         | 443         | 33%           | 53%    | 38         | 1.58       | 1.67       | 15             | 25            |
| Expo                |           | 1L          | 7 | 1,780      | 1,202         | 578         | 1,520       | 1,626       | 38%           | 70%    | 83         | 12.63      | 13.51      | 10             | 135 1/2 dens. |
| Challenger          |           | 1M          | 7 | 1,840      | 1,380         | 460         | 1,445       | 1,516       | 32%           | 77%    | 46         | 6.59       | 6.92       | 20             | 140           |
| High Voltage        |           | 1N          | 7 | 1,560      | 1,212         | 348         | 730         | 809         | 48%           | 72%    | 44         | 3.21       | 3.56       | 20             | 70            |
| Ridge Run           |           | 1O          | 4 | 1,610      | 1,198         | 412         | 1,680       | 1,730       | 25%           | 45%    | 45         | 7.56       | 7.78       | 40             | 310           |
| Freddy's Nightmare  |           | 1P          | 7 | 1,780      | 1,450         | 330         | 620         | 702         | 53%           | 73%    | 209        | 12.97      | 14.69      | 2              | 30 1/10 dens. |
| Challenger Glades   |           | 1Q          | 7 | 1,660      | 1,445         | 215         | 480         | 526         | 45%           | 90%    | 131        | 6.27       | 6.87       | 2              | 15 1/10 dens. |
| Total Lift 1        |           | 16          |   |            |               |             |             | 17,380      |               |        |            |            | 83.11      |                | 1,195         |
| Lift 2 - Sunburst   |           |             |   |            |               |             |             |             |               |        |            |            |            |                |               |
| Cahilty/5 Mile      |           | 2A          | 2 | 1,850      | 1,590         | 260         | 1,430       | 1,453       | 18%           | 30%    | 86         | 12.32      | 12.52      | 50             | 625           |
| Lower 5 Mile        | (quarter) | 2B          | 2 | 1,590      | 1,265         | 325         | 2,055       | 2,081       | 16%           | 21%    | 54         | 11.02      | 2.79       | 50             | 140           |
| Lower 5 Mile        | (quarter) | 2B          | 3 | 1,590      | 1,265         | 325         | 2,055       | 2,081       | 16%           | 21%    | 54         | 11.02      | 2.79       | 40             | 110           |
| Lower 5 Mile        | (half)    | 2B          | 6 | 1,590      | 1,265         | 325         | 2,055       | 2,081       | 16%           | 21%    | 54         | 11.02      | 5.58       | 15             | 85            |
| Distributor         |           | 2E          | 5 | 1,825      | 1,695         | 130         | 770         | 781         | 17%           | 35%    | 26         | 1.99       | 2.02       | 30             | 60            |
| Bluff               | (half)    | 2F          | 6 | 1,790      | 1,535         | 255         | 710         | 754         | 36%           | 64%    | 96         | 6.84       | 3.64       | 15             | 55            |
| Sting               |           | 2G          | 6 | 1,755      | 1,505         | 250         | 720         | 762         | 35%           | 53%    | 39         | 2.79       | 2.95       | 15             | 45            |
| Intimidator         |           | 2H          | 7 | 1,710      | 1,465         | 245         | 620         | 667         | 40%           | 66%    | 52         | 3.23       | 3.47       | 20             | 70            |
| 5th Avenue          |           | 2I          | 6 | 1,705      | 1,435         | 270         | 680         | 732         | 40%           | 55%    | 50         | 3.40       | 3.66       | 15             | 55            |
| Broadway            |           | 2J          | 6 | 1,645      | 1,325         | 320         | 965         | 1,017       | 33%           | 54%    | 79         | 7.59       | 8.00       | 15             | 120           |
| Exhibition          |           | 2K          | 5 | 1,845      | 1,265         | 580         | 2,240       | 2,314       | 26%           | 50%    | 67         | 14.95      | 15.44      | 30             | 465           |
| Cruiser             |           | 2L          | 5 | 1,711      | 1,265         | 446         | 1,490       | 1,555       | 30%           | 47%    | 61         | 9.14       | 9.54       | 30             | 285           |
| Blazer              |           | 2M          | 5 | 1,735      | 1,280         | 455         | 1,875       | 1,929       | 24%           | 48%    | 42         | 7.96       | 8.19       | 30             | 245           |
| Runaway Lane        |           | 2N          | 5 | 1,570      | 1,295         | 275         | 785         | 832         | 35%           | 48%    | 51         | 4.02       | 4.26       | 30             | 130           |
| Tighten Yer Boots   |           | 2O          | 6 | 1,540      | 1,303         | 237         | 810         | 844         | 29%           | 60%    | 30         | 2.45       | 2.55       | 15             | 40            |
|                     |           | 2P          | 2 | 1,848      | 1,790         | 58          | 385         | 389         | 15%           | 23%    | 42         | 1.60       | 1.62       | 50             | 80            |
| Trans Canada        |           | 2Q          | 2 | 1,846      | 1,712         | 134         | 730         | 742         | 18%           | 26%    | 41         | 2.99       | 3.04       | 50             | 150           |
|                     |           | 2R          | 2 | 1,830      | 1,747         | 83          | 430         | 438         | 19%           | 19%    | 34         | 1.47       | 1.50       | 50             | 75            |
| Cahilty Glades      | gladed    | 2S          | 5 | 1,810      | 1,670         | 140         | 590         | 606         | 24%           | 43%    | 58         | 3.40       | 3.49       | 3              | 10 1/10 dens. |
| Cariboo Trees       | gladed    | 2U          | 6 | 1,790      | 1,550         | 240         | 710         | 749         | 34%           | 55%    | 105        | 7.46       | 7.87       | 2              | 10 1/10 dens. |
| Bluff Trees         | gladed    | 2V          | 6 | 1,775      | 1,515         | 260         | 690         | 737         | 38%           | 53%    | 157        | 10.86      | 11.61      | 2              | 15 1/10 dens. |
| Exhibition Glades   | gladed    | 2W          | 6 | 1,675      | 1,375         | 300         | 800         | 854         | 38%           | 43%    | 86         | 6.88       | 7.35       | 2              | 10 1/10 dens. |
| Cruiser Glades      | gladed    | 2X          | 6 | 1,575      | 1,365         | 210         | 580         | 617         | 36%           | 45%    | 117        | 6.80       | 7.23       | 2              | 10 1/10 dens. |
| Blazer Glades       | gladed    | 2Y          | 6 | 1,560      | 1,420         | 140         | 420         | 443         | 33%           | 44%    | 126        | 5.30       | 5.59       | 2              | 10 1/10 dens. |
| Run Away Glades     | gladed    | 2Z          | 6 | 1,555      | 1,305         | 250         | 650         | 696         | 38%           | 50%    | 99         | 6.44       | 6.90       | 2              | 10 1/10 dens. |

**TABLE V.3 CONT.  
TRAIL SPECIFICATIONS – PHASE 2**

|                           |           |       |                                   | Elevation |        | Total  | Horz.  | Slope                                    | Percent Slope |        | Avg.   | Horz. | Slope | Skiers At Area |               |
|---------------------------|-----------|-------|-----------------------------------|-----------|--------|--------|--------|------------------------------------------|---------------|--------|--------|-------|-------|----------------|---------------|
|                           |           | Trail | Skill                             | Top       | Bottom | Vert.  | Dist.  | Dist.                                    |               |        | Width  | Area  | Area  |                |               |
|                           |           | No.   | Class                             | Meters    | Meters | Meters | Meters | Meters                                   | Avg.          | Steep. | Meters | Ha.   | Ha.   | Density        | Total         |
| Lift 2 (continued)        |           |       |                                   |           |        |        |        |                                          |               |        |        |       |       |                |               |
| Chute                     | partial   | 3I    | 7                                 | 2,040     | 1,780  | 260    | 690    | 737                                      | 38%           | 66%    | 82     | 5.63  | 3.72  | 20             | 75            |
| Spillway                  | partial   | 3J    | 7                                 | 2,055     | 1,775  | 280    | 1,055  | 1,092                                    | 27%           | 66%    | 49     | 5.20  | 3.32  | 20             | 65            |
| Last Chance               | partial   | 3K    | 5                                 | 1,970     | 1,845  | 125    | 415    | 433                                      | 30%           | 48%    | 50     | 2.07  | 1.33  | 30             | 40            |
| Upper 5 Mile              | partial   | 3L    | 2                                 | 2,055     | 1,760  | 295    | 2,055  | 2,076                                    | 14%           | 22%    | 28     | 5.82  | 3.63  | 50             | 180           |
| Pink Flamingo             | partial   | 3N    | 7                                 | 1,955     | 1,860  | 95     | 230    | 249                                      | 41%           | 71%    | 47     | 1.09  | 0.73  | 20             | 15            |
| The Other Way             | partial   | 3Q    | 3                                 | 1,839     | 1,603  | 236    | 1,450  | 1,469                                    | 16%           | 26%    | 35     | 5.08  | 3.18  | 40             | 125           |
|                           |           | 3R    | 3                                 | 1,940     | 1,812  | 128    | 910    | 919                                      | 14%           | 16%    | 24     | 2.20  | 2.22  | 40             | 90            |
| Total Lift 2R             |           | 24    | (not incl. 2B class 3&6 or 3I-3Q) |           |        |        |        | 22,913 (not incl. 2B class 3&6 or 3I-3Q) |               |        | 161.73 |       | 3,500 |                |               |
| Lift 3R - Crystal Express |           |       |                                   |           |        |        |        |                                          |               |        |        |       |       |                |               |
| Crystal Run               |           | 3A    | 5                                 | 2,079     | 1,713  | 366    | 1,700  | 1,739                                    | 22%           | 49%    | 45     | 7.58  | 7.75  | 30             | 235           |
| Crystal Bowl              |           | 3B    | 6                                 | 2,025     | 1,870  | 155    | 480    | 504                                      | 32%           | 60%    | 68     | 3.26  | 3.43  | 15             | 50            |
| Crystal Lift Line         |           | 3C    | 5                                 | 2,050     | 1,770  | 280    | 880    | 923                                      | 32%           | 50%    | 84     | 7.41  | 7.78  | 30             | 235           |
| West Bushwacker           |           | 3D    | 5                                 | 2,079     | 1,760  | 319    | 1,070  | 1,117                                    | 30%           | 47%    | 56     | 6.00  | 6.26  | 30             | 190           |
| East Bushwacker           |           | 3E    | 6                                 | 1,965     | 1,820  | 145    | 380    | 407                                      | 38%           | 57%    | 66     | 2.51  | 2.69  | 15             | 40            |
| Little Headwall           |           | 3F    | 7                                 | 2,010     | 1,850  | 160    | 345    | 380                                      | 46%           | 68%    | 82     | 2.83  | 3.12  | 20             | 60            |
| Big Headwall              |           | 3G    | 7                                 | 2,040     | 1,740  | 300    | 595    | 666                                      | 50%           | 67%    | 65     | 3.84  | 4.30  | 20             | 85            |
| Hat Trick                 |           | 3H    | 6                                 | 2,025     | 1,855  | 170    | 600    | 624                                      | 28%           | 64%    | 49     | 2.93  | 3.05  | 15             | 45            |
| Chute                     | partial   | 3I    | 7                                 | 2,040     | 1,780  | 260    | 690    | 737                                      | 38%           | 66%    | 82     | 5.63  | 2.30  | 20             | 45            |
| Spillway                  | partial   | 3J    | 7                                 | 2,055     | 1,775  | 280    | 1,055  | 1,092                                    | 27%           | 66%    | 49     | 5.20  | 2.06  | 20             | 40            |
| Last Chance               | partial   | 3K    | 5                                 | 1,970     | 1,845  | 125    | 415    | 433                                      | 30%           | 48%    | 50     | 2.07  | 0.83  | 30             | 25            |
| Upper 5 Mile              | partial   | 3L    | 2                                 | 2,055     | 1,760  | 295    | 2,055  | 2,076                                    | 14%           | 22%    | 28     | 5.82  | 2.25  | 50             | 110           |
| Highway 22a               |           | 3M    | 5                                 | 1,960     | 1,790  | 170    | 610    | 633                                      | 28%           | 48%    | 60     | 3.64  | 3.78  | 30             | 115           |
| Pink Flamingo             | partial   | 3N    | 7                                 | 1,955     | 1,860  | 95     | 230    | 249                                      | 41%           | 71%    | 47     | 1.09  | 0.45  | 20             | 10            |
| Chief Shoulder            |           | 3O    | 6                                 | 2,079     | 1,825  | 254    | 970    | 1,003                                    | 26%           | 60%    | 108    | 10.45 | 10.80 | 15             | 160           |
| Nose of the Chief         |           | 3P    | 6                                 | 2,030     | 1,845  | 185    | 510    | 543                                      | 36%           | 61%    | 145    | 7.39  | 7.86  | 15             | 120           |
| The Other Way             | partial   | 3Q    | 3                                 | 1,839     | 1,603  | 236    | 1,450  | 1,469                                    | 16%           | 26%    | 35     | 5.08  | 1.96  | 40             | 80            |
| Roundabout                | 1/2 area  | 1A    | 4                                 | 2,075     | 1,782  | 293    | 2,330  | 2,348                                    | 13%           | 37%    | 36     | 8.45  | 4.26  | 40             | 170           |
| Back Door                 | 1/2 area  | 1B    | 6                                 | 2,075     | 1,965  | 110    | 315    | 334                                      | 35%           | 54%    | 70     | 2.19  | 1.16  | 15             | 15            |
| Kukamungas (gladed)       | 1/2 area  | 1C    | 7                                 | 2,067     | 1,905  | 162    | 480    | 507                                      | 34%           | 67%    | 186    | 8.92  | 4.71  | 20             | 95            |
| 7 Mile                    | 1/2 area  | 1E    | 6                                 | 1,900     | 1,204  | 696    | 3,350  | 3,422                                    | 21%           | 64%    | 19     | 6.21  | 3.17  | 15             | 50            |
| Sunnyside                 | 1/2 area  | 1F    | 6                                 | 2,050     | 1,870  | 180    | 465    | 499                                      | 39%           | 50%    | 155    | 7.19  | 3.86  | 15             | 60            |
| Juniper Ridge             | 1/2 area  | 1G    | 6                                 | 2,067     | 1,635  | 432    | 905    | 1,003                                    | 48%           | 54%    | 78     | 7.02  | 3.89  | 15             | 60            |
| Total Lift 3              |           | 17    |                                   |           |        |        |        | 14,595                                   |               |        | 91.70  |       | 2,095 |                |               |
| Lift 4 - Village Platter  |           |       |                                   |           |        |        |        |                                          |               |        |        |       |       |                |               |
| Lower Sunbeam             |           | 4A    | 1                                 | 1,280     | 1,258  | 22     | 180    | 181                                      | 12%           | 12%    | 40     | 0.72  | 0.73  | 75             | 55            |
| Gentle Giant              |           | 4B    | 1                                 | 1,307     | 1,258  | 49     | 570    | 572                                      | 9%            | 9%     | 22     | 1.26  | 1.26  | 75             | 95            |
| Upper Sunbeam             |           | 4C    | 2                                 | 1,307     | 1,280  | 27     | 150    | 152                                      | 18%           | 18%    | 37     | 0.56  | 0.57  | 50             | 30            |
| Total Lift 4              |           | 3     |                                   |           |        |        |        | 906                                      |               |        | 2.56   |       | 180   |                |               |
| Lift 5 - West Bowl T-Bar  |           |       |                                   |           |        |        |        |                                          |               |        |        |       |       |                |               |
| Harry's Run               | open bowl | 5A    | 3                                 | 2,070     | 1,907  | 163    | 1,150  | 1,161                                    | 14%           | 32%    | 46     | 5.33  | 5.38  | 20             | 110 1/2 dens. |
| Long Draw                 | open bowl | 5B    | 3                                 | 2,035     | 1,905  | 130    | 625    | 638                                      | 21%           | 36%    | 119    | 7.46  | 7.62  | 20             | 150 1/2 dens. |
| Fallline                  | open bowl | 5C    | 4                                 | 2,070     | 1,905  | 165    | 725    | 744                                      | 23%           | 40%    | 107    | 7.78  | 7.98  | 20             | 160 1/2 dens. |
| The Spine                 | open bowl | 5D    | 4                                 | 2,065     | 1,905  | 160    | 685    | 703                                      | 23%           | 43%    | 81     | 5.58  | 5.73  | 20             | 115 1/2 dens. |
| Short Draw                |           | 5E    | 3                                 | 2,070     | 1,980  | 90     | 475    | 483                                      | 19%           | 35%    | 46     | 2.18  | 2.22  | 40             | 90            |
| Total Lift 5              |           | 5     |                                   |           |        |        |        | 3,730                                    |               |        | 28.93  |       | 625   |                |               |

**TABLE V.3 CONT.  
TRAIL SPECIFICATIONS – PHASE 2**

|                                    |            | Elevation |        | Total  | Horz.  | Slope  | Percent Slope |        | Avg.   | Horz. | Slope  | Skiers At Area |               |
|------------------------------------|------------|-----------|--------|--------|--------|--------|---------------|--------|--------|-------|--------|----------------|---------------|
| Trail Skill                        |            | Top       | Bottom | Vert.  | Dist.  | Dist.  |               |        | Width  | Area  | Area   |                |               |
| No.                                | Class      | Meters    | Meters | Meters | Meters | Meters | Avg.          | Steep. | Meters | Ha.   | Ha.    | Density        | Total         |
| <b>Lift 6 - Sundance</b>           |            |           |        |        |        |        |               |        |        |       |        |                |               |
| Homesteader                        | 6A         | 2         | 1,605  | 1,260  | 345    | 2,150  | 2,178         | 16%    | 24%    | 40    | 8.60   | 8.71           | 435           |
| Lower Sundowner                    | 6B         | 3         | 1,555  | 1,355  | 200    | 790    | 815           | 25%    | 33%    | 64    | 5.02   | 5.18           | 205           |
| Sun Catcher                        | 6C         | 3         | 1,515  | 1,260  | 255    | 1,030  | 1,061         | 25%    | 33%    | 67    | 6.90   | 7.11           | 285           |
| Sunshine                           | 6D         | 3         | 1,415  | 1,290  | 125    | 455    | 472           | 27%    | 33%    | 33    | 1.51   | 1.57           | 65            |
| Sundance                           | 6E         | 4         | 1,560  | 1,260  | 300    | 1,220  | 1,256         | 25%    | 38%    | 69    | 8.42   | 8.67           | 345           |
| Lower Sunrise                      | 6F         | 4         | 1,545  | 1,295  | 250    | 970    | 1,002         | 26%    | 41%    | 45    | 4.39   | 4.53           | 180           |
| Homesteader Skiway                 | 6G         | 2         | 1,730  | 1,592  | 138    | 1,520  | 1,526         | 9%     | 14%    | 17    | 2.58   | 2.59           | 130           |
| Grannie Greene's                   | 6H         | 4         | 1,725  | 1,450  | 275    | 1,070  | 1,105         | 26%    | 37%    | 49    | 5.25   | 5.42           | 215           |
| Upper Sundowner                    | 6L         | 3         | 1,730  | 1,555  | 175    | 795    | 814           | 22%    | 35%    | 45    | 3.61   | 3.70           | 150           |
| Sunrise                            | 6M         | 4         | 1,730  | 1,560  | 170    | 800    | 818           | 21%    | 41%    | 40    | 3.19   | 3.26           | 130           |
| Peek-a-Boo                         | 6N         | 6         | 1,715  | 1,465  | 250    | 810    | 848           | 31%    | 51%    | 32    | 2.60   | 2.72           | 40            |
| Three Bear Glades                  | gladed 6P  | 4         | 1,700  | 1,570  | 130    | 580    | 594           | 22%    | 34%    | 96    | 5.54   | 5.68           | 25 1/10 dens. |
| Three Bears                        | 6Q         | 4         | 1,575  | 1,410  | 165    | 600    | 622           | 28%    | 41%    | 37    | 2.21   | 2.29           | 90            |
| Greene's Glades East               | gladed 6R  | 4         | 1,690  | 1,385  | 305    | 1,200  | 1,238         | 25%    | 34%    | 103   | 12.41  | 12.80          | 50 1/10 dens. |
| Greene's Glades West               | gladed 6S  | 4         | 1,720  | 1,440  | 280    | 1,010  | 1,048         | 28%    | 35%    | 113   | 11.42  | 11.85          | 45 1/10 dens. |
| Lonesome Fir Glades                | gladed 6T  | 4         | 1,695  | 1,515  | 180    | 690    | 713           | 26%    | 30%    | 52    | 3.56   | 3.68           | 15 1/10 dens. |
| Lonesome Fir Glades                | groomed 6T | 3         | 1,695  | 1,515  | 180    | 690    | 713           | 26%    | 30%    | 10    | 0.69   | 0.71           | 30            |
| Rambler                            | 6U         | 2         | 1,727  | 1,343  | 384    | 2,370  | 2,401         | 16%    | 23%    | 15    | 3.58   | 3.63           | 180           |
|                                    | gladed 6V  | 5         | 1,565  | 1,360  | 205    | 720    | 749           | 28%    | 36%    | 206   | 14.82  | 15.41          | 45 1/10 dens. |
| Lone Fir West                      | groomed 6W | 4         | 1,653  | 1,530  | 123    | 630    | 642           | 20%    | 38%    | 20    | 1.28   | 1.30           | 50            |
| Home Instead                       | 6X         | 2         | 1,425  | 1,370  | 55     | 330    | 335           | 17%    | 24%    | 23    | 0.76   | 0.77           | 40            |
| Total Lift 6                       | 20         |           |        |        |        |        | 20,236        |        |        |       | 111.58 |                | 2,750         |
| <b>Lift 8 - Lower Morrissey</b>    |            |           |        |        |        |        |               |        |        |       |        |                |               |
| Static Cling                       | 8A         | 7         | 1,577  | 1,287  | 290    | 790    | 842           | 37%    | 64%    | 32    | 2.52   | 2.68           | 55            |
|                                    | 8B         | 6         | 1,568  | 1,263  | 305    | 975    | 1,022         | 31%    | 63%    | 37    | 3.64   | 3.81           | 55            |
|                                    | 8C         | 6         | 1,582  | 1,258  | 324    | 990    | 1,042         | 33%    | 57%    | 43    | 4.29   | 4.51           | 70            |
|                                    | 8D         | 6         | 1,605  | 1,400  | 205    | 595    | 629           | 34%    | 56%    | 51    | 3.02   | 3.19           | 50            |
|                                    | 8E         | 5         | 1,425  | 1,250  | 175    | 455    | 487           | 38%    | 50%    | 55    | 2.52   | 2.70           | 80            |
|                                    | 8F         | 5         | 1,672  | 1,280  | 392    | 1,360  | 1,415         | 29%    | 48%    | 59    | 8.04   | 8.37           | 250           |
|                                    | 8G         | 6         | 1,672  | 1,304  | 368    | 1,375  | 1,423         | 27%    | 57%    | 41    | 5.61   | 5.81           | 85            |
| Upper Back In Time                 | 8H         | 4         | 1,670  | 1,247  | 423    | 2,620  | 2,654         | 16%    | 40%    | 21    | 5.62   | 5.69           | 230           |
| Total Lift 8                       | 8          |           |        |        |        |        | 9,514         |        |        |       | 36.76  |                | 875           |
| <b>Lift 9 - Spillway</b>           |            |           |        |        |        |        |               |        |        |       |        |                |               |
| Caribou                            | 9A         | 6         | 1,863  | 1,535  | 328    | 1,070  | 1,119         | 31%    | 63%    | 61    | 6.54   | 6.84           | 105           |
| Coquihalla Glades                  | gladed 9B  | 6         | 1,803  | 1,600  | 203    | 720    | 748           | 28%    | 42%    | 126   | 9.07   | 9.42           | 15 1/10 dens. |
| Coquihalla                         | 9C         | 4         | 1,863  | 1,575  | 288    | 1,100  | 1,137         | 26%    | 39%    | 80    | 8.75   | 9.04           | 360           |
| OSV                                | 9D         | 4         | 1,837  | 1,665  | 172    | 610    | 634           | 28%    | 41%    | 47    | 2.89   | 3.00           | 120           |
| Bluff                              | (half) 2F  | 6         | 1,790  | 1,535  | 255    | 710    | 754           | 36%    | 64%    | 96    | 6.84   | 3.64           | 55            |
| Total Lift 9                       | 4          |           |        |        |        |        | 3,638         |        |        |       | 31.94  |                | 655           |
| <b>Lift 10 - Morrissey Platter</b> |            |           |        |        |        |        |               |        |        |       |        |                |               |
| Downtown                           | 10A        | 1         | 1,279  | 1,256  | 23     | 210    | 211           | 11%    | 12%    | 38    | 0.79   | 0.79           | 60            |
| Total Lift 10                      | 1          |           |        |        |        |        | 211           |        |        |       | 0.79   |                | 60            |

**TABLE V.3 CONT.  
TRAIL SPECIFICATIONS – PHASE 2**

|                             |          | Elevation |       |        | Total  | Horz.  | Slope  | Percent Slope |      | Avg.   | Horz.  | Slope | Skiers At Area |         |               |
|-----------------------------|----------|-----------|-------|--------|--------|--------|--------|---------------|------|--------|--------|-------|----------------|---------|---------------|
|                             |          | Trail     | Skill | Top    | Bottom | Vert.  | Dist.  | Dist.         |      |        | Width  | Area  | Area           |         |               |
|                             |          | No.       | Class | Meters | Meters | Meters | Meters | Meters        | Avg. | Steep. | Meters | Ha.   | Ha.            | Density | Total         |
| Lift 14 - Morrissey Express |          |           |       |        |        |        |        |               |      |        |        |       |                |         |               |
|                             |          | 14A       | 3     | 1,675  | 1,278  | 397    | 1,840  | 1,882         | 22%  | 38%    | 36     | 6.54  | 6.69           | 40      | 270           |
|                             |          | 14B       | 3     | 1,670  | 1,560  | 110    | 610    | 620           | 18%  | 38%    | 23     | 1.38  | 1.40           | 40      | 55            |
|                             |          | 14C       | 3     | 1,520  | 1,292  | 228    | 800    | 832           | 29%  | 37%    | 44     | 3.49  | 3.63           | 40      | 145           |
|                             |          | 14D       | 3     | 1,655  | 1,525  | 130    | 830    | 840           | 16%  | 27%    | 27     | 2.22  | 2.25           | 40      | 90            |
|                             |          | 14E       | 3     | 1,560  | 1,283  | 277    | 1,030  | 1,067         | 27%  | 38%    | 43     | 4.47  | 4.63           | 40      | 185           |
|                             |          | 14F       | 3     | 1,675  | 1,350  | 325    | 1,600  | 1,633         | 20%  | 37%    | 40     | 6.39  | 6.52           | 40      | 260           |
|                             |          | 14G       | 3     | 1,578  | 1,563  | 15     | 150    | 151           | 10%  | 10%    | 27     | 0.41  | 0.41           | 40      | 15            |
|                             |          | 14H       | 3     | 1,655  | 1,305  | 350    | 1,810  | 1,844         | 19%  | 38%    | 30     | 5.47  | 5.57           | 40      | 225           |
|                             |          | 14I       | 3     | 1,445  | 1,335  | 110    | 520    | 532           | 21%  | 27%    | 37     | 1.90  | 1.94           | 40      | 80            |
|                             |          | 14J       | 3     | 1,550  | 1,370  | 180    | 800    | 820           | 23%  | 33%    | 28     | 2.26  | 2.32           | 40      | 95            |
|                             |          | 14K       | 3     | 1,545  | 1,527  | 18     | 160    | 161           | 11%  | 11%    | 14     | 0.22  | 0.22           | 40      | 10            |
|                             |          | 14L       | 3     | 1,583  | 1,387  | 196    | 990    | 1,009         | 20%  | 30%    | 34     | 3.33  | 3.39           | 40      | 135           |
|                             | 2/3 area | 14M       | 3     | 1,675  | 1,278  | 397    | 2,650  | 2,680         | 15%  | 30%    | 26     | 6.82  | 4.60           | 40      | 185           |
|                             | 1/3 area | 14M       | 2     | 1,675  | 1,278  | 397    | 2,650  | 2,680         | 15%  | 24%    | 26     | 6.82  | 2.30           | 50      | 115           |
|                             | gladed   | 14S       | 4     |        |        | 25     | 150    | 152           | 17%  |        | 271    | 4.06  | 4.12           | 4       | 15 1/10 dens. |
|                             | gladed   | 14T       | 4     |        |        | 40     | 170    | 175           | 24%  |        | 296    | 5.03  | 5.17           | 4       | 20 1/10 dens. |
|                             | gladed   | 14U       | 4     |        |        | 40     | 170    | 175           | 24%  |        | 377    | 6.41  | 6.59           | 4       | 25 1/10 dens. |
| Total Lift 14               |          | 16        |       |        |        |        |        | 14,570        |      |        |        | 61.75 |                | 1,925   |               |
| Lift 15 - Gil's             |          |           |       |        |        |        |        |               |      |        |        |       |                |         |               |
|                             |          | 15A       | 6     | 2,100  | 1,775  | 325    | 1,190  | 1,234         | 27%  | 65%    | 39     | 4.69  | 4.86           | 15      | 75            |
|                             |          | 15B       | 7     | 1,920  | 1,827  | 93     | 280    | 295           | 33%  | 52%    | 35     | 0.98  | 1.03           | 20      | 20            |
|                             |          | 15C       | 7     | 2,040  | 1,805  | 235    | 740    | 776           | 32%  | 73%    | 40     | 2.97  | 3.12           | 20      | 60            |
|                             |          | 15D       | 7     | 2,035  | 1,910  | 125    | 235    | 266           | 53%  | 67%    | 105    | 2.47  | 2.80           | 20      | 55            |
|                             |          | 15E       | 6     | 2,090  | 2,032  | 58     | 225    | 232           | 26%  | 54%    | 53     | 1.19  | 1.23           | 15      | 20            |
|                             |          | 15F       | 7     | 2,112  | 1,780  | 332    | 1,130  | 1,178         | 29%  | 67%    | 53     | 6.02  | 6.27           | 20      | 125           |
|                             |          | 15G       | 7     | 2,110  | 2,045  | 65     | 140    | 154           | 46%  | 68%    | 84     | 1.17  | 1.29           | 20      | 25            |
|                             |          | 15H       | 5     | 1,975  | 1,785  | 190    | 810    | 832           | 23%  | 39%    | 42     | 3.43  | 3.52           | 30      | 105           |
|                             |          | 15I       | 5     | 2,112  | 1,775  | 337    | 1,510  | 1,547         | 22%  | 50%    | 39     | 5.91  | 6.06           | 30      | 180           |
|                             | gladed   | 15J       | 6     | 1,940  | 1,840  | 100    | 380    | 393           | 26%  | 46%    | 99     | 3.77  | 3.90           | 2       | 5 1/10 dens.  |
| Total Lift 15               |          | 10        |       |        |        |        |        | 6,908         |      |        |        | 34.08 |                | 670     |               |
| Lift 16 - Orient            |          |           |       |        |        |        |        |               |      |        |        |       |                |         |               |
|                             | 2/3 area | 16A       | 3     | 1,515  | 1,295  | 220    | 1,050  | 1,073         | 21%  | 37%    | 34     | 3.52  | 2.40           | 40      | 95            |
|                             | 2/3 area | 16B       | 3     | 1,510  | 1,302  | 208    | 1,250  | 1,267         | 17%  | 38%    | 29     | 3.66  | 2.47           | 40      | 100           |
|                             |          | 16C       | 3     | 1,475  | 1,422  | 53     | 200    | 207           | 27%  | 27%    | 52     | 1.03  | 1.07           | 40      | 45            |
|                             |          | 16D       | 4     | 1,500  | 1,300  | 200    | 730    | 757           | 27%  | 41%    | 50     | 3.68  | 3.82           | 40      | 155           |
|                             |          | 16E       | 3     | 1,490  | 1,345  | 145    | 440    | 463           | 33%  | 37%    | 49     | 2.17  | 2.28           | 40      | 90            |
|                             |          | 16F       | 3     | 1,465  | 1,355  | 110    | 325    | 343           | 34%  | 34%    | 52     | 1.68  | 1.77           | 40      | 70            |
|                             |          | 16I       | 2     | 1,407  | 1,278  | 129    | 1,150  | 1,157         | 11%  | 18%    | 21     | 2.37  | 2.38           | 50      | 120           |
| Total Lift 16               |          | 7         |       |        |        |        |        | 5,267         |      |        |        | 16.19 |                | 675     |               |

**TABLE V.3 CONT.  
TRAIL SPECIFICATIONS – PHASE 2**

|                              | Trail No. | Skill Class | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters | Percent Slope |        | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. | Skiers At Area |        |
|------------------------------|-----------|-------------|------------|---------------|--------------------|--------------------|--------------------|---------------|--------|-------------------|----------------|----------------|----------------|--------|
|                              |           |             | Top Meters | Bottom Meters |                    |                    |                    | Avg.          | Steep. |                   |                |                | Density        | Total  |
|                              |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
| Lifts 18A and 18B            |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | 18A       | 1           | 1,282      | 1,259         | 23                 | 170                | 172                | 14%           | 14%    | 23                | 0.39           | 0.39           | 75             | 30     |
|                              | 18B       | 1           | 1,318      | 1,307         | 11                 | 110                | 111                | 10%           | 10%    | 25                | 0.28           | 0.28           | 75             | 20     |
| Total Lifts 18A & 18B        | 2         |             |            |               |                    |                    | 282                |               |        |                   |                | 0.67           |                | 50     |
| Other Trails                 |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | H         | 4           | 1,350      | 1,190         | 160                | 1,040              | 1,052              | 15%           | 40%    | 21                | 2.16           | 2.19           | 40             | 90     |
|                              | 14N       | 4           | 1,665      | 1,256         | 409                | 1,850              | 1,895              | 22%           | 45%    | 29                | 5.30           | 5.43           | 40             | 215    |
|                              | 14O       | 6           | 1,507      | 1,385         | 122                | 360                | 380                | 34%           | 57%    | 41                | 1.48           | 1.56           | 15             | 25     |
|                              | 14P       | 6           | 1,585      | 1,282         | 303                | 1,020              | 1,064              | 30%           | 61%    | 29                | 2.94           | 3.07           | 15             | 45     |
|                              | 14Q       | 6           | 1,555      | 1,300         | 255                | 610                | 661                | 42%           | 59%    | 21                | 1.26           | 1.37           | 15             | 20     |
|                              | 16A       | 3           | 1,515      | 1,295         | 220                | 1,050              | 1,073              | 21%           | 37%    | 34                | 3.52           | 1.20           | 40             | 50     |
|                              | 16B       | 3           | 1,510      | 1,302         | 208                | 1,250              | 1,267              | 17%           | 38%    | 29                | 3.66           | 1.24           | 40             | 50     |
| Total Other Pistes           | 5         |             |            |               |                    |                    | 5,052              |               |        |                   |                | 16.06          |                | 495    |
| Total All Lifts              | 138       |             |            |               |                    |                    | 125.2 km           |               |        |                   |                | 677.9 Ha       |                | 15,750 |
| Skiways and Transport Trails |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | A         | 2           | 1,812      | 1,773         | 39                 | 150                | 155                | 26%           | 26%    | 43                | 0.65           | 0.67           | 50             | 35     |
| Burfield Outrun              | B         | 2           | 1,425      | 1,255         | 170                | 2,100              | 2,107              | 8%            | 8%     | 8                 | 1.68           | 1.69           | 50             | 85     |
| 5 Mile to Homesteader        | C         | 2           | 1,537      | 1,505         | 32                 | 200                | 203                | 16%           | 16%    | 15                | 0.30           | 0.30           | 50             | 15     |
| Mt. Morrissey Connector      | D         | 2           | 1,393      | 1,310         | 83                 | 830                | 834                | 10%           | 10%    | 10                | 0.83           | 0.83           | 50             | 40     |
| East Village Skiway (upper)  | E         | 2           | 1,585      | 1,504         | 81                 | 1,110              | 1,113              | 7%            | 7%     | 10                | 1.11           | 1.11           | 50             | 55     |
| Anticipation                 | F         | 2           | 1,345      | 1,305         | 40                 | 380                | 382                | 11%           | 11%    | 8                 | 0.30           | 0.31           | 50             | 15     |
| Delta's to Anticipation      | F1        | 4           | 1,385      | 1,345         | 40                 | 150                | 155                | 27%           | 27%    | 25                | 0.37           | 0.38           | 40             | 15     |
| Lower Home Run               | G         | 3           | 1,405      | 1,270         | 135                | 1,400              | 1,406              | 10%           | 10%    | 8                 | 1.12           | 1.13           | 40             | 45     |
| Upper Home Run               | I         | 3           | 1,580      | 1,572         | 8                  | 270                | 270                | 3%            | 3%     | 8                 | 0.22           | 0.22           | 40             | 10     |
| Mid Home Run                 | J         | 3           | 1,455      | 1,425         | 30                 | 300                | 301                | 10%           | 10%    | 8                 | 0.24           | 0.24           | 40             | 10     |
| East Village Skiway (lower)  | K         | 2           | 1,465      | 1,296         | 169                | 1,200              | 1,212              | 14%           | 30%    | 16                | 1.90           | 1.92           | 50             | 95     |
| Sundance Return              | L         | 3           | 1,431      | 1,392         | 39                 | 440                | 442                | 9%            | 9%     | 8                 | 0.36           | 0.36           | 40             | 15     |
| 15 to 3L                     | M         | 3           | 2,095      | 2,045         | 50                 | 910                | 911                | 5%            | 7%     | 16                | 1.48           | 1.48           | 40             | 60     |
| Total Other Trails           | 13        |             |            |               |                    |                    | 9,492              |               |        |                   |                | 10.64          |                | 495    |
| Total                        | 151       |             |            |               |                    |                    | 134.7 km           |               |        |                   |                | 688.5 Ha       |                | 16,245 |

As listed in Table V.4 and illustrated in Plate V.1, the Phase 2b ski trails have an excess of terrain in the novice and low intermediate skill classes and shortages in the beginner and intermediate skill classes.

**TABLE V.4  
CUMULATIVE TRAIL BALANCE – PHASE 2**

| Skill Classification | Hectares     | Skiers        | Balance     | Ideal       |
|----------------------|--------------|---------------|-------------|-------------|
| 1 Beginner           | 3.5          | 260           | 1.7%        | 5%          |
| 2 Novice             | 48.3         | 2,410         | 15.3%       | 10%         |
| 3 Low Intermediate   | 99.6         | 3,740         | 23.7%       | 20%         |
| 4 Intermediate       | 134.5        | 3,300         | 21.0%       | 30%         |
| 5 High Intermediate  | 106.7        | 2,695         | 17.1%       | 20%         |
| 6 Advanced           | 189.6        | 2,045         | 13.0%       | 10%         |
| 7 Expert             | 95.6         | 1,300         | 8.3%        | 5%          |
| <b>TOTALS</b>        | <b>677.9</b> | <b>15,750</b> | <b>100%</b> | <b>100%</b> |

|                   |                     |
|-------------------|---------------------|
| Average Density = | 16.6 Skiers/Hectare |
| Optimum Density = | 35.1 Skiers/Hectare |
| Weighted Demand = | 4,141 VTM/Skier/Day |

**PHASE 2B TRAIL BALANCE**

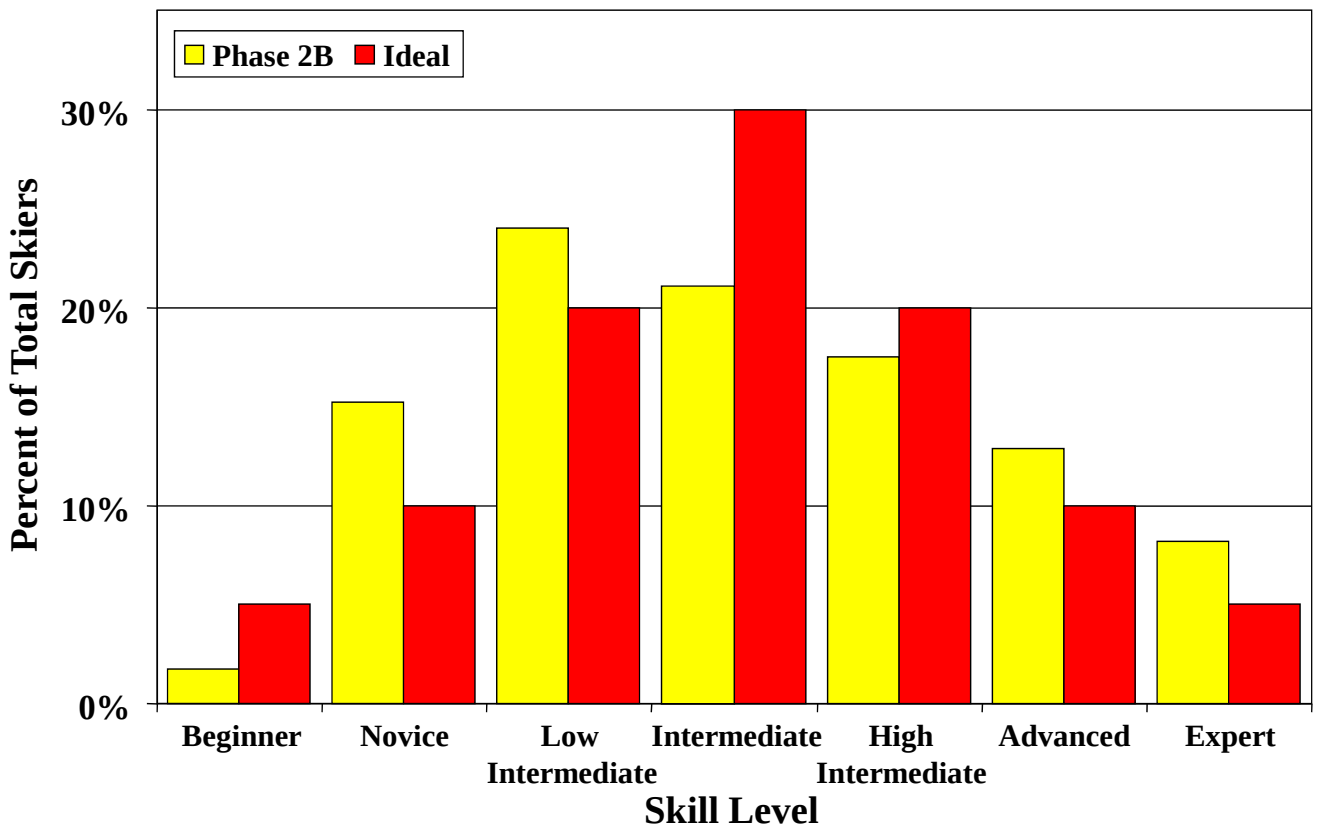


**PLATE V.1**

Plate V.2 illustrates the balance of lift and trail capacity in each lift serviced “pod” of skiing. With the exception of the novice lifts and the Morrissey Express, there is an excess of terrain capacity to lift capacity in each pod which will result in pleasant, uncrowded trails.

## PHASE 2B LIFT VS. TRAIL CAPACITY

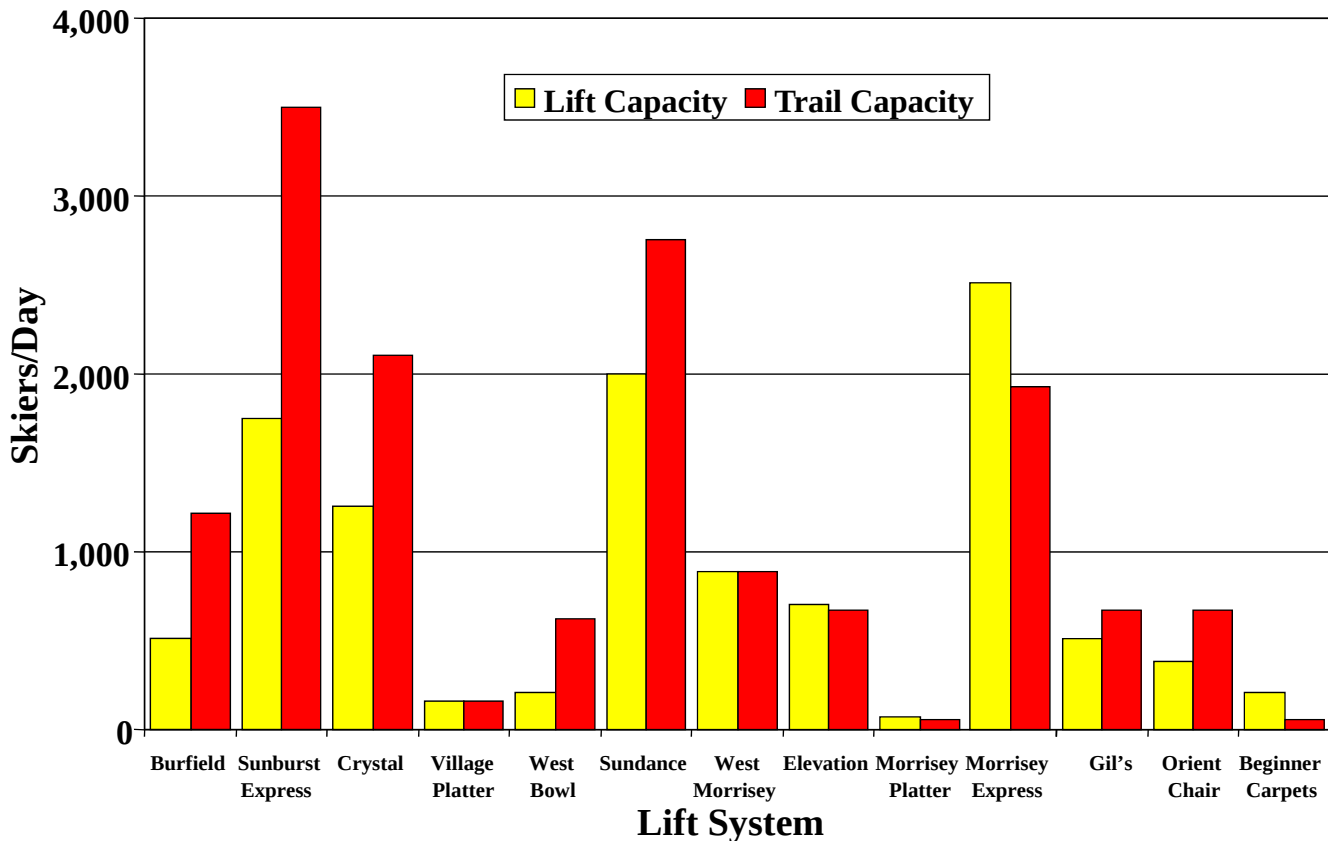


PLATE V.2

### .3 Phase 3

Phase 3 of the Sun Peaks Resort mountain development sees the continuation of the renovation of the mountain, with a very small expansion of terrain on the upper mountain. The replacement of the West Bowl T-bar will add a small amount of new terrain due to increased length and new alignment.

Lift 12, an angled platter lift, is proposed to be installed near the top of the mountain on a peak between the “Top-of-the-World” and the peak of Mount Tod. The uphill route of this lift will follow the ridge line with an angle, (similar to the configuration of the Morrisey Platter). Lift 12 will provide return skiing in an area that used to be used for Cat Skiing and will also provide access to the Gil’s area with less hiking than is presently required. Skiers will access this lift from the top of Lift 5, the West Bowl T-Bar on Trail 12E and egress via an established skiway to Trail 3L (Skiway M). The overall vertical rise is approximately 185 metres and its SCC will be approximately 250 skiers per day.

The West Bowl T-bar (Lift 5) will be replaced with a new longer T-bar lift (the existing equipment will be nearing the end of its useful life) which will service return skiing in an expanded West Bowl. The top terminal will remain in essentially the same position, however, the bottom terminal will move downhill to approximately the 1,817-metre elevation. This will result in an increased length of 1,080 metres (compared to the existing 720 metres) and an increase in terrain from 28.9 hectares to 42.5 hectares. This lift will have an SCC of approximately 540 skiers per day and will remain as the main access lift to Lift 12.

Lift 17b, a fixed grip quadruple chairlift, is planned for the east end of the resort to provide ski-in/ski-out access for proposed accommodation. This very short lift will provide morning access to the Morrissey zone (and the rest of the ski area) for skiers coming from accommodation in the east end of the valley. In the last phase of construction, this lift is lengthened up to the Phase 4 base lands and becomes an “up-down-up” fixed grip quad chair. This lift should be designed for that eventuality.

As shown on Figure 14, at the completion of Phase 3, Sun Peaks will have a total of 16 ski lifts, producing 8.8 million VTM/hr. These lifts will have a daily SCC of approximately 11,660, as shown in Table V.5. Trail development in this phase consists primarily of some clearing and grading of trails located in the lower portion of the pod serviced by Lift 5 (West Bowl). The overall skiable terrain in Phase 3 increases slightly to approximately 708 hectares, plus another 12 hectares of skiways. As listed in Table V.6, the total capacity of the return skiing trails and gladed zones in Phase 3 is approximately 16,695 skiers per day (plus a capacity of about 555 skiers per day on skiways and other transport trails).

**TABLE V.5  
LIFT SPECIFICATIONS - PHASE 3**

| Development Phase      | Existing         |                 |              |            |                   |                   |                 |                     |
|------------------------|------------------|-----------------|--------------|------------|-------------------|-------------------|-----------------|---------------------|
| Lift Number            | 2                | 4               | 6            | 9          | 10                | 14                | 18A             | 18B                 |
| Lift Name              | Sunburst Express | Village Platter | Sundance     | Elevation  | Morrissey Platter | Morrissey Express | Village Carpets | Kids Ranch Conveyor |
| Lift Type              | D4C-B            | P               | D4C          | 4C         | P                 | D4C               | MC              | MC                  |
| Top Elevation m.       | 1,850            | 1,307           | 1,730        | 1,865      | 1,345             | 1,675             | 1,282           | 1,318               |
| Middle Station m.      |                  |                 |              |            |                   |                   |                 |                     |
| Bottom Elevation m.    | 1,255            | 1,255           | 1,255        | 1,552      | 1,256             | 1,277             | 1,259           | 1,307               |
| Total Vertical m.      | 595              | 52              | 475          | 313        | 89                | 398               | 23              | 11                  |
| Horizontal Distance m. | 2,290            | 347             | 1,985        | 1,072      | 420               | 1,760             | 148             | 99                  |
| Slope Distance m.      | 2,378            | 353             | 2,041        | 1,117      | 429               | 1,804             | 150             | 100                 |
| Average Slope %        | 26%              | 15%             | 24%          | 29%        | 21%               | 23%               | 16%             | 11%                 |
| Rated Capacity         | 2,294            | 722             | 2,600        | 1,822      | 654               | 2,800             | 800             | 800                 |
| V.T.M./Hr.(000)        | 1,365            | 38              | 1,235        | 570        | 58                | 1,114             | 13              | 13                  |
| Rope Speed m/sec.      | 5.1              | 2.2             | 5.0          | 2.3        | 2.2               | 5.0               | 0.6             | 0.6                 |
| Trip Time min.         | 7.80             | 2.67            | 6.80         | 8.09       | 3.25              | 6.01              | 4.17            | 2.78                |
| Operating Hr./Day      | 7.0              | 7.0             | 7.0          | 6.8        | 7.0               | 7.0               |                 |                     |
| V.T.M. Demand/Day      | 4,147            | 1,137           | 3,099        | 4,348      | 600               | 2,812             |                 |                     |
| Loading Eff. %         | 95%              | 80%             | 95%          | 85%        | 80%               | 95%               |                 |                     |
| Access Reduction       | 23%              | 0%              | 26%          | 4%         | 50%               | 5%                |                 |                     |
| <b>SCC Skier/Day</b>   | <b>1,690</b>     | <b>180</b>      | <b>1,960</b> | <b>720</b> | <b>70</b>         | <b>2,510</b>      | <b>120</b>      | <b>90</b>           |

| Development Phase      | Phase 2b   |                 |                |            |            | Phase 3    |            |             | TOTAL         |
|------------------------|------------|-----------------|----------------|------------|------------|------------|------------|-------------|---------------|
| Lift Number            | 1R         | 3R              | 8              | 15         | 16         | 5R         | 12         | 17b         |               |
| Lift Name              | Burfield   | Crystal Express | West Morrissey | Gil's      | Orient     | West Bowl  |            | McGillivray |               |
| Lift Type              | 4C         | D6C             | 4C             | 3C/4C      | 4C         | T-B        | P          | 4C          |               |
| Top Elevation m.       | 1,850      | 2,080           | 1,675          | 2,110      | 1,495      | 2,070      | 2,110      | 1,393       |               |
| Middle Station m.      | 1,782      |                 |                |            |            |            |            |             |               |
| Bottom Elevation m.    | 1,198      | 1,712           | 1,245          | 1,775      | 1,277      | 1,817      | 1,925      | 1,300       |               |
| Total Vertical m.      | 652        | 368             | 430            | 335        | 218        | 253        | 185        | 93          | 4,490         |
| Horizontal Distance m. | 1,970      | 1,380           | 1,430          | 1,100      | 930        | 1,050      | 1,040      | 490         |               |
| Slope Distance m.      | 2,075      | 1,428           | 1,493          | 1,150      | 955        | 1,080      | 1,056      | 499         | 18,110        |
| Average Slope %        | 33%        | 27%             | 30%            | 30%        | 23%        | 24%        | 18%        | 19%         | 26%           |
| Rated Capacity         | 920        | 3,200           | 2,000          | 2,000      | 1,800      | 1,200      | 700        | 2,400       | 26,712        |
| V.T.M./Hr.(000)        | 600        | 1,178           | 860            | 670        | 392        | 304        | 130        | 223         | 8,762         |
| Rope Speed m/sec.      | 2.2        | 5.0             | 2.2            | 2.2        | 2.2        | 3.0        | 3.0        | 2.2         |               |
| Trip Time min.         | 15.72      | 4.76            | 11.31          | 8.71       | 7.24       | 6.00       | 5.87       | 3.78        |               |
| Operating Hr./Day      | 7.0        | 6.8             | 7.0            | 6.0        | 7.0        | 6.5        | 6.3        | 7.0         | 6.0           |
| V.T.M. Demand/Day      | 5,916      | 5,522           | 5,205          | 6,654      | 2,917      | 3,220      | 3,137      | 2,120       |               |
| Loading Eff. %         | 90%        | 90%             | 80%            | 85%        | 80%        | 90%        | 95%        | 80%         |               |
| Access Reduction       | 18%        | 4%              | 5%             | 0%         | 50%        | 2%         | 0%         | 100%        |               |
| <b>SCC Skier/Day</b>   | <b>520</b> | <b>1,240</b>    | <b>880</b>     | <b>510</b> | <b>380</b> | <b>540</b> | <b>250</b> | <b>0</b>    | <b>11,660</b> |

**TABLE V.6  
TRAIL SPECIFICATIONS - PHASE 3**

|                     |           |                                      | Elevation |        | Total  | Horz.  | Slope  | Percent Slope                            |        | Avg.   | Horz. | Slope  | Skiers At Area |       |               |
|---------------------|-----------|--------------------------------------|-----------|--------|--------|--------|--------|------------------------------------------|--------|--------|-------|--------|----------------|-------|---------------|
| Trail Skill         |           |                                      | Top       | Bottom | Vert.  | Dist.  | Dist.  |                                          |        | Width  | Area  | Area   |                |       |               |
| No.                 | Class     | Meters                               | Meters    | Meters | Meters | Meters | Meters | Avg.                                     | Steep. | Meters | Ha.   | Ha.    | Density        | Total |               |
| Lift 1R - Burfield  |           |                                      |           |        |        |        |        |                                          |        |        |       |        |                |       |               |
| Roundabout          | 1/2 area  | 1A                                   | 4         | 2,075  | 1,782  | 293    | 2,330  | 2,348                                    | 13%    | 37%    | 36    | 8.45   | 4.26           | 40    | 170           |
| Back Door           | 1/2 area  | 1B                                   | 6         | 2,075  | 1,965  | 110    | 315    | 334                                      | 35%    | 54%    | 70    | 2.19   | 1.16           | 15    | 15            |
| Kukamungas (gladed) | 1/2 area  | 1C                                   | 7         | 2,067  | 1,905  | 162    | 480    | 507                                      | 34%    | 67%    | 186   | 8.92   | 4.71           | 2     | 10 1/10 dens. |
| Sunnyside West      |           | 1D                                   | 6         | 1,935  | 1,815  | 120    | 310    | 332                                      | 39%    | 47%    | 94    | 2.91   | 3.12           | 15    | 45            |
| 7 Mile              | 1/2 area  | 1E                                   | 6         | 1,900  | 1,204  | 696    | 3,350  | 3,422                                    | 21%    | 64%    | 19    | 6.21   | 3.17           | 15    | 50            |
| Sunnyside           | 1/2 area  | 1F                                   | 6         | 2,050  | 1,870  | 180    | 465    | 499                                      | 39%    | 50%    | 155   | 7.19   | 3.86           | 15    | 60            |
| Juniper Ridge       | 1/2 area  | 1G                                   | 6         | 2,067  | 1,635  | 432    | 905    | 1,003                                    | 48%    | 54%    | 78    | 7.02   | 3.89           | 15    | 60            |
|                     |           | 1H                                   | 6         | 1,850  | 1,783  | 67     | 515    | 519                                      | 13%    | 21%    | 26    | 1.33   | 1.34           | 15    | 20            |
| Hidden Valley       |           | 1J                                   | 6         | 1,790  | 1,650  | 140    | 1,055  | 1,064                                    | 13%    | 22%    | 25    | 2.59   | 2.61           | 15    | 40            |
| Roller Coaster      |           | 1K                                   | 6         | 1,700  | 1,560  | 140    | 420    | 443                                      | 33%    | 53%    | 38    | 1.58   | 1.67           | 15    | 25            |
| Expo                |           | 1L                                   | 7         | 1,780  | 1,202  | 578    | 1,520  | 1,626                                    | 38%    | 70%    | 83    | 12.63  | 13.51          | 10    | 135 1/2 dens. |
| Challenger          |           | 1M                                   | 7         | 1,840  | 1,380  | 460    | 1,445  | 1,516                                    | 32%    | 77%    | 46    | 6.59   | 6.92           | 20    | 140           |
| High Voltage        |           | 1N                                   | 7         | 1,560  | 1,212  | 348    | 730    | 809                                      | 48%    | 72%    | 44    | 3.21   | 3.56           | 20    | 70            |
| Ridge Run           |           | 1O                                   | 4         | 1,610  | 1,198  | 412    | 1,680  | 1,730                                    | 25%    | 45%    | 45    | 7.56   | 7.78           | 40    | 310           |
| Freddy's Nightmare  |           | 1P                                   | 7         | 1,780  | 1,450  | 330    | 620    | 702                                      | 53%    | 73%    | 209   | 12.97  | 14.69          | 2     | 30 1/10 dens. |
| Challenger Glades   |           | 1Q                                   | 7         | 1,660  | 1,445  | 215    | 480    | 526                                      | 45%    | 90%    | 131   | 6.27   | 6.87           | 2     | 15 1/10 dens. |
| Total Lift 1        |           | 16                                   |           |        |        |        |        | 17,380                                   |        |        |       | 83.11  |                |       | 1,195         |
| Lift 2 - Sunburst   |           |                                      |           |        |        |        |        |                                          |        |        |       |        |                |       |               |
| Cahilty/5 Mile      |           | 2A                                   | 2         | 1,850  | 1,590  | 260    | 1,430  | 1,453                                    | 18%    | 30%    | 86    | 12.32  | 12.52          | 50    | 625           |
| Lower 5 Mile        | (quarter) | 2B                                   | 2         | 1,590  | 1,265  | 325    | 2,055  | 2,081                                    | 16%    | 21%    | 54    | 11.02  | 2.79           | 50    | 140           |
| Lower 5 Mile        | (quarter) | 2B                                   | 3         | 1,590  | 1,265  | 325    | 2,055  | 2,081                                    | 16%    | 21%    | 54    | 11.02  | 2.79           | 40    | 110           |
| Lower 5 Mile        | (half)    | 2B                                   | 6         | 1,590  | 1,265  | 325    | 2,055  | 2,081                                    | 16%    | 21%    | 54    | 11.02  | 5.58           | 15    | 85            |
| Distributor         |           | 2E                                   | 5         | 1,825  | 1,695  | 130    | 770    | 781                                      | 17%    | 35%    | 26    | 1.99   | 2.02           | 30    | 60            |
| Bluff               | (half)    | 2F                                   | 6         | 1,790  | 1,535  | 255    | 710    | 754                                      | 36%    | 64%    | 96    | 6.84   | 3.64           | 15    | 55            |
| Sting               |           | 2G                                   | 6         | 1,755  | 1,505  | 250    | 720    | 762                                      | 35%    | 53%    | 39    | 2.79   | 2.95           | 15    | 45            |
| Intimidator         |           | 2H                                   | 7         | 1,710  | 1,465  | 245    | 620    | 667                                      | 40%    | 66%    | 52    | 3.23   | 3.47           | 20    | 70            |
| 5th Avenue          |           | 2I                                   | 6         | 1,705  | 1,435  | 270    | 680    | 732                                      | 40%    | 55%    | 50    | 3.40   | 3.66           | 15    | 55            |
| Broadway            |           | 2J                                   | 6         | 1,645  | 1,325  | 320    | 965    | 1,017                                    | 33%    | 54%    | 79    | 7.59   | 8.00           | 15    | 120           |
| Exhibition          |           | 2K                                   | 5         | 1,845  | 1,265  | 580    | 2,240  | 2,314                                    | 26%    | 50%    | 67    | 14.95  | 15.44          | 30    | 465           |
| Cruiser             |           | 2L                                   | 5         | 1,711  | 1,265  | 446    | 1,490  | 1,555                                    | 30%    | 47%    | 61    | 9.14   | 9.54           | 30    | 285           |
| Blazer              |           | 2M                                   | 5         | 1,735  | 1,280  | 455    | 1,875  | 1,929                                    | 24%    | 48%    | 42    | 7.96   | 8.19           | 30    | 245           |
| Runaway Lane        |           | 2N                                   | 5         | 1,570  | 1,295  | 275    | 785    | 832                                      | 35%    | 48%    | 51    | 4.02   | 4.26           | 30    | 130           |
| Tighten Yer Boots   |           | 2O                                   | 6         | 1,540  | 1,303  | 237    | 810    | 844                                      | 29%    | 60%    | 30    | 2.45   | 2.55           | 15    | 40            |
|                     |           | 2P                                   | 2         | 1,848  | 1,790  | 58     | 385    | 389                                      | 15%    | 23%    | 42    | 1.60   | 1.62           | 50    | 80            |
| Trans Canada        |           | 2Q                                   | 2         | 1,846  | 1,713  | 133    | 730    | 742                                      | 18%    | 26%    | 41    | 2.99   | 3.04           | 50    | 150           |
|                     |           | 2R                                   | 2         | 1,830  | 1,747  | 83     | 430    | 438                                      | 19%    | 19%    | 34    | 1.47   | 1.50           | 50    | 75            |
| Cahilty Glades      | gladed    | 2S                                   | 5         | 1,810  | 1,670  | 140    | 590    | 606                                      | 24%    | 43%    | 58    | 3.40   | 3.49           | 3     | 10 1/10 dens. |
| Cariboo Trees       | gladed    | 2U                                   | 6         | 1,790  | 1,550  | 240    | 710    | 749                                      | 34%    | 55%    | 105   | 7.46   | 7.87           | 2     | 10 1/10 dens. |
| Bluff Trees         | gladed    | 2V                                   | 6         | 1,775  | 1,515  | 260    | 690    | 737                                      | 38%    | 53%    | 157   | 10.86  | 11.61          | 2     | 15 1/10 dens. |
| Exhibition Glades   | gladed    | 2W                                   | 6         | 1,675  | 1,375  | 300    | 800    | 854                                      | 38%    | 43%    | 86    | 6.88   | 7.35           | 2     | 10 1/10 dens. |
| Cruiser Glades      | gladed    | 2X                                   | 6         | 1,575  | 1,365  | 210    | 580    | 617                                      | 36%    | 45%    | 117   | 6.80   | 7.23           | 2     | 10 1/10 dens. |
| Blazer Glades       | gladed    | 2Y                                   | 6         | 1,560  | 1,420  | 140    | 420    | 443                                      | 33%    | 44%    | 126   | 5.30   | 5.59           | 2     | 10 1/10 dens. |
| Run Away Glades     | gladed    | 2Z                                   | 6         | 1,555  | 1,305  | 250    | 650    | 696                                      | 38%    | 50%    | 99    | 6.44   | 6.90           | 2     | 10 1/10 dens. |
| Chute               | partial   | 3I                                   | 7         | 2,040  | 1,780  | 260    | 690    | 737                                      | 38%    | 66%    | 82    | 5.63   | 3.72           | 20    | 75            |
| Spillway            | partial   | 3J                                   | 7         | 2,055  | 1,775  | 280    | 1,055  | 1,092                                    | 27%    | 66%    | 49    | 5.20   | 3.32           | 20    | 65            |
| Last Chance         | partial   | 3K                                   | 5         | 1,970  | 1,845  | 125    | 415    | 433                                      | 30%    | 48%    | 50    | 2.07   | 1.33           | 30    | 40            |
| Upper 5 Mile        | partial   | 3L                                   | 2         | 2,055  | 1,760  | 295    | 2,055  | 2,076                                    | 14%    | 22%    | 28    | 5.82   | 3.63           | 50    | 180           |
| Pink Flamingo       | partial   | 3N                                   | 7         | 1,955  | 1,860  | 95     | 230    | 249                                      | 41%    | 71%    | 47    | 1.09   | 0.73           | 20    | 15            |
| The Other Way       | partial   | 3Q                                   | 3         | 1,839  | 1,603  | 236    | 1,450  | 1,469                                    | 16%    | 26%    | 35    | 5.08   | 3.18           | 40    | 125           |
|                     |           | 3R                                   | 3         | 1,940  | 1,812  | 128    | 910    | 919                                      | 14%    | 16%    | 24    | 2.20   | 2.22           | 40    | 90            |
| Total Lift 2R       |           | 24 (not incl. 2B class 3&6 or 3I-3Q) |           |        |        |        |        | 22,913 (not incl. 2B class 3&6 or 3I-3Q) |        |        |       | 161.73 |                |       | 3,500         |

**TABLE V.6 CONT.  
TRAIL SPECIFICATIONS - PHASE 3**

|                           |              | Elevation |        | Total  | Horz.  | Slope  | Percent Slope |        | Avg.   | Horz. | Slope | Skiers At Area |       |               |
|---------------------------|--------------|-----------|--------|--------|--------|--------|---------------|--------|--------|-------|-------|----------------|-------|---------------|
| Trail Skill               |              | Top       | Bottom | Vert.  | Dist.  | Dist.  |               |        | Width  | Area  | Area  |                |       |               |
| No.                       | Class        | Meters    | Meters | Meters | Meters | Meters | Avg.          | Steep. | Meters | Ha.   | Ha.   | Density        | Total |               |
| Lift 3R - Crystal Express |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Crystal Run               | 3A           | 5         | 2,079  | 1,713  | 366    | 1,700  | 1,739         | 22%    | 49%    | 45    | 7.58  | 7.75           | 30    | 235           |
| Crystal Bowl              | 3B           | 6         | 2,025  | 1,870  | 155    | 480    | 504           | 32%    | 60%    | 68    | 3.26  | 3.43           | 15    | 50            |
| Crystal Lift Line         | 3C           | 5         | 2,050  | 1,770  | 280    | 880    | 923           | 32%    | 50%    | 84    | 7.41  | 7.78           | 30    | 235           |
| West Bushwacker           | 3D           | 5         | 2,079  | 1,760  | 319    | 1,070  | 1,117         | 30%    | 47%    | 56    | 6.00  | 6.26           | 30    | 190           |
| East Bushwacker           | 3E           | 6         | 1,965  | 1,820  | 145    | 380    | 407           | 38%    | 57%    | 66    | 2.51  | 2.69           | 15    | 40            |
| Little Headwall           | 3F           | 7         | 2,010  | 1,850  | 160    | 345    | 380           | 46%    | 68%    | 82    | 2.83  | 3.12           | 20    | 60            |
| Big Headwall              | 3G           | 7         | 2,040  | 1,740  | 300    | 595    | 666           | 50%    | 67%    | 65    | 3.84  | 4.30           | 20    | 85            |
| Hat Trick                 | 3H           | 6         | 2,025  | 1,855  | 170    | 600    | 624           | 28%    | 64%    | 49    | 2.93  | 3.05           | 15    | 45            |
| Chute                     | partial 3I   | 7         | 2,040  | 1,780  | 260    | 690    | 737           | 38%    | 66%    | 82    | 5.63  | 2.30           | 20    | 45            |
| Spillway                  | partial 3J   | 7         | 2,055  | 1,775  | 280    | 1,055  | 1,092         | 27%    | 66%    | 49    | 5.20  | 2.06           | 20    | 40            |
| Last Chance               | partial 3K   | 5         | 1,970  | 1,845  | 125    | 415    | 433           | 30%    | 48%    | 50    | 2.07  | 0.83           | 30    | 25            |
| Upper 5 Mile              | partial 3L   | 2         | 2,055  | 1,760  | 295    | 2,055  | 2,076         | 14%    | 22%    | 28    | 5.82  | 2.25           | 50    | 110           |
| Highway 22a               | 3M           | 5         | 1,960  | 1,790  | 170    | 610    | 633           | 28%    | 48%    | 60    | 3.64  | 3.78           | 30    | 115           |
| Pink Flamingo             | partial 3N   | 7         | 1,955  | 1,860  | 95     | 230    | 249           | 41%    | 71%    | 47    | 1.09  | 0.45           | 20    | 10            |
| Chief Shoulder            | 3O           | 6         | 2,079  | 1,825  | 254    | 970    | 1,003         | 26%    | 60%    | 108   | 10.45 | 10.80          | 15    | 160           |
| Nose of the Chief         | 3P           | 6         | 2,030  | 1,845  | 185    | 510    | 543           | 36%    | 61%    | 145   | 7.39  | 7.86           | 15    | 120           |
| The Other Way             | partial 3Q   | 3         | 1,839  | 1,603  | 236    | 1,450  | 1,469         | 16%    | 26%    | 35    | 5.08  | 1.96           | 40    | 80            |
| Roundabout                | 1/2 area 1A  | 4         | 2,075  | 1,782  | 293    | 2,330  | 2,348         | 13%    | 37%    | 36    | 8.45  | 4.26           | 40    | 170           |
| Back Door                 | 1/2 area 1B  | 6         | 2,075  | 1,965  | 110    | 315    | 334           | 35%    | 54%    | 70    | 2.19  | 1.16           | 15    | 15            |
| Kukamungas (gladed)       | 1/2 area 1C  | 7         | 2,067  | 1,905  | 162    | 480    | 507           | 34%    | 67%    | 186   | 8.92  | 4.71           | 20    | 95            |
| 7 Mile                    | 1/2 area 1E  | 6         | 1,900  | 1,204  | 696    | 3,350  | 3,422         | 21%    | 64%    | 19    | 6.21  | 3.17           | 15    | 50            |
| Sunnyside                 | 1/2 area 1F  | 6         | 2,050  | 1,870  | 180    | 465    | 499           | 39%    | 50%    | 155   | 7.19  | 3.86           | 15    | 60            |
| Juniper Ridge             | 1/2 area 1G  | 6         | 2,067  | 1,635  | 432    | 905    | 1,003         | 48%    | 54%    | 78    | 7.02  | 3.89           | 15    | 60            |
| Total Lift 3              | 17           |           |        |        |        |        | 14,595        |        |        |       | 91.70 |                | 2,095 |               |
| Lift 4 - Village Platter  |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Lower Sunbeam             | 4A           | 1         | 1,280  | 1,258  | 22     | 180    | 181           | 12%    | 12%    | 40    | 0.72  | 0.73           | 75    | 55            |
| Gentle Giant              | 4B           | 1         | 1,307  | 1,258  | 49     | 570    | 572           | 9%     | 9%     | 22    | 1.26  | 1.26           | 75    | 95            |
| Upper Sunbeam             | 4C           | 2         | 1,307  | 1,280  | 27     | 150    | 152           | 18%    | 18%    | 37    | 0.56  | 0.57           | 50    | 30            |
| Total Lift 4              | 3            |           |        |        |        |        | 906           |        |        |       | 2.56  |                | 180   |               |
| Lift 5R - West Bowl T-Bar |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Harry's Run               | open bowl 5A | 3         | 2,069  | 1,818  | 251    | 1,280  | 1,304         | 20%    | 33%    | 76    | 9.67  | 9.85           | 20    | 195 1/2 dens. |
| Long Draw                 | open bowl 5B | 3         | 2,050  | 1,818  | 232    | 940    | 968           | 25%    | 36%    | 122   | 11.49 | 11.83          | 20    | 235 1/2 dens. |
| Fallline                  | open bowl 5C | 4         | 2,065  | 1,818  | 247    | 1,020  | 1,049         | 24%    | 40%    | 110   | 11.25 | 11.58          | 20    | 230 1/2 dens. |
| The Spine                 | open bowl 5D | 4         | 2,069  | 1,905  | 164    | 700    | 719           | 23%    | 43%    | 99    | 6.92  | 7.11           | 20    | 140 1/2 dens. |
| Short Draw                | 5E           | 3         | 2,069  | 1,980  | 89     | 460    | 469           | 19%    | 35%    | 45    | 2.09  | 2.13           | 40    | 85            |
| Total Lift 5              | 5            |           |        |        |        |        | 4,510         |        |        |       | 42.50 |                | 885   |               |
| Lift 6 - Sundance         |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Homesteader               | 6A           | 2         | 1,605  | 1,260  | 345    | 2,150  | 2,178         | 16%    | 24%    | 40    | 8.60  | 8.71           | 50    | 435           |
| Lower Sundowner           | 6B           | 3         | 1,555  | 1,355  | 200    | 790    | 815           | 25%    | 33%    | 64    | 5.02  | 5.18           | 40    | 205           |
| Sun Catcher               | 6C           | 3         | 1,515  | 1,260  | 255    | 1,030  | 1,061         | 25%    | 33%    | 67    | 6.90  | 7.11           | 40    | 285           |
| Sunshine                  | 6D           | 3         | 1,415  | 1,290  | 125    | 455    | 472           | 27%    | 33%    | 33    | 1.51  | 1.57           | 40    | 65            |
| Sundance                  | 6E           | 4         | 1,560  | 1,260  | 300    | 1,220  | 1,256         | 25%    | 38%    | 69    | 8.42  | 8.67           | 40    | 345           |
| Lower Sunrise             | 6F           | 4         | 1,545  | 1,295  | 250    | 970    | 1,002         | 26%    | 41%    | 45    | 4.39  | 4.53           | 40    | 180           |
| Homesteader Skiway        | 6G           | 2         | 1,730  | 1,592  | 138    | 1,520  | 1,526         | 9%     | 14%    | 17    | 2.58  | 2.59           | 50    | 130           |
| Grannie Greene's          | 6H           | 4         | 1,725  | 1,450  | 275    | 1,070  | 1,105         | 26%    | 37%    | 49    | 5.25  | 5.42           | 40    | 215           |
| Upper Sundowner           | 6L           | 3         | 1,730  | 1,555  | 175    | 795    | 814           | 22%    | 35%    | 45    | 3.61  | 3.70           | 40    | 150           |

**TABLE V.6 CONT.  
TRAIL SPECIFICATIONS - PHASE 3**

|                             |            | Elevation |        | Total  | Horz.  | Slope  | Percent Slope |        | Avg.   | Horz. | Slope  | Skiers At Area |       |               |
|-----------------------------|------------|-----------|--------|--------|--------|--------|---------------|--------|--------|-------|--------|----------------|-------|---------------|
| Trail Skill                 |            | Top       | Bottom | Vert.  | Dist.  | Dist.  |               |        | Width  | Area  | Area   |                |       |               |
| No.                         | Class      | Meters    | Meters | Meters | Meters | Meters | Avg.          | Steep. | Meters | Ha.   | Ha.    | Density        | Total |               |
| Lift 6 (continued)          |            |           |        |        |        |        |               |        |        |       |        |                |       |               |
| Sunrise                     | 6M         | 4         | 1,730  | 1,560  | 170    | 800    | 818           | 21%    | 41%    | 40    | 3.19   | 3.26           | 40    | 130           |
| Peek-a-Boo                  | 6N         | 6         | 1,715  | 1,465  | 250    | 810    | 848           | 31%    | 51%    | 32    | 2.60   | 2.72           | 15    | 40            |
| Three Bear Glades           | gladed 6P  | 4         | 1,700  | 1,570  | 130    | 580    | 594           | 22%    | 34%    | 96    | 5.54   | 5.68           | 4     | 25 1/10 dens. |
| Three Bears                 | 6Q         | 4         | 1,575  | 1,410  | 165    | 600    | 622           | 28%    | 41%    | 37    | 2.21   | 2.29           | 40    | 90            |
| Greene's Glades East        | gladed 6R  | 4         | 1,690  | 1,385  | 305    | 1,200  | 1,238         | 25%    | 34%    | 103   | 12.41  | 12.80          | 4     | 50 1/10 dens. |
| Greene's Glades West        | gladed 6S  | 4         | 1,720  | 1,440  | 280    | 1,010  | 1,048         | 28%    | 35%    | 113   | 11.42  | 11.85          | 4     | 45 1/10 dens. |
| Lonesome Fir Glades         | gladed 6T  | 4         | 1,695  | 1,515  | 180    | 690    | 713           | 26%    | 30%    | 52    | 3.56   | 3.68           | 4     | 15 1/10 dens. |
| Lonesome Fir Glades         | groomed 6T | 3         | 1,695  | 1,515  | 180    | 690    | 713           | 26%    | 30%    | 10    | 0.69   | 0.71           | 40    | 30            |
| Rambler                     | 6U         | 2         | 1,727  | 1,343  | 384    | 2,370  | 2,401         | 16%    | 23%    | 15    | 3.58   | 3.63           | 50    | 180           |
|                             | gladed 6V  | 5         | 1,565  | 1,360  | 205    | 720    | 749           | 28%    | 36%    | 206   | 14.82  | 15.41          | 3     | 45 1/10 dens. |
| Lone Fir West               | groomed 6W | 4         | 1,653  | 1,530  | 123    | 630    | 642           | 20%    | 38%    | 20    | 1.28   | 1.30           | 40    | 50            |
| Home Instead                | 6X         | 2         | 1,425  | 1,370  | 55     | 330    | 335           | 17%    | 24%    | 23    | 0.76   | 0.77           | 50    | 40            |
| Total Lift 6                | 20         |           |        |        |        |        | 20,236        |        |        |       | 111.58 |                | 2,750 |               |
| Lift 8 - Lower Morrissey    |            |           |        |        |        |        |               |        |        |       |        |                |       |               |
| Static Cling                | 8A         | 7         | 1,577  | 1,287  | 290    | 790    | 842           | 37%    | 64%    | 32    | 2.52   | 2.68           | 20    | 55            |
|                             | 8B         | 6         | 1,568  | 1,263  | 305    | 975    | 1,022         | 31%    | 63%    | 37    | 3.64   | 3.81           | 15    | 55            |
|                             | 8C         | 6         | 1,582  | 1,258  | 324    | 990    | 1,042         | 33%    | 57%    | 43    | 4.29   | 4.51           | 15    | 70            |
|                             | 8D         | 6         | 1,605  | 1,400  | 205    | 595    | 629           | 34%    | 56%    | 51    | 3.02   | 3.19           | 15    | 50            |
|                             | 8E         | 5         | 1,425  | 1,250  | 175    | 455    | 487           | 38%    | 50%    | 55    | 2.52   | 2.70           | 30    | 80            |
|                             | 8F         | 5         | 1,672  | 1,280  | 392    | 1,360  | 1,415         | 29%    | 48%    | 59    | 8.04   | 8.37           | 30    | 250           |
|                             | 8G         | 6         | 1,672  | 1,304  | 368    | 1,375  | 1,423         | 27%    | 57%    | 41    | 5.61   | 5.81           | 15    | 85            |
| Upper Back In Time          | 8H         | 4         | 1,670  | 1,247  | 423    | 2,620  | 2,654         | 16%    | 40%    | 21    | 5.62   | 5.69           | 40    | 230           |
| Total Lift 8                |            |           |        |        |        |        | 9,514         |        |        |       | 36.76  |                | 875   |               |
| Lift 9 - Spillway           |            |           |        |        |        |        |               |        |        |       |        |                |       |               |
| Caribou                     | 9A         | 6         | 1,863  | 1,535  | 328    | 1,070  | 1,119         | 31%    | 63%    | 61    | 6.54   | 6.84           | 15    | 105           |
| Coquihalla Glades           | gladed 9B  | 6         | 1,803  | 1,600  | 203    | 720    | 748           | 28%    | 42%    | 126   | 9.07   | 9.42           | 2     | 15 1/10 dens. |
| Coquihalla                  | 9C         | 4         | 1,863  | 1,575  | 288    | 1,100  | 1,137         | 26%    | 39%    | 80    | 8.75   | 9.04           | 40    | 360           |
| OSV                         | 9D         | 4         | 1,837  | 1,665  | 172    | 610    | 634           | 28%    | 41%    | 47    | 2.89   | 3.00           | 40    | 120           |
| Bluff                       | (half) 2F  | 6         | 1,790  | 1,535  | 255    | 710    | 754           | 36%    | 64%    | 96    | 6.84   | 3.64           | 15    | 55            |
| Total Lift 9                |            |           |        |        |        |        | 4,392         |        |        |       | 31.94  |                | 655   |               |
| Lift 10 - Morrissey Platter |            |           |        |        |        |        |               |        |        |       |        |                |       |               |
| Downtown                    | 10A        | 1         | 1,279  | 1,256  | 23     | 210    | 211           | 11%    | 12%    | 38    | 0.79   | 0.79           | 75    | 60            |
| Total Lift 10               |            |           |        |        |        |        | 211           |        |        |       | 0.79   |                | 60    |               |
| Lift 12                     |            |           |        |        |        |        |               |        |        |       |        |                |       |               |
|                             | 12A        | 3         | 2,110  | 1,926  | 184    | 1,010  | 1,027         | 18%    | 36%    | 44    | 4.45   | 4.52           | 40    | 180           |
|                             | 12B        | 4         | 2,070  | 2,005  | 65     | 210    | 220           | 31%    | 45%    | 90    | 1.90   | 1.99           | 40    | 80            |
|                             | 12C        | 5         | 2,057  | 1,985  | 72     | 200    | 213           | 36%    | 47%    | 79    | 1.58   | 1.68           | 30    | 50            |
|                             | 12D        | 3         | 2,015  | 1,950  | 65     | 270    | 278           | 24%    | 33%    | 133   | 3.60   | 3.70           | 40    | 150           |
|                             | 12E        | 3         | 2,070  | 1,926  | 144    | 1,200  | 1,209         | 12%    | 20%    | 30    | 3.55   | 3.58           | 40    | 145           |
| Total Lift 12               |            |           |        |        |        |        | 2,945         |        |        |       | 15.47  |                | 605   |               |

**TABLE V.6 CONT.  
TRAIL SPECIFICATIONS - PHASE 3**

|                             |              | Elevation |        | Total  | Horz.  | Slope  | Percent Slope |        | Avg.   | Horz. | Slope | Skiers At Area |                 |
|-----------------------------|--------------|-----------|--------|--------|--------|--------|---------------|--------|--------|-------|-------|----------------|-----------------|
| Trail Skill                 |              | Top       | Bottom | Vert.  | Dist.  | Dist.  |               |        | Width  | Area  | Area  |                |                 |
| No.                         | Class        | Meters    | Meters | Meters | Meters | Meters | Avg.          | Steep. | Meters | Ha.   | Ha.   | Density        | Total           |
| Lift 14 - Morrissey Express |              |           |        |        |        |        |               |        |        |       |       |                |                 |
| Mid Life Crisis             | 14A          | 3         | 1,675  | 1,278  | 397    | 1,840  | 1,882         | 22%    | 38%    | 36    | 6.54  | 6.69           | 40 270          |
| Upper Showboat              | 14B          | 3         | 1,670  | 1,560  | 110    | 610    | 620           | 18%    | 38%    | 23    | 1.38  | 1.40           | 40 55           |
| Lower Showboat              | 14C          | 3         | 1,520  | 1,292  | 228    | 800    | 832           | 29%    | 37%    | 44    | 3.49  | 3.63           | 40 145          |
| CC Rider                    | 14D          | 3         | 1,655  | 1,525  | 130    | 830    | 840           | 16%    | 27%    | 27    | 2.22  | 2.25           | 40 90           |
| Telly Gram                  | 14E          | 3         | 1,560  | 1,283  | 277    | 1,030  | 1,067         | 27%    | 38%    | 43    | 4.47  | 4.63           | 40 185          |
| Still Smokin'               | 14F          | 3         | 1,675  | 1,350  | 325    | 1,600  | 1,633         | 20%    | 37%    | 40    | 6.39  | 6.52           | 40 260          |
|                             | 14G          | 3         | 1,578  | 1,563  | 15     | 150    | 151           | 10%    | 10%    | 27    | 0.41  | 0.41           | 40 15           |
| I Dunno                     | 14H          | 3         | 1,655  | 1,305  | 350    | 1,810  | 1,844         | 19%    | 38%    | 30    | 5.47  | 5.57           | 40 225          |
| Shiner                      | 14I          | 3         | 1,445  | 1,335  | 110    | 520    | 532           | 21%    | 27%    | 37    | 1.90  | 1.94           | 40 80           |
| Out of the Woods            | 14J          | 3         | 1,550  | 1,370  | 180    | 800    | 820           | 23%    | 33%    | 28    | 2.26  | 2.32           | 40 95           |
|                             | 14K          | 3         | 1,545  | 1,527  | 18     | 160    | 161           | 11%    | 11%    | 14    | 0.22  | 0.22           | 40 10           |
| Second Growth               | 14L          | 3         | 1,583  | 1,387  | 196    | 990    | 1,009         | 20%    | 30%    | 34    | 3.33  | 3.39           | 40 135          |
| The Sticks                  | 2/3 area 14M | 3         | 1,675  | 1,278  | 397    | 2,650  | 2,680         | 15%    | 30%    | 26    | 6.82  | 4.60           | 40 185          |
| The Sticks                  | 1/3 area 14M | 2         | 1,675  | 1,278  | 397    | 2,650  | 2,680         | 15%    | 24%    | 26    | 6.82  | 2.30           | 50 115          |
|                             | gladed 14S   | 4         |        |        | 25     | 150    | 152           | 17%    |        | 271   | 4.06  | 4.12           | 4 15 1/10 dens. |
|                             | gladed 14T   | 4         |        |        | 40     | 170    | 175           | 24%    |        | 296   | 5.03  | 5.17           | 4 20 1/10 dens. |
|                             | gladed 14U   | 4         |        |        | 40     | 170    | 175           | 24%    |        | 377   | 6.41  | 6.59           | 4 25 1/10 dens. |
| Total Lift 14               |              |           |        |        |        | 14,570 |               |        |        | 61.75 |       | 1,925          |                 |
| Lift 15 - Gil's             |              |           |        |        |        |        |               |        |        |       |       |                |                 |
|                             | 15A          | 6         | 2,100  | 1,775  | 325    | 1,190  | 1,234         | 27%    | 65%    | 39    | 4.69  | 4.86           | 15 75           |
|                             | 15B          | 7         | 1,920  | 1,827  | 93     | 280    | 295           | 33%    | 52%    | 35    | 0.98  | 1.03           | 20 20           |
|                             | 15C          | 7         | 2,040  | 1,805  | 235    | 740    | 776           | 32%    | 73%    | 40    | 2.97  | 3.12           | 20 60           |
|                             | 15D          | 7         | 2,035  | 1,910  | 125    | 235    | 266           | 53%    | 67%    | 105   | 2.47  | 2.80           | 20 55           |
|                             | 15E          | 6         | 2,090  | 2,032  | 58     | 225    | 232           | 26%    | 54%    | 53    | 1.19  | 1.23           | 15 20           |
|                             | 15F          | 7         | 2,112  | 1,780  | 332    | 1,130  | 1,178         | 29%    | 67%    | 53    | 6.02  | 6.27           | 20 125          |
|                             | 15G          | 7         | 2,110  | 2,045  | 65     | 140    | 154           | 46%    | 68%    | 84    | 1.17  | 1.29           | 20 25           |
|                             | 15H          | 5         | 1,975  | 1,785  | 190    | 810    | 832           | 23%    | 39%    | 42    | 3.43  | 3.52           | 30 105          |
|                             | 15I          | 5         | 2,112  | 1,775  | 337    | 1,510  | 1,547         | 22%    | 50%    | 39    | 5.91  | 6.06           | 30 180          |
|                             | gladed 15J   | 6         | 1,940  | 1,840  | 100    | 380    | 393           | 26%    | 46%    | 99    | 3.77  | 3.90           | 2 5 1/10 dens.  |
| Total Lift 15               |              |           |        |        |        | 6,908  |               |        |        | 34.08 |       | 670            |                 |
| Lift 16 - Orient            |              |           |        |        |        |        |               |        |        |       |       |                |                 |
| Carpe Diem                  | 2/3 area 16A | 3         | 1,515  | 1,295  | 220    | 1,050  | 1,073         | 21%    | 37%    | 34    | 3.52  | 2.40           | 40 95           |
| Ca Ma Fais Plaisir          | 2/3 area 16B | 3         | 1,510  | 1,302  | 208    | 1,250  | 1,267         | 17%    | 38%    | 29    | 3.66  | 2.47           | 40 100          |
| Chikamichi                  | 16C          | 3         | 1,475  | 1,422  | 53     | 200    | 207           | 27%    | 27%    | 52    | 1.03  | 1.07           | 40 45           |
| Fair Dinkim                 | 16D          | 4         | 1,500  | 1,300  | 200    | 730    | 757           | 27%    | 41%    | 50    | 3.68  | 3.82           | 40 155          |
| Czesc                       | 16E          | 3         | 1,490  | 1,345  | 145    | 440    | 463           | 33%    | 37%    | 49    | 2.17  | 2.28           | 40 90           |
| Ausfahrt                    | 16F          | 3         | 1,465  | 1,355  | 110    | 325    | 343           | 34%    | 34%    | 52    | 1.68  | 1.77           | 40 70           |
|                             | 16I          | 2         | 1,407  | 1,278  | 129    | 1,150  | 1,157         | 11%    | 18%    | 21    | 2.37  | 2.38           | 50 120          |
| Total Lift 16               |              |           |        |        |        | 5,267  |               |        |        | 16.19 |       | 675            |                 |

**TABLE V.6 CONT.  
TRAIL SPECIFICATIONS - PHASE 3**

|                             | Trail No.  | Skill Class | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters | Percent Slope |          | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha.  | Skiers At Area |               |
|-----------------------------|------------|-------------|------------|---------------|--------------------|--------------------|--------------------|---------------|----------|-------------------|----------------|-----------------|----------------|---------------|
|                             |            |             | Top Meters | Bottom Meters |                    |                    |                    | Avg. %        | Steep. % |                   |                |                 | Density        | Total         |
| Lift 17b - McGillivray      | 17C        | 2           | 1,392      | 1,301         | 91                 | 720                | 726                | 13%           | 21%      | 22                | 1.55           | 1.56            | 50             | 80            |
| Total Lift 17b              |            |             |            |               |                    |                    | 726                |               |          |                   |                | 1.56            |                | 80            |
| Lift 18                     | 18A        | 1           | 1,282      | 1,259         | 23                 | 170                | 172                | 14%           | 14%      | 23                | 0.39           | 0.39            | 75             | 30            |
|                             | 18B        | 1           | 1,318      | 1,307         | 11                 | 110                | 111                | 10%           | 10%      | 25                | 0.28           | 0.28            | 75             | 20            |
| Total Lift 18               |            |             |            |               |                    |                    | 282                |               |          |                   |                | 0.67            |                | 50            |
| Other Trails                | H          | 4           | 1,350      | 1,190         | 160                | 1,040              | 1,052              | 15%           | 40%      | 21                | 2.16           | 2.19            | 40             | 90            |
|                             | 14N        | 4           | 1,665      | 1,256         | 409                | 1,850              | 1,895              | 22%           | 45%      | 29                | 5.30           | 5.43            | 40             | 215           |
|                             | 14O        | 6           | 1,507      | 1,385         | 122                | 360                | 380                | 34%           | 57%      | 41                | 1.48           | 1.56            | 15             | 25            |
|                             | 14P        | 6           | 1,585      | 1,282         | 303                | 1,020              | 1,064              | 30%           | 61%      | 29                | 2.94           | 3.07            | 15             | 45            |
|                             | 14Q        | 6           | 1,555      | 1,300         | 255                | 610                | 661                | 42%           | 59%      | 21                | 1.26           | 1.37            | 15             | 20            |
|                             | 16A        | 3           | 1,515      | 1,295         | 220                | 1,050              | 1,073              | 21%           | 37%      | 34                | 3.52           | 1.20            | 40             | 50            |
|                             | 16B        | 3           | 1,510      | 1,302         | 208                | 1,250              | 1,267              | 17%           | 38%      | 29                | 3.66           | 1.24            | 40             | 50            |
| Total Other Pistes          |            |             |            |               |                    |                    | 5,052              |               |          |                   |                | 16.06           |                | 495           |
| Total All Lifts             | 146        |             |            |               |                    |                    | 130.4 km           |               |          |                   |                | 708.5 Ha        |                | 16,695        |
| Skiways & Transport Trails  | A          | 2           | 1,812      | 1,773         | 39                 | 150                | 155                | 26%           | 26%      | 43                | 0.65           | 0.67            | 50             | 35            |
| Burfield Outrun             | B          | 2           | 1,425      | 1,255         | 170                | 2,100              | 2,107              | 8%            | 8%       | 8                 | 1.68           | 1.69            | 50             | 85            |
| 5 Mile to Homesteader       | C          | 2           | 1,537      | 1,505         | 32                 | 200                | 203                | 16%           | 16%      | 15                | 0.30           | 0.30            | 50             | 15            |
| Mt. Morrissey Connector     | D          | 2           | 1,393      | 1,310         | 83                 | 830                | 834                | 10%           | 10%      | 10                | 0.83           | 0.83            | 50             | 40            |
| East Village Skiway (upper) | E          | 2           | 1,585      | 1,504         | 81                 | 1,110              | 1,113              | 7%            | 7%       | 10                | 1.11           | 1.11            | 50             | 55            |
| Anticipation                | F          | 2           | 1,345      | 1,305         | 40                 | 380                | 382                | 11%           | 11%      | 8                 | 0.30           | 0.31            | 50             | 15            |
| Delta's to Anticipation     | F1         | 4           | 1,385      | 1,345         | 40                 | 150                | 155                | 27%           | 27%      | 25                | 0.37           | 0.38            | 40             | 15            |
| Lower Home Run              | G          | 3           | 1,405      | 1,270         | 135                | 1,400              | 1,406              | 10%           | 10%      | 8                 | 1.12           | 1.13            | 40             | 45            |
| Upper Home Run              | I          | 3           | 1,580      | 1,572         | 8                  | 270                | 270                | 3%            | 3%       | 8                 | 0.22           | 0.22            | 40             | 10            |
| Mid Home Run                | J          | 3           | 1,455      | 1,425         | 30                 | 300                | 301                | 10%           | 10%      | 8                 | 0.24           | 0.24            | 40             | 10            |
| East Village Skiway (lower) | K          | 2           | 1,465      | 1,296         | 169                | 1,200              | 1,212              | 14%           | 30%      | 16                | 1.90           | 1.92            | 50             | 95            |
| Sundance Return             | L          | 3           | 1,431      | 1,392         | 39                 | 440                | 442                | 9%            | 9%       | 8                 | 0.36           | 0.36            | 40             | 15            |
| 12 to 3L                    | M          | 3           | 2,095      | 2,045         | 50                 | 910                | 911                | 5%            | 7%       | 16                | 1.48           | 1.48            | 40             | 60            |
|                             | 17D        | 3           | 1,440      | 1,305         | 135                | 850                | 861                | 16%           | 31%      | 17                | 1.44           | 1.46            | 40             | 60            |
| Total Other Trails          |            |             |            |               |                    |                    | 10,353             |               |          |                   |                | 12.10           |                | 555           |
| <b>Total</b>                | <b>160</b> |             |            |               |                    |                    | <b>140.8 km</b>    |               |          |                   |                | <b>720.6 Ha</b> |                | <b>17,250</b> |

The Cumulative Trail Balance (Table V.7) illustrates that the Phase 3 trail balance is changed very little from the Phase 2 development. When distributed by skill class, it still forms a good balance with the distribution of the skill classes in the market. Plate V.3 shows that there are still excesses in the novice and low intermediate skill classes and shortages in the beginner and intermediate skill classes.

**TABLE V.7  
SUN PEAKS  
CUMULATIVE TRAIL BALANCE  
PHASE 3**

| Skill Classification | Hectares     | Skiers        | Balance     | Ideal       |
|----------------------|--------------|---------------|-------------|-------------|
| 1 Beginner           | 3.5          | 260           | 1.6%        | 5%          |
| 2 Novice             | 49.9         | 2,490         | 14.9%       | 10%         |
| 3 Low Intermediate   | 120.0        | 4,380         | 26.2%       | 20%         |
| 4 Intermediate       | 141.5        | 3,475         | 20.8%       | 30%         |
| 5 High Intermediate  | 108.4        | 2,745         | 16.4%       | 20%         |
| 6 Advanced           | 189.6        | 2,045         | 12.2%       | 10%         |
| 7 Expert             | 95.6         | 1,300         | 7.8%        | 5%          |
| <b>TOTALS</b>        | <b>708.5</b> | <b>16,695</b> | <b>100%</b> | <b>100%</b> |

|                   |                     |
|-------------------|---------------------|
| Average Density = | 16.5 Skiers/Hectare |
| Optimum Density = | 35.4 Skiers/Hectare |
| Weighted Demand = | 4,080 VTM/Skier/Day |

**SUN PEAKS  
PHASE 3 TRAIL BALANCE**

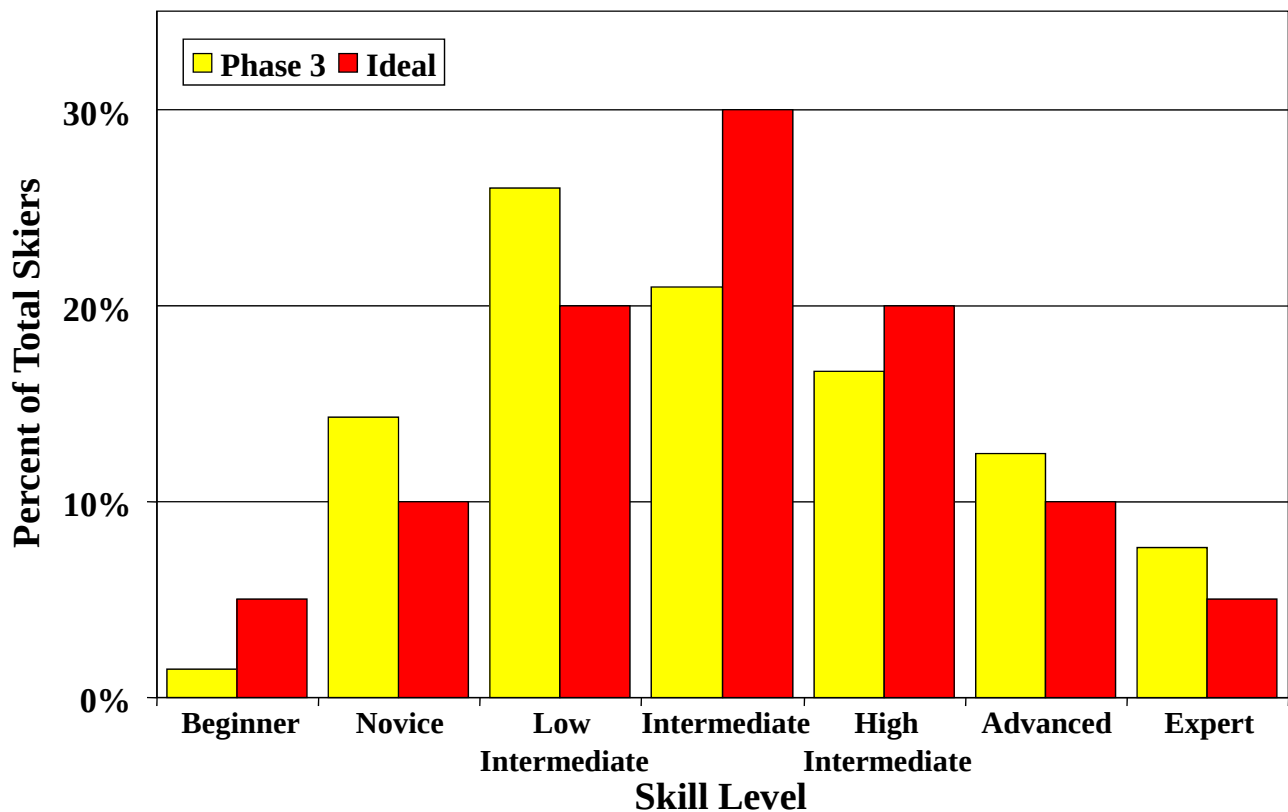


**PLATE V.3**

Plate V.4 graphically compares the capacities of the lifts and trails in each lift system.

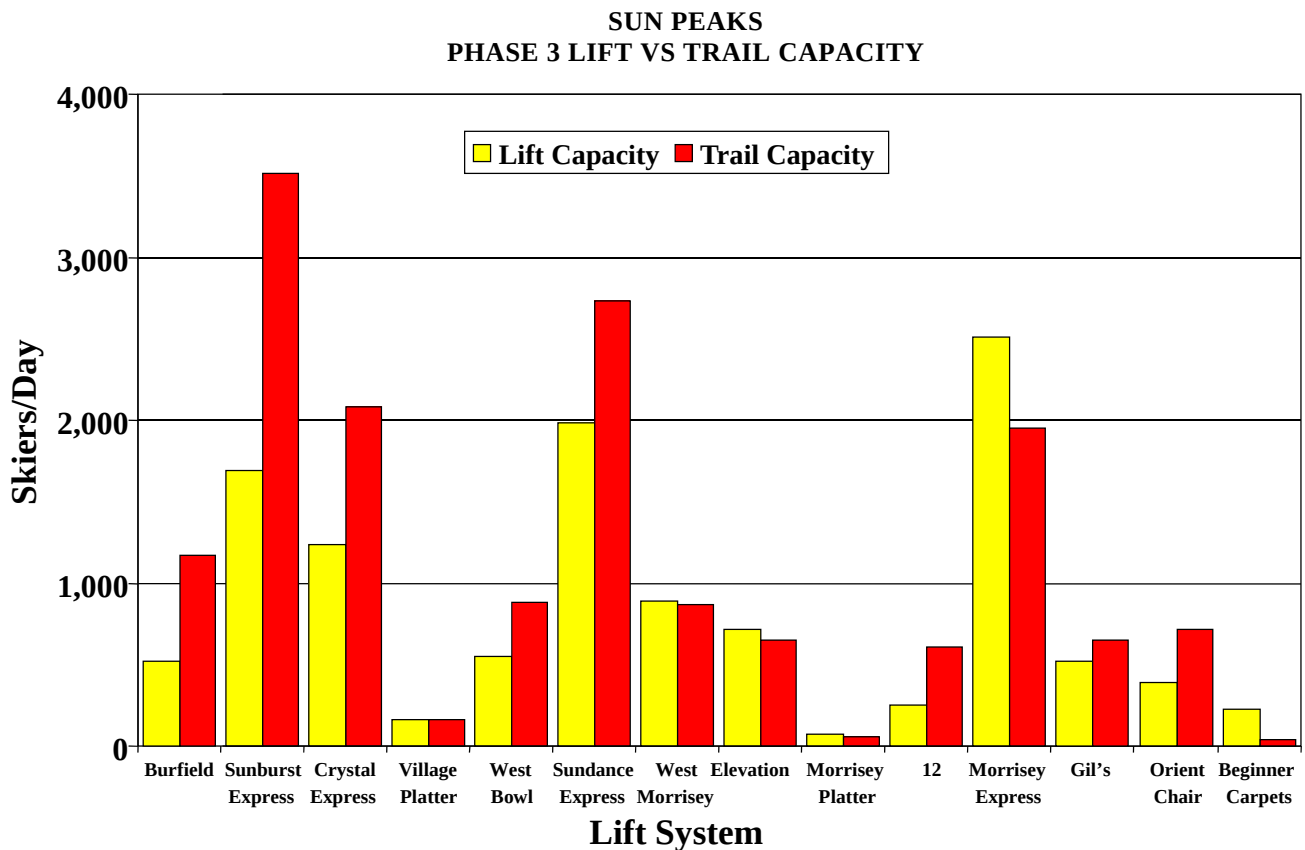


PLATE V.4

## .4 Phase 4

The final phase of development involves developing additional terrain extending towards the summit of Mount Tod, the upper part of Orient Ridge and installing lifts in the eastern end of the resort for access to the “Phase 4 base lands” and new beginner and novice return skiing. Buildout of Phase 4 is illustrated on Figure 15 and in a 3-dimensional perspective on Figure 16a, 16b and 16c.

Lift 7, the Sunnyside detachable quad, will be installed on the west side of the “Top of the World” servicing the existing Back Door, Kukamungas and Sunnyside trails, as well as new terrain to be developed below the 7 Mile skiway. The top terminal will be located adjacent to the existing Burfield chairlift’s top terminal, and the bottom terminal will be located well below the bottom of the West Bowl T-bar, stretching a total of 322 vertical metres. The Sunnyside quad will be installed with a rated capacity of 2,800 pph and accommodate approximately 1,280 skiers per day.



*Customer enjoying powder snow on Sunnyside run, viewing northwards towards Mt. Tod*

Lift 13, an “up-down-up” fixed grip quadruple chairlift has top terminals at the peak of Mount Tod and the top of Lift 12. This lift allows skiing on both sections with return skiing being the attraction on the Mount Tod side and egress being the main function of the southern portion of the lift. The Mount Tod side services a large area of south facing, above treeline high alpine sliding in the intermediate to expert skill classes and also provides access to skiing opportunities to the east, down to the bottom of the Gil’s lift. The installation of this lift increases the total lift serviced vertical rise at Sun Peaks to 954 metres (3,129 feet).

Lift 16, the short fixed grip Orient Ridge chairlift, is proposed to be replaced by a longer detachable six-passenger chairlift that will rise to the 1,712-metre elevation. This extended chair will service novice to intermediate terrain on the slopes to the east of the Sundance chair. In addition to return cycle skiing, this extended lift will continue to provide ski-in/ski-out access for accommodation near the East Village and very important transport functions between the “Phase 4 base lands”, the valley bottom accommodation (including the main Village) and the various parts of the expanded ski area. This lift will have a total vertical rise of 435 metres, a length of 2,135 metres and a ride time of approximately 7.1 minutes. A new mountain restaurant is planned on a knoll at the 1,500 metre elevation. This site has excellent sun exposure and commanding views of Mount Tod, Mount Morrissey and down the valley to the west.

Lift 19, a 30-passenger aerial tramway, is proposed to stretch from a location near the top of the Elevation chair (Lift 9) to the “Top of the World”, at the top of the existing Burfield chair. This lift will provide pedestrian access to the top of the mountain in summer, as well as provide return skiing in the Headwall zone. This lift will have a rated capacity of approximately 250 pph and a vertical rise of approximately 222 metres.

The quadruple chairlift installed as Lift 17 in Phase 3 will be extended approximately 1,400 metres from its current bottom terminal up onto the plateau to the east. This chair will then have a total length of 1,895 metres with 2 top terminals and loading in both directions at the bottom terminal. The first section installed (now known as 17b) will continue to operate as a morning staging lift for skiers moving from the east end of the valley to the Morrissey pod (and beyond). The chair will also serve the same function for skiers coming from a good portion of the “Phase 4 base lands”. These skiers would simply slide down trails 17A or 17B to the valley station where they could then load on 17b for the short ride to the Morrissey pod. The Lift 17a portion of the chair’s primary function will be to allow skiers to access the Phase 4 base lands at the end of the day. Three trails and several short skiway access trails would be developed primarily to provide ski-in/ski-out access to the proposed accommodation development adjacent to this lift.

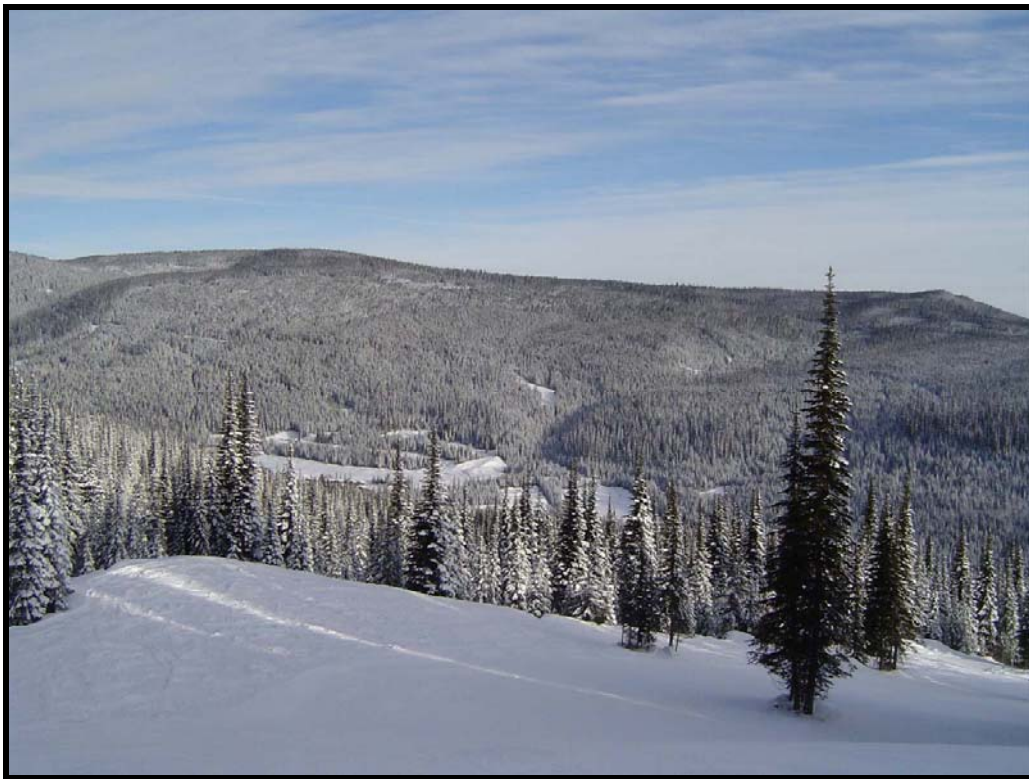
Lift 20 is another “up-down-up” chair whose main purpose is access to and from the accommodation at the “Phase 4 base lands”. Skiers moving from the main accommodation base can slide down to the bottom station and ride up to a point where they can then slide down to the Orient or Morrissey chairs. Skiers moving back to that accommodation base can slide down from the top of the Orient chair and take the lift up to the centre of that accommodation base. In addition, novices coming from the “Phase 4 Base lands” that intend on using the proposed Lift 24 facilities can ride Lift 20 up to Lift 24 and then use it again on their way back to their accommodation.

The zones illustrated as Lifts 22 and 23 will form a huge learning area in the centre of this new accommodation base. Lift 22 is envisioned to be a collection of several moving carpet lifts for beginner skiers and small children with a potential SCC of approximately 300 skiers per day. Lift 23 is envisioned to be a double platter, where skiers who have graduated from Lift 22 can hone their skills before moving on to Lift 24 or the chairlifts. This learning zone is much larger than the existing learning area (Lifts 4 and 18), with combined SCC of approximately 500 skiers per day. Skier services for this new learning area will be provided in the Phase 4 village.

Lift 24 is a double platter lift located on south facing slopes to the east of the Orient chair and to the north of the “Phase 4 Base lands”. These two lifts and four novice trails are accessible from either Lift 20 or the Orient chair. The calculated SCC for these lifts is approximately 390 skiers per day.

Given the many developments to the east, we believe it may be necessary to ultimately remove and replace the Sundance Express chair (Lift 6) with a new detachable six-passenger chairlift with a capacity of 3,200 persons per hour. This may be necessary to stage skiers out of the main Village over to the Orient Express and Morrissey Express zones.

The Mountain Master Plan, Phase 4, as illustrated on Figure 15, will ultimately include a total of twenty seven ski lifts, including one 30-passenger aerial tramway, two detachable six-passenger chairlifts, four detachable quadruple chairlifts, seven fixed grip quadruple chairlifts, one T-bar, seven platter lifts and approximately five beginner moving carpet lifts, with a total combined rated capacity of about 47,000 passengers per hour, producing 12.9 million vertical transport metres per hour (VTM/hr.). The Phase 4 Mountain Master plan lift specifications are listed in Table V.8. The overall Phase 4 SCC will be approximately 16,380 skiers per day.



*Orient Ridge*



*View towards Mt. Tod Summit*

**TABLE V.8  
LIFT SPECIFICATIONS - PHASE 4**

| Development Phase      | Existing        |            |                   |                   |                 |                     | Phase 2b   |                 |                |            |
|------------------------|-----------------|------------|-------------------|-------------------|-----------------|---------------------|------------|-----------------|----------------|------------|
| Lift Number            | 4               | 9          | 10                | 14                | 18A             | 18B                 | 1R         | 3R              | 8              | 15         |
| Lift Name              | Village Platter | Elevation  | Morrissey Platter | Morrissey Express | Village Carpets | Kids Ranch Conveyor | Burfield   | Crystal Express | West Morrissey | Gil's      |
| Lift Type              | P               | 4C         | P                 | D4C               | MC              | MC                  | 4C         | D6C             | 4C             | 3C/4C      |
| Top Elevation m.       | 1,307           | 1,865      | 1,345             | 1,675             | 1,282           | 1,318               | 1,850      | 2,080           | 1,675          | 2,110      |
| Bottom Elevation m.    | 1,255           | 1,552      | 1,256             | 1,277             | 1,259           | 1,307               | 1,198      | 1,712           | 1,245          | 1,775      |
| Total Vertical m.      | 52              | 313        | 89                | 398               | 23              | 11                  | 652        | 368             | 430            | 335        |
| Horizontal Distance m. | 347             | 1,072      | 420               | 1,760             | 148             | 99                  | 1,970      | 1,380           | 1,430          | 1,100      |
| Slope Distance m.      | 353             | 1,117      | 429               | 1,804             | 150             | 100                 | 2,075      | 1,428           | 1,493          | 1,150      |
| Average Slope %        | 15%             | 29%        | 21%               | 23%               | 16%             | 11%                 | 33%        | 27%             | 30%            | 30%        |
| Rated Capacity         | 722             | 1,822      | 654               | 2,800             | 800             | 800                 | 920        | 3,200           | 2,000          | 2,000      |
| V.T.M./Hr.(000)        | 38              | 570        | 58                | 1,114             | 13              | 13                  | 600        | 1,178           | 860            | 670        |
| Rope Speed m/sec.      | 2.2             | 2.3        | 2.2               | 5.0               | 0.6             | 0.6                 | 2.2        | 5.0             | 2.2            | 2.2        |
| Trip Time min.         | 2.67            | 8.09       | 3.25              | 6.01              | 4.17            | 2.78                | 15.72      | 4.76            | 11.31          | 8.71       |
| Operating Hr./Day      | 7.0             | 6.8        | 7.0               | 7.0               |                 |                     | 7.0        | 6.8             | 7.0            | 6.0        |
| V.T.M. Demand/Day      | 1,137           | 4,348      | 600               | 2,812             |                 |                     | 6,212      | 5,237           | 5,205          | 6,654      |
| Loading Eff. %         | 80%             | 85%        | 80%               | 95%               |                 |                     | 90%        | 90%             | 80%            | 85%        |
| Access Reduction       | 0%              | 4%         | 50%               | 14%               |                 |                     | 35%        | 12%             | 4%             | 0%         |
| <b>SCC Skiers/Day</b>  | <b>180</b>      | <b>720</b> | <b>70</b>         | <b>2,280</b>      | <b>120</b>      | <b>90</b>           | <b>400</b> | <b>1,210</b>    | <b>890</b>     | <b>510</b> |

**TABLE V.8 CONT.  
LIFT SPECIFICATIONS - PHASE 4 – CONT.**

| Development Phase      | Phase 3    |            | Phase 4          |              |              |            |            |                |
|------------------------|------------|------------|------------------|--------------|--------------|------------|------------|----------------|
| Lift Number            | 5R         | 12         | 2R               | 6R           | 7            | 13a        | 13b        | 16             |
| Lift Name              | West Bowl  |            | Sunburst Express | Sundance     | Sunnyside    | Mount Tod  |            | Orient Express |
| Lift Type              | T-B        | P          | D6C-B            | D6C          | D4C          | 4C         | 4C         | D6C            |
| Top Elevation m.       | 2,070      | 2,110      | 1,850            | 1,730        | 2,080        | 2,152      | 2,110      | 1,712          |
| Bottom Elevation m.    | 1,817      | 1,925      | 1,255            | 1,255        | 1,758        | 1,983      | 1,983      | 1,277          |
| Total Vertical m.      | 253        | 185        | 595              | 475          | 322          | 169        | 127        | 435            |
| Horizontal Distance m. | 1,050      | 1,040      | 2,290            | 1,985        | 1,250        | 520        | 640        | 2,090          |
| Slope Distance m.      | 1,080      | 1,056      | 2,378            | 2,041        | 1,291        | 547        | 652        | 2,135          |
| Average Slope %        | 24%        | 18%        | 26%              | 24%          | 26%          | 33%        | 20%        | 21%            |
| Rated Capacity         | 1,200      | 700        | 3,200            | 3,200        | 2,800        | 1,800      | 1,800      | 3,200          |
| V.T.M./Hr.(000)        | 304        | 130        | 1,904            | 1,520        | 902          | 304        | 229        | 1,392          |
| Rope Speed m/sec.      | 3.0        | 3.0        | 5.0              | 5.0          | 5.0          | 2.5        | 2.5        | 5.0            |
| Trip Time min.         | 6.00       | 5.87       | 7.93             | 6.80         | 4.30         | 3.65       | 4.35       | 7.12           |
| Operating Hr./Day      | 6.5        | 6.3        | 7.0              | 7.0          | 6.8          | 6.0        | 6.0        | 7.0            |
| V.T.M. Demand/Day      | 3,220      | 3,137      | 4,182            | 3,099        | 4,167        | 4,655      | 3,490      | 2,827          |
| Loading Eff. %         | 90%        | 95%        | 90%              | 90%          | 95%          | 80%        | 80%        | 90%            |
| Access Reduction       | 2%         | 29%        | 25%              | 34%          | 7%           | 0%         | 4%         | 30%            |
| <b>SCC Skiers/Day</b>  | <b>540</b> | <b>170</b> | <b>2,150</b>     | <b>2,040</b> | <b>1,290</b> | <b>310</b> | <b>300</b> | <b>2,180</b>   |

| Development Phase      | Phase 4       |                |               |          |          |            |            |            |               |
|------------------------|---------------|----------------|---------------|----------|----------|------------|------------|------------|---------------|
| Lift Number            | 17a           | 17b            | 19            | 20a      | 20b      | 22         | 23         | 24         |               |
| Lift Name              | McGillivray I | McGillivray II | Headwall Tram |          |          |            |            |            |               |
| Lift Type              | 4C            | 4C             | JB30          | 4C       | 4C       | 3/MC       | 2/P        | 2/P        | TOTAL         |
| Top Elevation m.       | 1,515         | 1,393          | 2,080         | 1,515    | 1,575    | 1,515      | 1,495      | 1,636      |               |
| Bottom Elevation m.    | 1,300         | 1,300          | 1,858         | 1,470    | 1,470    | 1,492      | 1,445      | 1,528      |               |
| Total Vertical m.      | 215           | 93             | 222           | 45       | 105      | 23         | 50         | 108        | 6,093         |
| Horizontal Distance m. | 1,380         | 490            | 730           | 520      | 525      | 190        | 310        | 710        |               |
| Slope Distance m.      | 1,397         | 499            | 763           | 522      | 535      | 191        | 314        | 718        | 26,220        |
| Average Slope %        | 16%           | 19%            | 30%           | 9%       | 20%      | 12%        | 16%        | 15%        | 24%           |
| Rated Capacity         | 2,400         | 2,400          | 250           | 2,400    | 2,400    | 1,200      | 1,400      | 1,400      | 47,468        |
| V.T.M./Hr.(000)        | 516           | 223            | 56            | 108      | 252      | 28         | 70         | 151        | 13,200        |
| Rope Speed m/sec.      | 2.2           | 2.2            | 6.0           | 2.2      | 2.2      | 0.6        | 1.8        | 3.0        |               |
| Trip Time min.         | 10.58         | 3.78           | 2.30          | 3.95     | 4.06     | 5.32       | 2.91       | 3.99       |               |
| Operating Hr./Day      | 7.0           | 7.0            | 6.0           | 7.0      | 7.0      | 7.0        | 7.0        | 6.8        | 6.2           |
| V.T.M. Demand/Day      | 2,120         | 2,120          | 7,840         | 2,120    | 2,120    | 450        | 1,746      | 2,120      |               |
| Loading Eff. %         | 80%           | 80%            | 95%           | 80%      | 80%      | 70%        | 70%        | 80%        |               |
| Access Reduction       | 100%          | 100%           | 10%           | 100%     | 100%     | 0%         | 0%         | 0%         |               |
| <b>SCC Skiers/Day</b>  | <b>0</b>      | <b>0</b>       | <b>40</b>     | <b>0</b> | <b>0</b> | <b>300</b> | <b>200</b> | <b>390</b> | <b>16,380</b> |

**Note: Total Rated Capacity does not include 17b or 20b.**

The Phase 4 trails are shown on Figure 15 and the Phase 4 trail specifications are listed in Table V.9. At completion of Phase 4, there will be 174 trails providing 154 kilometres of skiing on 802 hectares of terrain. The overall return skiing trail capacity of 20,480 skiers per day remains higher than the SCC of 16,380 skiers per day, chiefly due to the vast amount of open bowl area and the excess capacity of the existing trails on the Sunburst Chair.

**TABLE V.9**  
**TRAIL INVENTORY - PHASE 4**

|                    |           |                                      | Elevation    |                | Total<br>Vert. | Horz.<br>Dist. | Slope<br>Dist. | Percent Slope                            |                  | Avg.<br>Width<br>Meters | Horz.<br>Area<br>Ha. | Slope<br>Area<br>Ha. | Skiers At Area |        |               |       |
|--------------------|-----------|--------------------------------------|--------------|----------------|----------------|----------------|----------------|------------------------------------------|------------------|-------------------------|----------------------|----------------------|----------------|--------|---------------|-------|
|                    |           |                                      | Trail<br>No. | Skill<br>Class |                |                |                | Top<br>Meters                            | Bottom<br>Meters |                         |                      |                      | Avg.           | Steep. | Density       | Total |
|                    |           |                                      |              |                |                |                |                |                                          |                  |                         |                      |                      |                |        |               |       |
| Lift 1 - Burfield  |           |                                      |              |                |                |                |                |                                          |                  |                         |                      |                      |                |        |               |       |
| Roundabout         |           | 1A                                   | 4            | 1,838          | 1,783          | 55             | 760            | 762                                      | 7%               | 7%                      | 10                   | 0.76                 | 0.76           | 40     | 30            |       |
| 7 Mile             |           | 1E                                   | 6            | 1,783          | 1,212          | 571            | 3,030          | 3,083                                    | 19%              | 64%                     | 22                   | 6.75                 | 6.87           | 15     | 105           |       |
|                    |           | 1H                                   | 6            | 1,850          | 1,783          | 67             | 515            | 519                                      | 13%              | 21%                     | 26                   | 1.33                 | 1.34           | 15     | 20            |       |
| Hidden Valley      |           | 1J                                   | 6            | 1,790          | 1,650          | 140            | 1,055          | 1,064                                    | 13%              | 22%                     | 25                   | 2.59                 | 2.61           | 15     | 40            |       |
| Roller Coaster     |           | 1K                                   | 6            | 1,700          | 1,560          | 140            | 420            | 443                                      | 33%              | 53%                     | 38                   | 1.58                 | 1.67           | 15     | 25            |       |
| Expo               |           | 1L                                   | 7            | 1,780          | 1,202          | 578            | 1,520          | 1,626                                    | 38%              | 70%                     | 83                   | 12.63                | 13.51          | 10     | 135 1/2 dens. |       |
| Challenger         |           | 1M                                   | 7            | 1,840          | 1,380          | 460            | 1,445          | 1,516                                    | 32%              | 77%                     | 46                   | 6.59                 | 6.92           | 20     | 140           |       |
| High Voltage       |           | 1N                                   | 7            | 1,560          | 1,212          | 348            | 730            | 809                                      | 48%              | 72%                     | 44                   | 3.21                 | 3.56           | 20     | 70            |       |
| Ridge Run          |           | 1O                                   | 4            | 1,610          | 1,198          | 412            | 1,680          | 1,730                                    | 25%              | 45%                     | 45                   | 7.56                 | 7.78           | 40     | 310           |       |
| Freddy's Nightmare |           | 1P                                   | 7            | 1,780          | 1,450          | 330            | 620            | 702                                      | 53%              | 73%                     | 209                  | 12.97                | 14.69          | 2      | 30 1/10 dens. |       |
| Challenger Glades  |           | 1Q                                   | 7            | 1,660          | 1,445          | 215            | 480            | 526                                      | 45%              | 90%                     | 131                  | 6.27                 | 6.87           | 2      | 15 1/10 dens. |       |
| Total Lift 1       |           | 11                                   |              |                |                |                |                | 12,781                                   |                  |                         |                      | 66.58                |                | 920    |               |       |
| Lift 2 - Sunburst  |           |                                      |              |                |                |                |                |                                          |                  |                         |                      |                      |                |        |               |       |
| Cahilty/5 Mile     |           | 2A                                   | 2            | 1,850          | 1,590          | 260            | 1,430          | 1,453                                    | 18%              | 30%                     | 86                   | 12.32                | 12.52          | 50     | 625           |       |
| Lower 5 Mile       | (quarter) | 2B                                   | 2            | 1,590          | 1,265          | 325            | 2,055          | 2,081                                    | 16%              | 21%                     | 54                   | 11.02                | 2.79           | 50     | 140           |       |
| Lower 5 Mile       | (quarter) | 2B                                   | 3            | 1,590          | 1,265          | 325            | 2,055          | 2,081                                    | 16%              | 21%                     | 54                   | 11.02                | 2.79           | 40     | 110           |       |
| Lower 5 Mile       | (half)    | 2B                                   | 6            | 1,590          | 1,265          | 325            | 2,055          | 2,081                                    | 16%              | 21%                     | 54                   | 11.02                | 5.58           | 15     | 85            |       |
| Distributor        |           | 2E                                   | 5            | 1,825          | 1,695          | 130            | 770            | 781                                      | 17%              | 35%                     | 26                   | 1.99                 | 2.02           | 30     | 60            |       |
| Bluff              | (half)    | 2F                                   | 6            | 1,790          | 1,535          | 255            | 710            | 754                                      | 36%              | 64%                     | 96                   | 6.84                 | 3.64           | 15     | 55            |       |
| Sting              |           | 2G                                   | 6            | 1,755          | 1,505          | 250            | 720            | 762                                      | 35%              | 53%                     | 39                   | 2.79                 | 2.95           | 15     | 45            |       |
| Intimidator        |           | 2H                                   | 7            | 1,710          | 1,465          | 245            | 620            | 667                                      | 40%              | 66%                     | 52                   | 3.23                 | 3.47           | 20     | 70            |       |
| 5th Avenue         |           | 2I                                   | 6            | 1,705          | 1,435          | 270            | 680            | 732                                      | 40%              | 55%                     | 50                   | 3.40                 | 3.66           | 15     | 55            |       |
| Broadway           |           | 2J                                   | 6            | 1,645          | 1,325          | 320            | 965            | 1,017                                    | 33%              | 54%                     | 79                   | 7.59                 | 8.00           | 15     | 120           |       |
| Exhibition         |           | 2K                                   | 5            | 1,845          | 1,265          | 580            | 2,240          | 2,314                                    | 26%              | 50%                     | 67                   | 14.95                | 15.44          | 30     | 465           |       |
| Cruiser            |           | 2L                                   | 5            | 1,711          | 1,265          | 446            | 1,490          | 1,555                                    | 30%              | 47%                     | 61                   | 9.14                 | 9.54           | 30     | 285           |       |
| Blazer             |           | 2M                                   | 5            | 1,735          | 1,280          | 455            | 1,875          | 1,929                                    | 24%              | 48%                     | 42                   | 7.96                 | 8.19           | 30     | 245           |       |
| Runaway Lane       |           | 2N                                   | 5            | 1,570          | 1,295          | 275            | 785            | 832                                      | 35%              | 48%                     | 51                   | 4.02                 | 4.26           | 30     | 130           |       |
| Tighten Yer Boots  |           | 2O                                   | 6            | 1,540          | 1,303          | 237            | 810            | 844                                      | 29%              | 60%                     | 30                   | 2.45                 | 2.55           | 15     | 40            |       |
|                    |           | 2P                                   | 2            | 1,848          | 1,790          | 58             | 385            | 389                                      | 15%              | 23%                     | 42                   | 1.60                 | 1.62           | 50     | 80            |       |
| Trans Canada       |           | 2Q                                   | 2            | 1,846          | 1,712          | 134            | 730            | 742                                      | 18%              | 26%                     | 41                   | 2.99                 | 3.04           | 50     | 150           |       |
|                    |           | 2R                                   | 2            | 1,830          | 1,747          | 83             | 430            | 438                                      | 19%              | 19%                     | 34                   | 1.47                 | 1.50           | 50     | 75            |       |
| Cahilty Glades     | gladed    | 2S                                   | 5            | 1,810          | 1,670          | 140            | 590            | 606                                      | 24%              | 43%                     | 58                   | 3.40                 | 3.49           | 3      | 10 1/10 dens. |       |
| Cariboo Trees      | gladed    | 2U                                   | 6            | 1,790          | 1,550          | 240            | 710            | 749                                      | 34%              | 55%                     | 105                  | 7.46                 | 7.87           | 2      | 10 1/10 dens. |       |
| Bluff Trees        | gladed    | 2V                                   | 6            | 1,775          | 1,515          | 260            | 690            | 737                                      | 38%              | 53%                     | 157                  | 10.86                | 11.61          | 2      | 15 1/10 dens. |       |
| Exhibition Glades  | gladed    | 2W                                   | 6            | 1,675          | 1,375          | 300            | 800            | 854                                      | 38%              | 43%                     | 86                   | 6.88                 | 7.35           | 2      | 10 1/10 dens. |       |
| Cruiser Glades     | gladed    | 2X                                   | 6            | 1,575          | 1,365          | 210            | 580            | 617                                      | 36%              | 45%                     | 117                  | 6.80                 | 7.23           | 2      | 10 1/10 dens. |       |
| Blazer Glades      | gladed    | 2Y                                   | 6            | 1,560          | 1,420          | 140            | 420            | 443                                      | 33%              | 44%                     | 126                  | 5.30                 | 5.59           | 2      | 10 1/10 dens. |       |
| Run Away Glades    | gladed    | 2Z                                   | 6            | 1,555          | 1,305          | 250            | 650            | 696                                      | 38%              | 50%                     | 99                   | 6.44                 | 6.90           | 2      | 10 1/10 dens. |       |
| Chute              | partial   | 3I                                   | 7            | 2,040          | 1,780          | 260            | 690            | 737                                      | 38%              | 66%                     | 82                   | 5.63                 | 3.72           | 20     | 75            |       |
| Spillway           | partial   | 3J                                   | 7            | 2,055          | 1,775          | 280            | 1,055          | 1,092                                    | 27%              | 66%                     | 49                   | 5.20                 | 3.32           | 20     | 65            |       |
| Last Chance        | partial   | 3K                                   | 5            | 1,970          | 1,845          | 125            | 415            | 433                                      | 30%              | 48%                     | 50                   | 2.07                 | 1.33           | 30     | 40            |       |
| Upper 5 Mile       | partial   | 3L                                   | 2            | 2,055          | 1,760          | 295            | 2,055          | 2,076                                    | 14%              | 22%                     | 28                   | 5.82                 | 3.63           | 50     | 180           |       |
| Pink Flamingo      | partial   | 3N                                   | 7            | 1,955          | 1,860          | 95             | 230            | 249                                      | 41%              | 71%                     | 47                   | 1.09                 | 0.73           | 20     | 15            |       |
| The Other Way      | partial   | 3Q                                   | 3            | 1,839          | 1,603          | 236            | 1,450          | 1,469                                    | 16%              | 26%                     | 35                   | 5.08                 | 3.18           | 40     | 125           |       |
| Total Lift 2R      |           | 23 (not incl. 2B class 3&6 or 3I-3Q) |              |                |                |                |                | 21,994 (not incl. 2B class 3&6 or 3I-3Q) |                  |                         |                      | 159.51               |                | 3,410  |               |       |

**TABLE V.9 CONT.  
TRAIL INVENTORY  
PHASE 4**

|                          |              | Elevation |        | Total  | Horz.  | Slope  | Percent Slope |        | Avg.   | Horz. | Slope | Skiers At Area |       |               |
|--------------------------|--------------|-----------|--------|--------|--------|--------|---------------|--------|--------|-------|-------|----------------|-------|---------------|
| Trail Skill              |              | Top       | Bottom | Vert.  | Dist.  | Dist.  |               |        | Width  | Area  | Area  |                |       |               |
| No.                      | Class        | Meters    | Meters | Meters | Meters | Meters | Avg.          | Steep. | Meters | Ha.   | Ha.   | Density        | Total |               |
| Lift 3 - Crystal         |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Crystal Run              | 3A           | 5         | 2,079  | 1,712  | 367    | 1,700  | 1,739         | 22%    | 49%    | 45    | 7.58  | 7.75           | 30    | 235           |
| Crystal Bowl             | 3B           | 6         | 2,025  | 1,870  | 155    | 480    | 504           | 32%    | 60%    | 68    | 3.26  | 3.43           | 15    | 50            |
| Crystal Lift Line        | 3C           | 5         | 2,050  | 1,770  | 280    | 880    | 923           | 32%    | 50%    | 84    | 7.41  | 7.78           | 30    | 235           |
| West Bushwacker          | 3D           | 5         | 2,079  | 1,760  | 319    | 1,070  | 1,117         | 30%    | 47%    | 56    | 6.00  | 6.26           | 30    | 190           |
| East Bushwacker          | 3E           | 6         | 1,965  | 1,820  | 145    | 380    | 407           | 38%    | 57%    | 66    | 2.51  | 2.69           | 15    | 40            |
| Little Headwall          | half 3F      | 7         | 2,010  | 1,850  | 160    | 345    | 380           | 46%    | 68%    | 82    | 2.83  | 1.56           | 20    | 30            |
| Big Headwall             | half 3G      | 7         | 2,040  | 1,740  | 300    | 595    | 666           | 50%    | 67%    | 65    | 3.84  | 2.15           | 20    | 45            |
| Hat Trick                | half 3H      | 6         | 2,025  | 1,855  | 170    | 600    | 624           | 28%    | 64%    | 49    | 2.93  | 1.53           | 15    | 25            |
| Chute                    | partial 3I   | 7         | 2,040  | 1,780  | 260    | 690    | 737           | 38%    | 66%    | 82    | 5.63  | 2.30           | 20    | 45            |
| Spillway                 | partial 3J   | 7         | 2,055  | 1,775  | 280    | 1,055  | 1,092         | 27%    | 66%    | 49    | 5.20  | 2.06           | 20    | 40            |
| Last Chance              | partial 3K   | 5         | 1,970  | 1,845  | 125    | 415    | 433           | 30%    | 48%    | 50    | 2.07  | 0.83           | 30    | 25            |
| Upper 5 Mile             | partial 3L   | 2         | 2,055  | 1,760  | 295    | 2,055  | 2,076         | 14%    | 22%    | 28    | 5.82  | 2.25           | 50    | 110           |
| Highway 22a              | 3M           | 5         | 1,960  | 1,790  | 170    | 610    | 633           | 28%    | 48%    | 60    | 3.64  | 3.78           | 30    | 115           |
|                          | 3N           | 7         | 1,955  | 1,860  | 95     | 230    | 249           | 41%    | 71%    | 47    | 1.09  | 1.18           | 20    | 25            |
| Chief Shoulder           | 3O           | 6         | 2,079  | 1,825  | 254    | 970    | 1,003         | 26%    | 60%    | 108   | 10.45 | 10.80          | 15    | 160           |
| Nose of the Chief        | 3P           | 6         | 2,030  | 1,845  | 185    | 510    | 543           | 36%    | 61%    | 145   | 7.39  | 7.86           | 15    | 120           |
| The Other Way            | partial 3Q   | 3         | 1,839  | 1,603  | 236    | 1,450  | 1,469         | 16%    | 26%    | 35    | 5.08  | 1.96           | 40    | 80            |
| Total Lift 3             | 18           |           |        |        |        |        | 15,514        |        |        |       | 68.38 |                |       | 1,660         |
| Lift 4 - Village Platter |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Lower Sunbeam            | 4A           | 1         | 1,280  | 1,258  | 22     | 180    | 181           | 12%    | 12%    | 40    | 0.72  | 0.73           | 75    | 55            |
| Gentle Giant             | 4B           | 1         | 1,307  | 1,258  | 49     | 570    | 572           | 9%     | 9%     | 22    | 1.26  | 1.26           | 75    | 95            |
| Upper Sunbeam            | 4C           | 2         | 1,307  | 1,280  | 27     | 150    | 152           | 18%    | 18%    | 37    | 0.56  | 0.57           | 50    | 30            |
| Total Lift 4R            | 3            |           |        |        |        |        | 906           |        |        |       | 2.56  |                |       | 180           |
| Lift 5 - West Bowl T-Bar |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Harry's Run              | open bowl 5A | 3         | 2,069  | 1,818  | 251    | 1,280  | 1,304         | 20%    | 33%    | 76    | 9.67  | 9.85           | 20    | 195 1/2 dens. |
| Long Draw                | open bowl 5B | 3         | 2,050  | 1,818  | 232    | 940    | 968           | 25%    | 36%    | 122   | 11.49 | 11.83          | 20    | 235 1/2 dens. |
| Fallline                 | open bowl 5C | 4         | 2,065  | 1,818  | 247    | 1,020  | 1,049         | 24%    | 40%    | 110   | 11.25 | 11.58          | 20    | 230 1/2 dens. |
| The Spine                | open bowl 5D | 4         | 2,069  | 1,905  | 164    | 700    | 719           | 23%    | 43%    | 99    | 6.92  | 7.11           | 20    | 140 1/2 dens. |
| Short Draw               | 5E           | 3         | 2,069  | 1,980  | 89     | 460    | 469           | 19%    | 35%    | 45    | 2.09  | 2.13           | 40    | 85            |
| Total Lift 5             | 5            |           |        |        |        |        | 4,510         |        |        |       | 42.50 |                |       | 885           |
| Lift 6 - Sundance        |              |           |        |        |        |        |               |        |        |       |       |                |       |               |
| Homesteader              | 6A           | 2         | 1,605  | 1,260  | 345    | 2,150  | 2,178         | 16%    | 24%    | 40    | 8.60  | 8.71           | 50    | 435           |
| Lower Sundowner          | 6B           | 3         | 1,555  | 1,355  | 200    | 790    | 815           | 25%    | 33%    | 64    | 5.02  | 5.18           | 40    | 205           |
| Sun Catcher              | 6C           | 3         | 1,515  | 1,260  | 255    | 1,030  | 1,061         | 25%    | 33%    | 67    | 6.90  | 7.11           | 40    | 285           |
| Sunshine                 | 6D           | 3         | 1,415  | 1,290  | 125    | 455    | 472           | 27%    | 33%    | 33    | 1.51  | 1.57           | 40    | 65            |
| Sundance                 | 6E           | 4         | 1,560  | 1,260  | 300    | 1,220  | 1,256         | 25%    | 38%    | 69    | 8.42  | 8.67           | 40    | 345           |
| Lower Sunrise            | 6F           | 4         | 1,545  | 1,295  | 250    | 970    | 1,002         | 26%    | 41%    | 45    | 4.39  | 4.53           | 40    | 180           |
| Homesteader Skiway       | 6G           | 2         | 1,730  | 1,592  | 138    | 1,520  | 1,526         | 9%     | 14%    | 17    | 2.58  | 2.59           | 50    | 130           |
| Grannie Greene's         | 6H           | 4         | 1,725  | 1,450  | 275    | 1,070  | 1,105         | 26%    | 37%    | 49    | 5.25  | 5.42           | 40    | 215           |
| Upper Sundowner          | 6L           | 3         | 1,730  | 1,555  | 175    | 795    | 814           | 22%    | 35%    | 45    | 3.61  | 3.70           | 40    | 150           |
| Sunrise                  | 6M           | 4         | 1,730  | 1,560  | 170    | 800    | 818           | 21%    | 41%    | 40    | 3.19  | 3.26           | 40    | 130           |
| Peek-a-Boo               | 6N           | 6         | 1,715  | 1,465  | 250    | 810    | 848           | 31%    | 51%    | 32    | 2.60  | 2.72           | 15    | 40            |
| Three Bear Glades        | gladed 6P    | 4         | 1,700  | 1,570  | 130    | 580    | 594           | 22%    | 34%    | 96    | 5.54  | 5.68           | 4     | 25 1/10 dens. |

**TABLE V.9 CONT.  
TRAIL INVENTORY  
PHASE 4**

|                            |         | Elevation            |        | Total  | Horz.  | Slope  | Percent Slope |                          | Avg.   | Horz. | Slope | Skiers At Area |       |    |               |
|----------------------------|---------|----------------------|--------|--------|--------|--------|---------------|--------------------------|--------|-------|-------|----------------|-------|----|---------------|
| Trail Skill                |         | Top                  | Bottom | Vert.  | Dist.  | Dist.  |               |                          | Width  | Area  | Area  | Density        | Total |    |               |
| No.                        | Class   | Meters               | Meters | Meters | Meters | Meters | Avg.          | Steep.                   | Meters | Ha.   | Ha.   |                |       |    |               |
| Lift 6 (continued)         |         |                      |        |        |        |        |               |                          |        |       |       |                |       |    |               |
| Three Bears                |         | 6Q                   | 4      | 1,575  | 1,410  | 165    | 600           | 622                      | 28%    | 41%   | 37    | 2.21           | 2.29  | 40 | 90            |
| Greene's Glades East       | gladed  | 6R                   | 4      | 1,690  | 1,385  | 305    | 1,200         | 1,238                    | 25%    | 34%   | 103   | 12.41          | 12.80 | 4  | 50 1/10 dens. |
| Greene's Glades West       | gladed  | 6S                   | 4      | 1,720  | 1,440  | 280    | 1,010         | 1,048                    | 28%    | 35%   | 113   | 11.42          | 11.85 | 4  | 45 1/10 dens. |
| Lonesome Fir Glades        | gladed  | 6T                   | 4      | 1,695  | 1,515  | 180    | 690           | 713                      | 26%    | 30%   | 52    | 3.56           | 3.68  | 4  | 15 1/10 dens. |
| Lonesome Fir Glades        | groomed | 6T                   | 3      | 1,695  | 1,515  | 180    | 690           | 713                      | 26%    | 30%   | 10    | 0.69           | 0.71  | 40 | 30            |
| Rambler                    |         | 6U                   | 2      | 1,727  | 1,343  | 384    | 2,370         | 2,401                    | 16%    | 23%   | 15    | 3.58           | 3.63  | 50 | 180           |
|                            | gladed  | 6V                   | 5      | 1,565  | 1,360  | 205    | 720           | 749                      | 28%    | 36%   | 206   | 14.82          | 15.41 | 3  | 45 1/10 dens. |
| Lone Fir West              | groomed | 6W                   | 4      | 1,653  | 1,530  | 123    | 630           | 642                      | 20%    | 38%   | 20    | 1.28           | 1.30  | 40 | 50            |
| Home Instead               |         | 6X                   | 2      | 1,425  | 1,370  | 55     | 330           | 335                      | 17%    | 24%   | 23    | 0.76           | 0.77  | 50 | 40            |
| Total Lift 6               |         | 21                   |        |        |        |        |               | 20,949                   |        |       |       | 111.58         |       |    | 2,750         |
| Lift 7 - Sunnyside         |         |                      |        |        |        |        |               |                          |        |       |       |                |       |    |               |
|                            |         | 7A                   | 3      | 2,079  | 1,759  | 320    | 1,650         | 1,681                    | 19%    | 34%   | 40    | 6.61           | 6.73  | 40 | 270           |
| Back Door                  |         | 7B                   | 6      | 2,075  | 1,965  | 110    | 315           | 334                      | 35%    | 54%   | 70    | 2.19           | 2.32  | 15 | 35            |
| Kukamungas                 | gladed  | 7C                   | 7      | 2,067  | 1,905  | 162    | 480           | 507                      | 34%    | 67%   | 186   | 8.92           | 9.41  | 2  | 20 1/10 dens. |
| Sunnyside West             |         | 7D                   | 6      | 1,935  | 1,815  | 120    | 310           | 332                      | 39%    | 47%   | 94    | 2.91           | 3.12  | 15 | 45            |
| Upper Roundabout           |         | 7E                   | 3      | 1,900  | 1,838  | 62     | 640           | 643                      | 10%    | 11%   | 22    | 1.43           | 1.44  | 40 | 60            |
| Sunnyside                  |         | 7F                   | 6      | 2,050  | 1,870  | 180    | 465           | 499                      | 39%    | 50%   | 155   | 7.19           | 7.71  | 15 | 115           |
| Juniper Ridge              |         | 7G                   | 6      | 2,068  | 1,850  | 218    | 800           | 829                      | 27%    | 54%   | 60    | 4.76           | 4.93  | 15 | 75            |
|                            |         | 7H                   | 3      | 1,838  | 1,785  | 53     | 420           | 423                      | 13%    | 16%   | 20    | 0.85           | 0.86  | 40 | 35            |
|                            |         | 7I                   | 3      | 1,817  | 1,759  | 58     | 350           | 355                      | 17%    | 25%   | 39    | 1.36           | 1.38  | 40 | 55            |
| Total Lift 7               |         | 9                    |        |        |        |        |               | 5,602                    |        |       |       | 37.90          |       |    | 710           |
| Lift 8 - Lower Morrisey    |         |                      |        |        |        |        |               |                          |        |       |       |                |       |    |               |
| Static Cling               |         | 8A                   | 7      | 1,577  | 1,287  | 290    | 790           | 842                      | 37%    | 64%   | 32    | 2.52           | 2.68  | 20 | 55            |
|                            |         | 8B                   | 6      | 1,568  | 1,263  | 305    | 975           | 1,022                    | 31%    | 63%   | 37    | 3.64           | 3.81  | 15 | 55            |
|                            |         | 8C                   | 6      | 1,582  | 1,258  | 324    | 990           | 1,042                    | 33%    | 57%   | 43    | 4.29           | 4.51  | 15 | 70            |
|                            |         | 8D                   | 6      | 1,605  | 1,400  | 205    | 595           | 629                      | 34%    | 56%   | 51    | 3.02           | 3.19  | 15 | 50            |
|                            |         | 8E                   | 5      | 1,425  | 1,250  | 175    | 455           | 487                      | 38%    | 50%   | 55    | 2.52           | 2.70  | 30 | 80            |
|                            |         | 8F                   | 5      | 1,672  | 1,280  | 392    | 1,360         | 1,415                    | 29%    | 48%   | 59    | 8.04           | 8.37  | 30 | 250           |
|                            |         | 8G                   | 6      | 1,672  | 1,304  | 368    | 1,375         | 1,423                    | 27%    | 57%   | 41    | 5.61           | 5.81  | 15 | 85            |
| Upper Back In Time         |         | 8H                   | 4      | 1,670  | 1,247  | 423    | 2,620         | 2,654                    | 16%    | 40%   | 21    | 5.62           | 5.69  | 40 | 230           |
| Total Lift 8               |         | 8                    |        |        |        |        |               | 9,514                    |        |       |       | 36.76          |       |    | 875           |
| Lift 9 - Spillway          |         |                      |        |        |        |        |               |                          |        |       |       |                |       |    |               |
| Caribou                    |         | 9A                   | 6      | 1,863  | 1,535  | 328    | 1,070         | 1,119                    | 31%    | 63%   | 61    | 6.54           | 6.84  | 15 | 105           |
| Coquihalla Glades          | gladed  | 9B                   | 6      | 1,803  | 1,600  | 203    | 720           | 748                      | 28%    | 42%   | 126   | 9.07           | 9.42  | 2  | 15 1/10 dens. |
| Coquihalla                 |         | 9C                   | 4      | 1,863  | 1,575  | 288    | 1,100         | 1,137                    | 26%    | 39%   | 80    | 8.75           | 9.04  | 40 | 360           |
| OSV                        |         | 9D                   | 4      | 1,837  | 1,665  | 172    | 610           | 634                      | 28%    | 41%   | 47    | 2.89           | 3.00  | 40 | 120           |
| Bluff                      | (half)  | 2F                   | 6      | 1,790  | 1,535  | 255    | 710           | 754                      | 36%    | 64%   | 96    | 6.84           | 3.64  | 15 | 55            |
| Total Lift 9               |         | 4 (not including 2F) |        |        |        |        |               | 3,638 (not including 2F) |        |       |       | 31.94          |       |    | 655           |
| Lift 10 - Morrisey Platter |         |                      |        |        |        |        |               |                          |        |       |       |                |       |    |               |
| Downtown                   |         | 10A                  | 1      | 1,279  | 1,256  | 23     | 210           | 211                      | 11%    | 12%   | 38    | 0.79           | 0.79  | 75 | 60            |
| Total Lift 10              |         | 1                    |        |        |        |        |               | 211                      |        |       |       | 0.79           |       |    | 60            |

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|                             | Trail No.     | Skill Class                    | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters                 | Percent Slope |        | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. | Skiers At Area |               |
|-----------------------------|---------------|--------------------------------|------------|---------------|--------------------|--------------------|------------------------------------|---------------|--------|-------------------|----------------|----------------|----------------|---------------|
|                             |               |                                | Top Meters | Bottom Meters |                    |                    |                                    | Avg.          | Steep. |                   |                |                | Density        | Total         |
|                             |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
| Lift 12                     |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
|                             | 12A           | 3                              | 2,110      | 1,926         | 184                | 1,010              | 1,027                              | 18%           | 36%    | 44                | 4.45           | 4.52           | 40             | 180           |
|                             | 12B           | 4                              | 2,070      | 2,005         | 65                 | 210                | 220                                | 31%           | 45%    | 90                | 1.90           | 1.99           | 40             | 80            |
|                             | 12C           | 5                              | 2,057      | 1,985         | 72                 | 200                | 213                                | 36%           | 47%    | 79                | 1.58           | 1.68           | 30             | 50            |
|                             | 12D           | 3                              | 2,015      | 1,950         | 65                 | 270                | 278                                | 24%           | 33%    | 133               | 3.60           | 3.70           | 40             | 150           |
|                             | 12E           | 3                              | 2,070      | 1,926         | 144                | 1,200              | 1,209                              | 12%           | 20%    | 30                | 3.55           | 3.58           | 40             | 145           |
| Total Lift 12               |               | 5                              |            |               |                    |                    | 2,945                              |               |        |                   |                | 15.47          |                | 605           |
| Lift 13a - Mount Tod        |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
|                             | 13A           | 4                              | 2,151      | 1,984         | 167                | 700                | 720                                | 24%           | 42%    | 48                | 3.35           | 3.44           | 40             | 140           |
|                             | open bowl 13B | 5                              | 2,130      | 1,990         | 140                | 1,080              | 1,089                              | 13%           | 44%    | 48                | 5.13           | 5.17           | 15             | 80 1/2 dens.  |
|                             | open bowl 13C | 6                              | 2,145      | 2,000         | 145                | 360                | 388                                | 40%           | 54%    | 135               | 4.86           | 5.24           | 8              | 40 1/2 dens.  |
|                             | open bowl 13D | 6                              | 2,151      | 1,984         | 167                | 1,070              | 1,083                              | 16%           | 51%    | 37                | 3.94           | 3.99           | 8              | 30 1/2 dens.  |
| Total Lift 13a              |               | 4                              |            |               |                    |                    | 3,280                              |               |        |                   |                | 17.84          |                | 290           |
| Lift 13b                    |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
|                             | 13E           | 4                              | 2,090      | 1,984         | 106                | 600                | 609                                | 18%           | 45%    | 39                | 2.33           | 2.37           | 40             | 95            |
|                             | 13F           | 3                              | 2,040      | 1,986         | 54                 | 200                | 207                                | 27%           | 38%    | 46                | 0.92           | 0.95           | 40             | 40            |
| Total Lift 13b              |               | 2                              |            |               |                    |                    | 816                                |               |        |                   |                | 3.32           |                | 135           |
| Lift 14 - Morrissey Express |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
| Mid Life Crisis             | 14A           | 3                              | 1,675      | 1,278         | 397                | 1,840              | 1,882                              | 22%           | 38%    | 36                | 6.54           | 6.69           | 40             | 270           |
| Upper Showboat              | 14B           | 3                              | 1,670      | 1,560         | 110                | 610                | 620                                | 18%           | 38%    | 23                | 1.38           | 1.40           | 40             | 55            |
| Lower Showboat              | 14C           | 3                              | 1,520      | 1,292         | 228                | 800                | 832                                | 29%           | 37%    | 44                | 3.49           | 3.63           | 40             | 145           |
| CC Rider                    | 14D           | 3                              | 1,655      | 1,525         | 130                | 830                | 840                                | 16%           | 27%    | 27                | 2.22           | 2.25           | 40             | 90            |
| Telly Gram                  | 14E           | 3                              | 1,560      | 1,283         | 277                | 1,030              | 1,067                              | 27%           | 38%    | 43                | 4.47           | 4.63           | 40             | 185           |
| Still Smokin'               | 14F           | 3                              | 1,675      | 1,350         | 325                | 1,600              | 1,633                              | 20%           | 37%    | 40                | 6.39           | 6.52           | 40             | 260           |
|                             | 14G           | 3                              | 1,578      | 1,563         | 15                 | 150                | 151                                | 10%           | 10%    | 27                | 0.41           | 0.41           | 40             | 15            |
| I Dunno                     | 14H           | 3                              | 1,655      | 1,305         | 350                | 1,810              | 1,844                              | 19%           | 38%    | 30                | 5.47           | 5.57           | 40             | 225           |
| Shiner                      | 14I           | 3                              | 1,445      | 1,335         | 110                | 520                | 532                                | 21%           | 27%    | 37                | 1.90           | 1.94           | 40             | 80            |
| Out of the Woods            | 14J           | 3                              | 1,550      | 1,370         | 180                | 800                | 820                                | 23%           | 33%    | 28                | 2.26           | 2.32           | 40             | 95            |
|                             | 14K           | 3                              | 1,545      | 1,527         | 18                 | 160                | 161                                | 11%           | 11%    | 14                | 0.22           | 0.22           | 40             | 10            |
| Second Growth               | 14L           | 3                              | 1,583      | 1,387         | 196                | 990                | 1,009                              | 20%           | 30%    | 34                | 3.33           | 3.39           | 40             | 135           |
| The Sticks                  | 2/3 area 14M  | 3                              | 1,675      | 1,278         | 397                | 2,650              | 2,680                              | 15%           | 30%    | 26                | 6.82           | 4.60           | 40             | 185           |
| The Sticks                  | 1/3 area 14M  | 2                              | 1,675      | 1,278         | 397                | 2,650              | 2,680                              | 15%           | 24%    | 26                | 6.82           | 2.30           | 50             | 115           |
|                             | gladed 14S    | 4                              |            |               | 25                 | 150                | 152                                | 17%           |        | 271               | 4.06           | 4.12           | 4              | 15 1/10 dens. |
|                             | gladed 14T    | 4                              |            |               | 40                 | 170                | 175                                | 24%           |        | 296               | 5.03           | 5.17           | 4              | 20 1/10 dens. |
|                             | gladed 14U    | 4                              |            |               | 40                 | 170                | 175                                | 24%           |        | 377               | 6.41           | 6.59           | 4              | 25 1/10 dens. |
| Total Lift 14               |               | 16 (not including 14M class 3) |            |               |                    |                    | 14,570 (not including 14M class 3) |               |        |                   | 61.75          |                | 1,925          |               |
| Lift 15 - Gil's             |               |                                |            |               |                    |                    |                                    |               |        |                   |                |                |                |               |
|                             | 15A           | 6                              | 2,100      | 1,775         | 325                | 1,190              | 1,234                              | 27%           | 65%    | 39                | 4.69           | 4.86           | 15             | 75            |
|                             | 15B           | 7                              | 1,920      | 1,827         | 93                 | 280                | 295                                | 33%           | 52%    | 35                | 0.98           | 1.03           | 20             | 20            |
|                             | 15C           | 7                              | 2,040      | 1,805         | 235                | 740                | 776                                | 32%           | 73%    | 40                | 2.97           | 3.12           | 20             | 60            |
|                             | 15D           | 7                              | 2,035      | 1,910         | 125                | 235                | 266                                | 53%           | 67%    | 105               | 2.47           | 2.80           | 20             | 55            |
|                             | 15E           | 6                              | 2,090      | 2,032         | 58                 | 225                | 232                                | 26%           | 54%    | 53                | 1.19           | 1.23           | 15             | 20            |
|                             | 15F           | 7                              | 2,112      | 1,780         | 332                | 1,130              | 1,178                              | 29%           | 67%    | 53                | 6.02           | 6.27           | 20             | 125           |
|                             | 15G           | 7                              | 2,110      | 2,045         | 65                 | 140                | 154                                | 46%           | 68%    | 84                | 1.17           | 1.29           | 20             | 25            |
|                             | 15H           | 5                              | 1,975      | 1,785         | 190                | 810                | 832                                | 23%           | 39%    | 42                | 3.43           | 3.52           | 30             | 105           |
|                             | 15I           | 5                              | 2,112      | 1,775         | 337                | 1,510              | 1,547                              | 22%           | 50%    | 39                | 5.91           | 6.06           | 30             | 180           |
|                             | gladed 15J    | 6                              | 1,940      | 1,840         | 100                | 380                | 393                                | 26%           | 46%    | 99                | 3.77           | 3.90           | 2              | 5 1/10 dens.  |
| Total Lift 15               |               | 10                             |            |               |                    |                    | 6,908                              |               |        |                   |                | 34.08          |                | 670           |

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|                           |       | Elevation                        |        | Total  | Horz.  | Slope  | Percent Slope                    |        | Avg.   | Horz.  | Slope | Skiers At Area |         |       |     |
|---------------------------|-------|----------------------------------|--------|--------|--------|--------|----------------------------------|--------|--------|--------|-------|----------------|---------|-------|-----|
|                           | Trail | Skill                            | Top    | Bottom | Vert.  | Dist.  | Dist.                            |        |        | Width  | Area  | Area           | Density |       |     |
|                           | No.   | Class                            | Meters | Meters | Meters | Meters | Meters                           | Avg.   | Steep. | Meters | Ha.   | Ha.            |         | Total |     |
| Lift 16R - Orient Express |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 16A   | 4                                | 1,663  | 1,280  | 383    | 1,940  | 1,977                            | 20%    | 43%    | 30     | 5.76  | 5.87           | 40      | 235   |     |
|                           | 16B   | 4                                | 1,710  | 1,300  | 410    | 1,980  | 2,022                            | 21%    | 42%    | 38     | 7.46  | 7.62           | 40      | 305   |     |
|                           | 16C   | 3                                | 1,705  | 1,420  | 285    | 1,320  | 1,350                            | 22%    | 38%    | 50     | 6.61  | 6.76           | 40      | 270   |     |
|                           | 16D   | 3                                | 1,480  | 1,300  | 180    | 650    | 674                              | 28%    | 38%    | 55     | 3.60  | 3.74           | 40      | 150   |     |
|                           | 16E   | 3                                | 1,637  | 1,345  | 292    | 1,040  | 1,080                            | 28%    | 40%    | 53     | 5.54  | 5.75           | 40      | 230   |     |
|                           | 16F   | 3                                | 1,595  | 1,360  | 235    | 840    | 872                              | 28%    | 39%    | 50     | 4.23  | 4.39           | 40      | 175   |     |
|                           | 16G   | 3                                | 1,690  | 1,370  | 320    | 1,420  | 1,456                            | 23%    | 39%    | 44     | 6.20  | 6.36           | 40      | 255   |     |
|                           | 16H   | 3                                | 1,620  | 1,470  | 150    | 650    | 667                              | 23%    | 32%    | 106    | 6.87  | 7.05           | 40      | 280   |     |
|                           | 16I   | 2                                | 1,710  | 1,295  | 415    | 2,840  | 2,870                            | 15%    | 22%    | 34     | 9.72  | 9.82           | 50      | 490   |     |
|                           | 16J   | 2                                | 1,710  | 1,618  | 92     | 910    | 915                              | 10%    | 14%    | 10     | 0.91  | 0.91           | 50      | 45    |     |
|                           | 16K   | 2                                | 1,618  | 1,404  | 214    | 1,960  | 1,972                            | 11%    | 12%    | 18     | 3.55  | 3.57           | 50      | 180   |     |
| Total Lift 16             |       | 11                               |        |        |        |        |                                  | 15,856 |        |        |       |                | 61.84   | 2,615 |     |
| Lift 17a - McGillivray    |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 17A   | 2                                | 1,514  | 1,301  | 213    | 1,540  | 1,555                            | 14%    | 26%    | 29     | 4.54  | 4.58           | 50      | 230   |     |
|                           | 17B   | 2                                | 1,479  | 1,301  | 178    | 1,100  | 1,114                            | 16%    | 28%    | 17     | 1.90  | 1.92           | 50      | 95    |     |
| Total Lift 17a            |       | 2                                |        |        |        |        |                                  | 2,669  |        |        |       |                | 6.50    | 325   |     |
| Lift 17b - McGillivray    |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 17C   | 2                                | 1,392  | 1,301  | 91     | 720    | 726                              | 13%    | 21%    | 22     | 1.55  | 1.56           | 50      | 80    |     |
| Total Lift 17b            |       | 1                                |        |        |        |        |                                  | 726    |        |        |       |                | 1.56    | 80    |     |
| Lift 18                   |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 18A   | 1                                | 1,282  | 1,259  | 23     | 170    | 172                              | 14%    | 14%    | 23     | 0.39  | 0.39           | 75      | 30    |     |
|                           | 18B   | 1                                | 1,318  | 1,307  | 11     | 110    | 111                              | 10%    | 10%    | 25     | 0.28  | 0.28           | 75      | 20    |     |
| Total Lift 18             |       | 2                                |        |        |        |        |                                  | 282    |        |        |       |                | 0.67    | 50    |     |
| Lift 19 - Headwall Tram   |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
| Little Headwall           | half  | 3F                               | 7      | 2,010  | 1,850  | 160    | 345                              | 380    | 46%    | 68%    | 82    | 2.83           | 1.56    | 20    | 30  |
| Big Headwall              | half  | 3G                               | 7      | 2,040  | 1,740  | 300    | 595                              | 666    | 50%    | 67%    | 65    | 3.84           | 2.15    | 20    | 45  |
| Hat Trick                 | half  | 3H                               | 6      | 2,025  | 1,855  | 170    | 600                              | 624    | 28%    | 64%    | 49    | 2.93           | 1.53    | 15    | 25  |
| Total Lift 19             |       | 0 (not including partial trails) |        |        |        |        | 0 (not including partial trails) |        |        |        |       |                |         | 5.24  | 100 |
| Lift 20                   |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 20A   | 2                                | 1,514  | 1,471  | 43     | 530    | 532                              | 8%     | 8%     | 28     | 1.48  | 1.48           | 50      | 75    |     |
| Total Lift 20             |       | 1                                |        |        |        |        |                                  | 532    |        |        |       |                | 1.48    | 75    |     |
| Lift 20b                  |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 20B   | 2                                | 1,490  | 1,471  | 19     | 100    | 102                              | 19%    | 19%    | 46     | 0.46  | 0.47           | 50      | 25    |     |
|                           | 20C   | 2                                | 1,585  | 1,525  | 60     | 360    | 365                              | 17%    | 20%    | 41     | 1.46  | 1.48           | 50      | 75    |     |
| Total Lift 20b            |       | 2                                |        |        |        |        |                                  | 467    |        |        |       |                | 1.95    | 100   |     |
| Lift 22                   |       |                                  |        |        |        |        |                                  |        |        |        |       |                |         |       |     |
|                           | 22A   | 1                                | 1,515  | 1,492  | 23     | 200    | 201                              | 12%    | 12%    | 45     | 0.90  | 0.91           | 75      | 70    |     |
|                           | 22B   | 1                                | 1,515  | 1,492  | 23     | 200    | 201                              | 12%    | 12%    | 45     | 0.90  | 0.91           | 75      | 70    |     |
|                           | 22C   | 1                                | 1,515  | 1,492  | 23     | 200    | 201                              | 12%    | 12%    | 45     | 0.90  | 0.91           | 75      | 70    |     |
| Total Lift 22             |       | 3                                |        |        |        |        |                                  | 604    |        |        |       |                | 2.73    | 210   |     |

**TABLE V.9 CONT.  
TRAIL INVENTORY  
PHASE 4**

|                              | Trail No. | Skill Class | Elevation  |               | Total Vert. Meters | Horz. Dist. Meters | Slope Dist. Meters | Percent Slope |        | Avg. Width Meters | Horz. Area Ha. | Slope Area Ha. | Skiers At Area |        |
|------------------------------|-----------|-------------|------------|---------------|--------------------|--------------------|--------------------|---------------|--------|-------------------|----------------|----------------|----------------|--------|
|                              |           |             | Top Meters | Bottom Meters |                    |                    |                    | Avg.          | Steep. |                   |                |                | Density        | Total  |
|                              |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
| Lift 23                      |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | 23A       | 1           | 1,498      | 1,447         | 51                 | 340                | 344                | 15%           | 16%    | 38                | 1.29           | 1.30           | 50             | 65     |
|                              | 23B       | 2           | 1,498      | 1,445         | 53                 | 310                | 314                | 17%           | 19%    | 44                | 1.36           | 1.38           | 50             | 70     |
|                              | 23C       | 2           | 1,498      | 1,445         | 53                 | 330                | 334                | 16%           | 19%    | 41                | 1.34           | 1.36           | 50             | 70     |
| Total Lift 23                | 3         |             |            |               |                    |                    | 993                |               |        |                   |                | 4.04           |                | 205    |
| Lift 24                      |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | 24A       | 2           | 1,627      | 1,529         | 98                 | 650                | 657                | 15%           | 19%    | 37                | 2.43           | 2.46           | 50             | 125    |
|                              | 24B       | 2           | 1,631      | 1,529         | 102                | 700                | 707                | 15%           | 17%    | 36                | 2.55           | 2.58           | 50             | 130    |
|                              | 24C       | 2           | 1,631      | 1,529         | 102                | 720                | 727                | 14%           | 19%    | 54                | 3.91           | 3.95           | 50             | 200    |
|                              | 24D       | 2           | 1,630      | 1,535         | 95                 | 760                | 766                | 13%           | 16%    | 36                | 2.77           | 2.79           | 50             | 140    |
| Total Lift 24                | 4         |             |            |               |                    |                    | 2,858              |               |        |                   |                | 11.78          |                | 595    |
| Other Trails                 |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
| Lower Back In Time           | H         | 4           | 1,350      | 1,190         | 160                | 1,040              | 1,052              | 15%           | 40%    | 21                | 2.16           | 2.19           | 40             | 90     |
| Delta's Return               | 14N       | 4           | 1,665      | 1,256         | 409                | 1,850              | 1,895              | 22%           | 45%    | 29                | 5.30           | 5.43           | 40             | 215    |
| Cover Shot                   | 14O       | 6           | 1,507      | 1,385         | 122                | 360                | 380                | 34%           | 57%    | 41                | 1.48           | 1.56           | 15             | 25     |
| Spin Cycle                   | 14P       | 6           | 1,585      | 1,282         | 303                | 1,020              | 1,064              | 30%           | 61%    | 29                | 2.94           | 3.07           | 15             | 45     |
| Agitator                     | 14Q       | 6           | 1,555      | 1,300         | 255                | 610                | 661                | 42%           | 59%    | 21                | 1.26           | 1.37           | 15             | 20     |
| Total Other Pistes           | 5         |             |            |               |                    |                    | 5,052              |               |        |                   |                | 13.62          |                | 395    |
| Total All Lifts              | 174       |             |            |               |                    |                    | 154.2 km           |               |        |                   |                | 802.4 Ha       |                | 20,480 |
| Skiways and Transport Routes |           |             |            |               |                    |                    |                    |               |        |                   |                |                |                |        |
|                              | A         | 2           | 1,812      | 1,773         | 39                 | 150                | 155                | 26%           | 26%    | 43                | 0.65           | 0.67           | 50             | 35     |
| Burfield Outrun              | B         | 2           | 1,425      | 1,255         | 170                | 2,100              | 2,107              | 8%            | 8%     | 8                 | 1.68           | 1.69           | 50             | 85     |
| 5 Mile to Homesteader        | C         | 2           | 1,537      | 1,505         | 32                 | 200                | 203                | 16%           | 16%    | 15                | 0.30           | 0.30           | 50             | 15     |
| Mt. Morrissey Connector      | D         | 2           | 1,393      | 1,310         | 83                 | 830                | 834                | 10%           | 10%    | 10                | 0.83           | 0.83           | 50             | 40     |
| East Village Skiway (upper)  | E         | 3           | 1,585      | 1,520         | 65                 | 780                | 783                | 8%            | 8%     | 10                | 0.78           | 0.78           | 40             | 30     |
| Anticipation                 | F         | 2           | 1,345      | 1,305         | 40                 | 380                | 382                | 11%           | 11%    | 8                 | 0.30           | 0.31           | 50             | 15     |
| Delta's to Anticipation      | F1        | 4           | 1,385      | 1,345         | 40                 | 150                | 155                | 27%           | 27%    | 25                | 0.37           | 0.38           | 40             | 15     |
| Lower Home Run               | G         | 3           | 1,405      | 1,270         | 135                | 1,400              | 1,406              | 10%           | 10%    | 8                 | 1.12           | 1.13           | 40             | 45     |
| Upper Home Run               | I         | 3           | 1,580      | 1,572         | 8                  | 270                | 270                | 3%            | 3%     | 8                 | 0.22           | 0.22           | 40             | 10     |
| Mid Home Run                 | J         | 3           | 1,455      | 1,425         | 30                 | 300                | 301                | 10%           | 10%    | 8                 | 0.24           | 0.24           | 40             | 10     |
| East Village Skiway (lower)  | K         | 2           | 1,465      | 1,296         | 169                | 1,200              | 1,212              | 14%           | 30%    | 16                | 1.90           | 1.92           | 50             | 95     |
| Sundance Return              | L         | 3           | 1,431      | 1,392         | 39                 | 440                | 442                | 9%            | 9%     | 8                 | 0.36           | 0.36           | 40             | 15     |
| 12 to 3L                     | M         | 3           | 2,095      | 2,045         | 50                 | 910                | 911                | 5%            | 7%     | 16                | 1.48           | 1.48           | 40             | 60     |
| Lift 16 to 6U                | N         | 3           | 1,690      | 1,600         | 90                 | 680                | 686                | 13%           | 16%    | 22                | 1.51           | 1.52           | 40             | 60     |
| 13 to 12                     | O         | 3           | 1,982      | 1,926         | 56                 | 710                | 712                | 8%            | 8%     | 6                 | 0.43           | 0.43           | 40             | 15     |
| 22 to 23                     | P         | 2           | 1,490      | 1,475         | 15                 | 160                | 161                | 9%            | 9%     | 10                | 0.16           | 0.16           | 50             | 10     |
| 24 to 16I                    | Q         | 2           | 1,527      | 1,505         | 22                 | 240                | 241                | 9%            | 9%     | 10                | 0.24           | 0.24           | 50             | 10     |
| 24 to 16K                    | R         | 2           | 1,527      | 1,500         | 27                 | 280                | 281                | 10%           | 10%    | 10                | 0.28           | 0.28           | 50             | 15     |
| 24 to Upper Village          | S         | 2           | 1,615      | 1,505         | 110                | 1,370              | 1,374              | 8%            | 8%     | 6                 | 0.82           | 0.82           | 50             | 40     |
|                              | 17D       | 3           | 1,440      | 1,305         | 135                | 850                | 861                | 16%           | 31%    | 17                | 1.44           | 1.46           | 40             | 60     |
|                              | 17E       | 2           | 1,383      | 1,303         | 80                 | 970                | 973                | 8%            | 10%    | 10                | 0.97           | 0.97           | 50             | 50     |
| Total Skiways                | 21        |             |            |               |                    |                    | 14,451             |               |        |                   |                | 16.19          |                | 730    |
| Total                        | 195       |             |            |               |                    |                    | 168.6 km           |               |        |                   |                | 818.5 Ha       |                | 21,210 |

The trail balance by skill classification, as listed in Table V.10, shows that the Phase 4 trails have an unbalanced skill class distribution when compared to the overall North American market. Plate V.5 illustrates that Sun Peaks in Phase 4, will have excesses of low intermediate and novice terrain and a shortage of intermediate and high intermediate terrain.

**TABLE V.10**  
**CUMULATIVE TRAIL BALANCE**  
**PHASE 4**

| Skill Classification | Hectares     | Skiers        | Balance     | Ideal       |
|----------------------|--------------|---------------|-------------|-------------|
| 1 Beginner           | 7.5          | 535           | 2.6%        | 5%          |
| 2 Novice             | 86.2         | 4,320         | 21.1%       | 10%         |
| 3 Low Intermediate   | 153.0        | 5,700         | 27.8%       | 20%         |
| 4 Intermediate       | 149.2        | 3,785         | 18.5%       | 30%         |
| 5 High Intermediate  | 113.6        | 2,825         | 13.8%       | 20%         |
| 6 Advanced           | 196.5        | 2,080         | 10.2%       | 10%         |
| 7 Expert             | 96.3         | 1,235         | 6.0%        | 5%          |
| <b>TOTALS</b>        | <b>802.4</b> | <b>20,480</b> | <b>100%</b> | <b>100%</b> |

|                   |                     |
|-------------------|---------------------|
| Average Density = | 20.4 Skiers/Hectare |
| Optimum Density = | 37.2 Skiers/Hectare |
| Weighted Demand = | 3,770 VTM/Skier/Day |

**SUN PEAKS**  
**PHASE 4 TRAIL BALANCE**

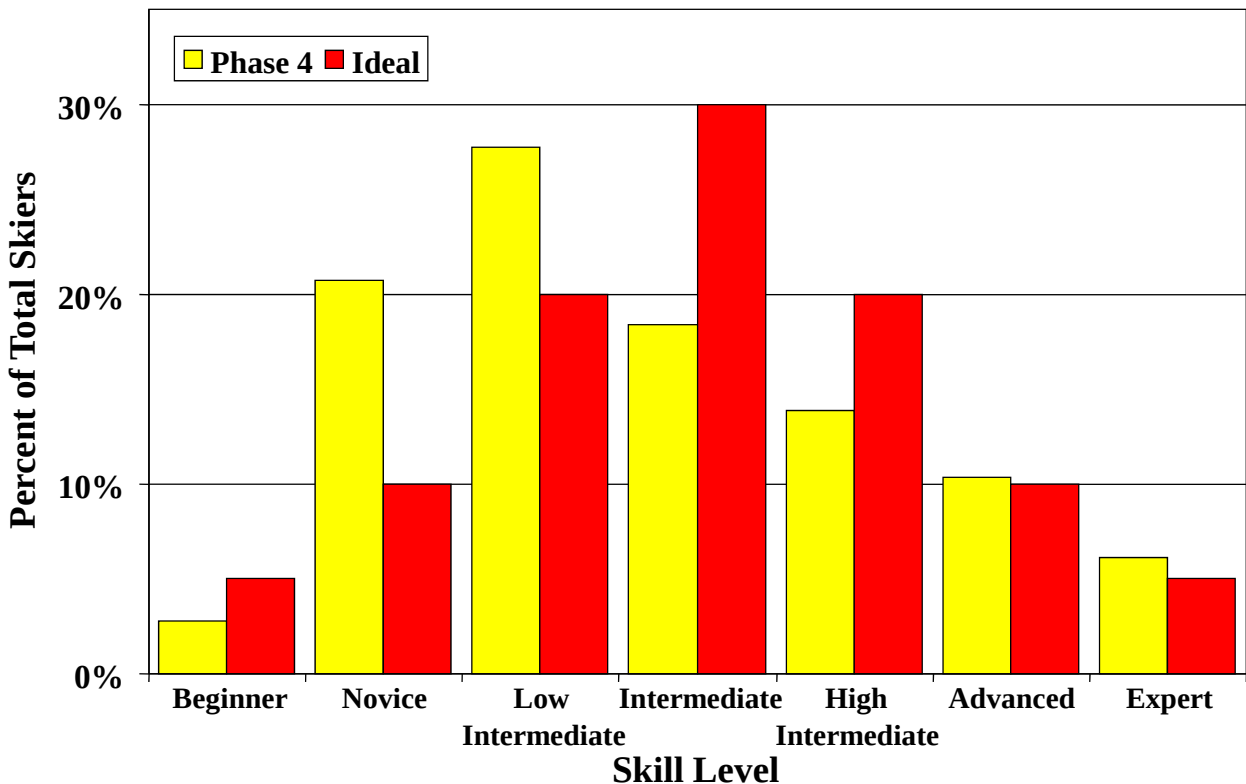


**PLATE V.5**

Table V.11 and Plate V.6 illustrates the balance between lift and trail capacities for each lift system.

**TABLE V.11  
LIFT VS TRAIL CAPACITY  
PHASE 4**

| Lift No.          | 1R       | 2R       | 3R          | 4         | 5R            | 6R        | 7              | 8         | 9         | 10                  |
|-------------------|----------|----------|-------------|-----------|---------------|-----------|----------------|-----------|-----------|---------------------|
| Lift Name         | Burfield | Sunburst | Crystal     | Village   | West Sundance | Sunnyside | West Elevation | Morrissey | Morrissey |                     |
| Lift Type         | 4C       | D6C-B    | Express D6C | Platter P | Bowl T-B      | D6C       | D4C            | 4C        | 4C        | P                   |
| Lift Capacity     | 400      | 2,150    | 1,210       | 180       | 540           | 2,040     | 1,290          | 890       | 720       | 70 Skiers/Day       |
| Trail Capacity    | 920      | 3,410    | 1,660       | 180       | 885           | 2,750     | 710            | 875       | 655       | 60 Skiers/Day       |
| Trails:Lifts      | 230%     | 159%     | 137%        | 100%      | 164%          | 135%      | 55%            | 98%       | 91%       | 86%                 |
| Average Density   | 6.0      | 13.5     | 17.7        | 70.3      | 12.7          | 18.3      | 34.0           | 24.2      | 22.5      | 88.6 Skiers/Hectare |
| Optimum Density   | 26.4     | 35.3     | 27.7        | 50.0      | 40.0          | 42.3      | 29.9           | 27.5      | 33.3      | 50.0 Skiers/Hectare |
| Demand VTM        | 6,212    | 4,182    | 5,237       | 1,137     | 3,220         | 3,099     | 4,167          | 5,205     | 4,348     | 600 VTM/Skier/Day   |
| Balance           |          |          |             |           |               |           |                |           |           |                     |
| Beginner          | 0%       | 0%       | 0%          | 83%       | 0%            | 0%        | 0%             | 0%        | 0%        | 100%                |
| Novice            | 0%       | 37%      | 7%          | 17%       | 0%            | 29%       | 0%             | 0%        | 0%        | 0%                  |
| Low Intermediate  | 0%       | 7%       | 10%         | 0%        | 58%           | 27%       | 59%            | 0%        | 0%        | 0%                  |
| Intermediate      | 37%      | 0%       | 0%          | 0%        | 42%           | 42%       | 0%             | 26%       | 73%       | 0%                  |
| High Intermediate | 0%       | 36%      | 48%         | 0%        | 0%            | 2%        | 0%             | 38%       | 0%        | 0%                  |
| Advanced          | 21%      | 14%      | 24%         | 0%        | 0%            | 1%        | 38%            | 30%       | 27%       | 0%                  |
| Expert            | 42%      | 7%       | 11%         | 0%        | 0%            | 0%        | 3%             | 6%        | 0%        | 0%                  |
| Total             | 100%     | 100%     | 100%        | 100%      | 100%          | 100%      | 100%           | 100%      | 100%      | 100%                |

| Lift No.          | 12    | 13a   | 13b       | 14    | 15     | 16      | 18A&18B   | 19       | 22    | 23    | 24                  |
|-------------------|-------|-------|-----------|-------|--------|---------|-----------|----------|-------|-------|---------------------|
| Lift Name         | Mount | Tod   | Morrissey | Gil's | Orient | Express | Beginner  | Headwall |       |       |                     |
| Lift Type         | P     | 4C    | 4C        | D4C   | 3C/4C  | D6C     | Conveyors | Tram     | 3/MC  | 2/P   | 2/P                 |
| Lift Capacity     | 170   | 310   | 300       | 2,280 | 510    | 2,180   | 210       | 40       | 300   | 200   | 390 Skiers/Day      |
| Trail Capacity    | 605   | 290   | 135       | 1,925 | 670    | 2,615   | 50        | 100      | 210   | 205   | 595 Skiers/Day      |
| Trails:Lifts      | 356%  | 94%   | 45%       | 84%   | 131%   | 120%    | 24%       | 250%     | 70%   | 103%  | 153%                |
| Average Density   | 11.0  | 17.4  | 90.4      | 36.9  | 15.0   | 35.3    | 313.4     | 7.6      | 109.9 | 49.5  | 33.1 Skiers/Hectare |
| Optimum Density   | 39.2  | 31.2  | 40.0      | 40.6  | 23.5   | 42.7    | 75.0      | 18.8     | 50.0  | 50.0  | 50.0 Skiers/Hectare |
| Demand VTM        | 3,137 | 4,655 | 3,490     | 2,812 | 6,654  | 2,827   |           | 7,840    | 940   | 1,746 | 2,120 VTM/Skier/Day |
| Balance           |       |       |           |       |        |         |           |          |       |       |                     |
| Beginner          | 0%    | 0%    | 0%        | 0%    | 0%     | 0%      | 100%      | 0%       | 100%  | 32%   | 0%                  |
| Novice            | 0%    | 0%    | 0%        | 6%    | 0%     | 27%     | 0%        | 0%       | 0%    | 68%   | 100%                |
| Low Intermediate  | 79%   | 0%    | 30%       | 91%   | 0%     | 52%     | 0%        | 0%       | 0%    | 0%    | 0%                  |
| Intermediate      | 13%   | 48%   | 70%       | 3%    | 0%     | 21%     | 0%        | 0%       | 0%    | 0%    | 0%                  |
| High Intermediate | 8%    | 28%   | 0%        | 0%    | 43%    | 0%      | 0%        | 0%       | 0%    | 0%    | 0%                  |
| Advanced          | 0%    | 24%   | 0%        | 0%    | 15%    | 0%      | 0%        | 25%      | 0%    | 0%    | 0%                  |
| Expert            | 0%    | 0%    | 0%        | 0%    | 43%    | 0%      | 0%        | 75%      | 0%    | 0%    | 0%                  |
| Total             | 100%  | 100%  | 100%      | 100%  | 100%   | 100%    | 100%      | 100%     | 100%  | 100%  | 100%                |

### PHASE 4 LIFT VS TRAIL CAPACITY

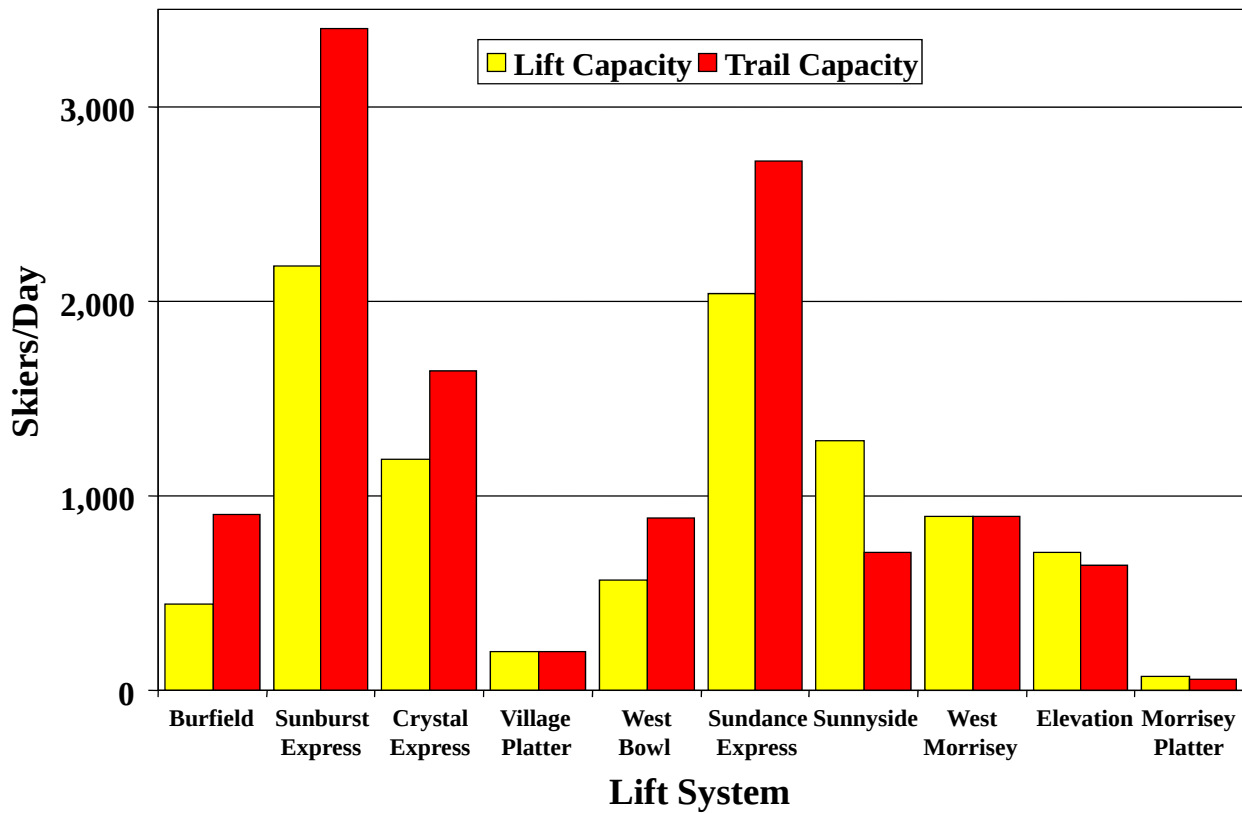
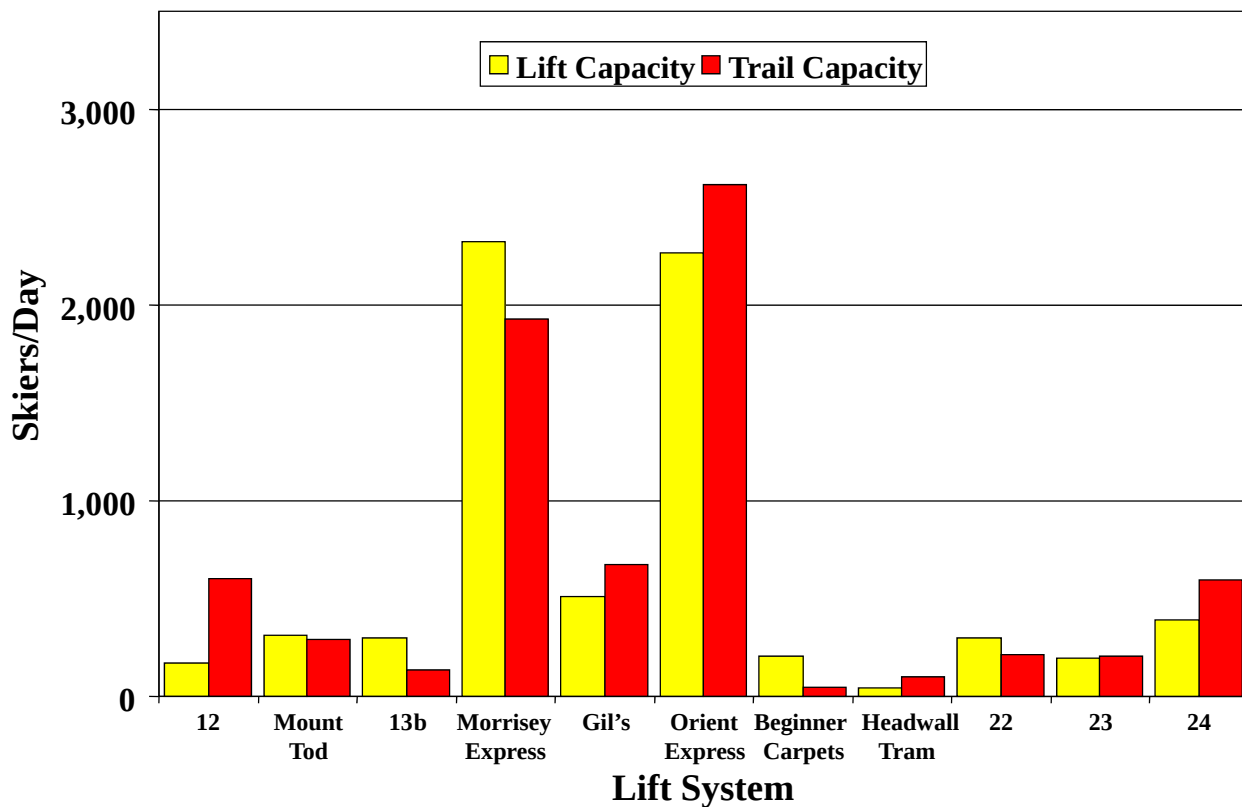


PLATE V.6

## **.5 Skier Services**

Skier service facilities are those which provide functions specifically related to the operation and management of the ski area. For planning purposes, these services can generally be broken down into three distinct categories:

**Staging Facilities** - those services that are required as skiers arrive at the area.

**Commercial Services** - those services required throughout the day as skiers are on the mountain and during après-ski hours.

**Operational Facilities** - those services not directly required by skiers but which are essential for the day-to-day operation of the ski area.

**Staging facilities** include ticket sales, public lockers, equipment rental and repair, ski school, and children's programs, and are located in the base areas. These services should be sized in relation to the number of skiers staging through each base area. Equipment retail and rental space can sometimes be leased in accommodation buildings in the resort centre, reducing the capital investment costs for the mountain operator.

**Commercial facilities** are located both in the base area and on the mountain and include food and bar seating, kitchen and serving areas, restrooms and accessory retail space. Restaurant space in the base area does not always need to be owned by the mountain operator, if the restaurant space in the village and accommodation buildings at the base is located close enough to the lifts to be convenient for skiers to use during the day. Restaurants on the mountain are, in most cases, the responsibility of the mountain operator. Restaurant seats should be planned relative to the number of skiers circulating in the vicinity of the proposed restaurant sites. Kitchens and restrooms must be sized in proportion to the amount of seating proposed for each restaurant.

**Operational facilities** are generally "back of the house" services and include administration, employee lockers and ski patrol facilities. These facilities will be located both on the mountain and in the base areas.

From experience at other resorts, Ecosign has developed approximate space requirements on a per skier basis for these facilities at destination resorts. On average, approximately 1.5 square metres of skier service facilities per skier on the Design Day are required. Generally, a Design Day of approximately 80% of the Mountain Capacity (SCC) is selected to avoid sizing these facilities to meet the peak day level of skier visits that may only be achieved once or twice per season. For the existing condition we have used the average of the top ten busiest days over the past 5 seasons since current business levels are somewhat lower than the existing Mountain Capacity. The recommended skier service program for Sun Peaks now and at the completion of Phases 2, 3 and 4 is outlined in Table V.12.

**TABLE V.12  
SUN PEAKS RESORT  
RECOMMENDED SKIER SERVICES PROGRAM**

| <b>Development Phase</b>          | <b>Ecosign<br/>Resort<br/>Standards</b>  | <b>2012/13</b>                                                  | <b>Phase 2</b> | <b>Phase 3</b> | <b>Phase 4</b> |
|-----------------------------------|------------------------------------------|-----------------------------------------------------------------|----------------|----------------|----------------|
| Mountain Capacity (SCC)           |                                          | 7,720                                                           | 11,220         | 11,660         | 16,380         |
| Design Day (80% of SCC)           |                                          | 5,100                                                           | 8,976          | 9,330          | 13,100         |
| <b>Skier Service Function</b>     | <b>Theo. m<sup>2</sup><br/>per skier</b> | <b>Recommended Skier Service<br/>Floorspace (m<sup>2</sup>)</b> |                |                |                |
| <b>Staging Facilities</b>         |                                          |                                                                 |                |                |                |
| Ticket Sales                      | 0.014                                    | 71                                                              | 125            | 130            | 183            |
| Public Lockers                    | 0.111                                    | 569                                                             | 1,001          | 1,040          | 1,460          |
| Equipment Rental & Repair         | 0.093                                    | 474                                                             | 834            | 867            | 1,217          |
| Ski School                        | 0.046                                    | 237                                                             | 417            | 433            | 609            |
| Day Care                          | 0.046                                    | 237                                                             | 417            | 433            | 609            |
| <b>Sub-total Staging</b>          | <b>0.311</b>                             | <b>1,587</b>                                                    | <b>2,794</b>   | <b>2,904</b>   | <b>4,077</b>   |
| <b>Commercial Facilities</b>      |                                          |                                                                 |                |                |                |
| Food & Beverage Seating           | 0.372                                    | 1,895                                                           | 3,335          | 3,467          | 4,868          |
| Kitchen & Scramble                | 0.186                                    | 948                                                             | 1,668          | 1,734          | 2,434          |
| Rest Rooms                        | 0.093                                    | 474                                                             | 834            | 867            | 1,217          |
| Retail Sales                      | 0.070                                    | 355                                                             | 625            | 650            | 913            |
| <b>Sub-total Commercial</b>       | <b>0.720</b>                             | <b>3,672</b>                                                    | <b>6,463</b>   | <b>6,717</b>   | <b>9,432</b>   |
| <b>Operational Facilities</b>     |                                          |                                                                 |                |                |                |
| First Aid & Ski Patrol            | 0.093                                    | 474                                                             | 834            | 867            | 1,217          |
| Administration                    | 0.046                                    | 237                                                             | 417            | 433            | 609            |
| Employee Facilities/Lockers       | 0.033                                    | 166                                                             | 292            | 303            | 426            |
| <b>Sub-total Operational</b>      | <b>0.172</b>                             | <b>877</b>                                                      | <b>1,543</b>   | <b>1,604</b>   | <b>2,251</b>   |
| <b>Net Total Functional Space</b> | <b>1.203</b>                             | <b>6,136</b>                                                    | <b>10,799</b>  | <b>11,225</b>  | <b>15,760</b>  |
| Storage @ 10%                     | 0.120                                    | 614                                                             | 1,080          | 1,122          | 1,576          |
| Circ./Walls/Waste/Mech. @15%      | 0.180                                    | 920                                                             | 1,620          | 1,684          | 2,364          |
| <b>Total Gross Floor Area</b>     | <b>1.504</b>                             | <b>7,670</b>                                                    | <b>13,498</b>  | <b>14,031</b>  | <b>19,700</b>  |

*Note: Design Day for the existing condition is based on current business levels.*

Most skier service facilities for staging are currently provided in the Village at Sun Peaks, with ticket sales available at the Burfield base. Additional skier service facilities will be provided in the new East Village at the base of the Orient Ridge and Morrisey Express lifts and eventually in the Phase 4 village. Food service is provided in the Village Daylodge, Bento's and the Sunburst Mountain restaurant, as well as in several of the village restaurants. Additional restaurants and washrooms will be located in the alpine in mountain restaurants or warming huts. Operational facilities are currently concentrated in the Burfield Base area with the resort's administration offices located in the Burfield Lodge. Ski patrol and employee lockers are located in the Village. Over time, new operational facilities will be developed in the Village and the East Village and additional patrol stations will be added as illustrated on Figure 15.

Skier service facilities in the Village are currently provided in Buildings AA (Village Daylodge), CC (Bento's), Bento's Trailer/Child Minding, EE (Schoolhouse) as well as in the commercial space of some of the village accommodation properties. In the future, Buildings BB and DD are proposed to provide additional skier service space. In the East Village, skier services operated by SPRC will be located on the ground floor and walk-out basement level of Building E-A. Due to the ski-in/ski-out nature of both villages, additional services, such as sports rental and repair shops, sports retail shops and restaurants, will be located within the various village establishments and may be run by outside operators. Hotel operators in the village currently offer a variety of dining, bars and retail opportunities and more will be added as new village parcels are developed in both village location. Due to the fact that many of the runs return to the valley, it is easy for skiers to eat lunch at one of the many village restaurants or return to their condo or chalet for lunch. The Phase 4 village will provide these services to skiers staying in the Phase 4 accommodation and skiing in the Phase 4 beginner zone.

Mountain restaurants are an important component of a resort's physical plant, as they provide skiers with "on-mountain facilities", such as washrooms, food and beverage seating and service, accessory retail sales, and sometimes ski school and information services. Mountain restaurants also add to the image, ambience and prestige of an area, and provide amenities for summer guests who are hiking, biking and sightseeing. The existing Sunburst Lodge at the top of the Sunburst Express was designed to accommodate an addition to provide more seating and this will likely be the first increase in mountain restaurant capacity. Two other mountain restaurants are proposed, one at the top of Mount Morrisey and one on a prominent knoll on Orient Ridge. In addition a small warming hut is proposed for the base of the Gil's lift. The mountain restaurant on Morrisey and the hut at the base Gil's were in the original 1993 Sun Peaks Master Plan. The restaurant proposed for the knoll on Orient Ridge was originally slated for the top of the Sundance Express, however, after seeing how well the village restaurants cater to skiers in this area, it has been relocated to this site

which provides panoramic views of the entire resort. We have shown the Gil's hut and the Mount Morrissey mountain top restaurant in Phase 2, however, the actual timing of construction of the mountain top facilities will depend on the installation of the lift facilities, the amount of food service space available to skiers in the villages and the desire to create new and unique dining experiences on the mountain. The exact size and location of each food service facility (whether new or expanded) will be determined at the detailed planning stage, immediately in advance of construction. Similarly skier service space needs in the base will be addressed as each new base area building goes through detailed design.



*Orient Ridge Restaurant Site*

## .6 Grooming Requirements and Maintenance Shop

As stated in the Inventory section of this report, grooming is an essential component of mountain operations and any expansion of terrain must be matched by the expansion of the existing grooming fleet. Based on the methodology and assumptions outlined in the Inventory section, the grooming requirements for each phase of development are listed in Table V.13.

**TABLE V.13**  
**SUN PEAKS - GROOMING REQUIREMENTS**  
**BASED ON ONE SHIFT PER NIGHT**

| <b>PHASE 2B</b>          |                       | <b>Interval</b> | <b>Daily</b>          |
|--------------------------|-----------------------|-----------------|-----------------------|
| <b>Groomable Terrain</b> |                       | <b>(Days)</b>   | <b>Grooming</b>       |
| Class 1                  | 3.5 hectares          | 1               | 3.5 hectares          |
| Class 2                  | 48.3 hectares         | 1               | 48.3 hectares         |
| Class 3                  | 86.6 hectares         | 1               | 86.6 hectares         |
| Class 4                  | 70.9 hectares         | 2               | 35.5 hectares         |
| Class 5                  | 76.3 hectares         | 3               | 25.4 hectares         |
| Groomable Class 6        | 45.6 hectares         | 7               | 6.5 hectares          |
| <b>Total</b>             | <b>331.2 hectares</b> |                 | <b>205.8 hectares</b> |

|                             |                                    |
|-----------------------------|------------------------------------|
| <b>Recommended Machines</b> | 9 Standard Grooming Machines       |
|                             | 2 Winch Equipped Grooming Machines |
|                             | 1 Terrain Park Grooming Machine    |

| <b>PHASE 3</b>           |                       | <b>Interval</b> | <b>Daily</b>          |
|--------------------------|-----------------------|-----------------|-----------------------|
| <b>Groomable Terrain</b> |                       | <b>(Days)</b>   | <b>Grooming</b>       |
| Class 1                  | 3.5 hectares          | 1               | 3.5 hectares          |
| Class 2                  | 48.8 hectares         | 1               | 48.8 hectares         |
| Class 3                  | 98.4 hectares         | 1               | 98.4 hectares         |
| Class 4                  | 72.9 hectares         | 2               | 36.5 hectares         |
| Class 5                  | 78.5 hectares         | 3               | 26.2 hectares         |
| Groomable Class 6        | 45.6 hectares         | 7               | 6.5 hectares          |
| <b>Total</b>             | <b>347.6 hectares</b> |                 | <b>219.8 hectares</b> |

|                             |                                    |
|-----------------------------|------------------------------------|
| <b>Recommended Machines</b> | 10 Standard Grooming Machines      |
|                             | 2 Winch Equipped Grooming Machines |
|                             | 1 Terrain Park Grooming Machine    |

| <b>PHASE 4</b>           |                       | <b>Interval</b> | <b>Daily</b>          |
|--------------------------|-----------------------|-----------------|-----------------------|
| <b>Groomable Terrain</b> |                       | <b>(Days)</b>   | <b>Grooming</b>       |
| Class 1                  | 7.5 hectares          | 1               | 7.5 hectares          |
| Class 2                  | 85.2 hectares         | 1               | 85.2 hectares         |
| Class 3                  | 131.3 hectares        | 1               | 131.3 hectares        |
| Class 4                  | 80.7 hectares         | 1.5             | 53.8 hectares         |
| Class 5                  | 78.5 hectares         | 2.5             | 31.4 hectares         |
| Groomable Class 6        | 51.0 hectares         | 7               | 7.3 hectares          |
| <b>Total</b>             | <b>434.1 hectares</b> |                 | <b>316.5 hectares</b> |

|                             |                                    |
|-----------------------------|------------------------------------|
| <b>Recommended Machines</b> | 14 Standard Grooming Machines      |
|                             | 2 Winch Equipped Grooming Machines |
|                             | 1 Terrain Park Grooming Machine    |

Note:

Winch cat can groom approx 5 ha. per shift when operating with winch.

20 ha. per shift when on a regular grooming shift

Calculations assume 1 grooming shift per night

Although Sun Peaks currently has 7 front line grooming machines, one of whose main job is to groom the terrain park, a total of 12 grooming machine shifts (including a dedicated terrain park machine) will be required at the end of Phase 2. Additionally, by the end of Phase 2, Sun Peaks will require one dedicated cross-country trail grooming machine to groom the cross-country trail system on a regular basis in a timely manner. A second cross-country grooming machine may be required by the end of Phase 3.

### **Maintenance Shop**

The existing maintenance shops are located at the Burfield Base (consisting of 2 bays of floorspace for ski operations, used for rubber tire vehicle machine maintenance, lift maintenance, parts storage and office space) and an on-mountain shop close to the top of the Sunburst lift containing 3 double bays, chiefly used for snowcats and snowmaking. This building is surrounded by a cleared area with a hard surface for machine and implement storage during both summer and winter. The cleared area is sheltered by trees on all sides to provide a physical and visual separation between the skiers and the maintenance area. The Morrissey maintenance shop is used for golf and skating maintenance only.

The maintenance floorspace requirements will increase as the area expands, therefore, expansion of these areas or the establishment of new maintenance bases must be considered. The grooming machine service bay requirements are listed in Table V.14. The mid mountain maintenance facility will be increased in size with the addition of two grooming machine maintenance bays during the end of Phase 1 or the beginning of Phase 2. The present ski area has a ratio of 1.25 “machine grooming shift” per standard size maintenance bay (10 machine shifts/8 bays) used for all maintenance purposes.

**TABLE V.14  
SUN PEAKS  
GROOMING MACHINE SERVICE BAY REQUIREMENTS**

| End of Phase | "Machine Grooming Shifts" |              |           |       | Maintenance Bays |          |           |       | Ratio |
|--------------|---------------------------|--------------|-----------|-------|------------------|----------|-----------|-------|-------|
|              | Grooming                  | Terrain Park | X-Country | TOTAL | Mid-Mtn          | Burfield | Morrissey | TOTAL |       |
| Existing     | 8                         | 1            | 1         | 10    | 6                | 2        | 0         | 8     | 1.25  |
| 2            | 12                        | 1            | 1         | 14    | 10               | 2        | 0         | 12    | 1.17  |
| 3            | 13                        | 1            | 2         | 16    | 10               | 2        | 0         | 12    | 1.33  |
| 4            | 17                        | 1            | 2         | 20    | 10               | 2        | 4         | 16    | 1.25  |

By the end of Phase 2, the grooming machine maintenance facility will need to maintain enough machines to groom for a total of 13 shifts per day, as well as one dedicated cross-country grooming machine and one park machine. Another two double bays should be added at the mid mountain location. The increase in fleet size will also eventually result in the need for a new satellite maintenance facility. It is proposed that the snowcat maintenance be located near the base of Lift 14, adjacent to the existing horse stables and in conjunction with a new golf course maintenance and storage facility. This location will reduce travel time for snowcats working on the Mt. Morrissey side of the valley. The grooming machines will utilize golf course maintenance bays during the winter months. During the summer, the grooming machines will be transported to the mid-mountain maintenance facility for their annual overhaul. During the winter months, golf course equipment will be stored in portions of the stable, or at the Burfield Base. During the summer, the golf course maintenance and storage facility at the Burfield Base will be converted to rubber tire vehicle maintenance and repair.

By the end of Phase 4, the trail grooming shifts will need to increase by five and the cross-country fleet is also increased. This increase in fleet size will result in a requirement for an additional two double maintenance bays. These new maintenance bays should be available at the Morrissey maintenance facility. At the end of Phase 4, a total of 17 grooming shifts will be required to groom the ski area.

## **.7 Proposed Snowmaking**

The current snowmaking system covers a total of 49.5 hectares on the Sunrise/Sundance, 5-Mile, Coquihalla and Village Platter trails (plus 1.5 ha. at Tube Town and the Village interface). The water used for snowmaking is obtained from a 32 million US gallon reservoir located at the 1,743 metre elevation on the northern portion of the Sun Peaks Controlled Recreation Area permit. This reservoir is filled during the spring freshet via a pipeline from the 5 Mile Creek with an intake at the 1,775 metre elevation. The snowmaking distribution lines below the 1,600 metre elevation are gravity fed from this reservoir and snowmaking above this critical elevation uses booster pumping. Figure 17 illustrates the Sun Peaks Snowmaking Master Plan.

Snowmaking is proposed to be added gradually depending on demand, snow conditions and operational changes at Sun Peaks. All of the proposed snowmaking takes place on existing trails in the Sunburst, Sundance and Morrissey zones and therefore, is not tied to the lift development phases. The proposed additions to the area covered by snowmaking are illustrated on Figure 17. An additional 98 hectares are proposed for snowmaking coverage which would increase the amount of terrain covered by snowmaking to approximately 150 hectares or 19% of the Phase 4 skiable terrain. The next stage of snowmaking is proposed to take place on Lower Exhibition,

Broadway, Sundowner and two new trails in the Spillway zone. Snowmaking would then be added to Lower Cruiser and Lower Homesteader. Then snowmaking will be added to Grannie Greene's, Upper Homesteader and Upper Sundance/Sunrise, all in the Sundance zone. This snowmaking expansion will allow Sun Peaks to operate return cycle skiing on the Sundance from top to bottom when there is insufficient natural snow. This snowmaking system will provide three top to bottom routes on the Sundance lift (Homesteader, Sundance, and Grannie Greene's). As the snowmaking system increases in size, a snowmaking building will be required. This building will be used for the storage and drying of hoses, maintenance and staging of the snowmaking equipment, and space for personnel. This building will be in close proximity to the Upper Five Mile pumphouse and will initially encompass approximately 120 square metres. A second snowmaking reservoir is proposed at the top of the Sundance Express to service snowmaking in the Sundance zone and would be filled by cascading water from the existing snowmaking reservoir.

Additional snowmaking on skiable terrain serviced by the Sunburst chairlift is proposed to provide more top to bottom routes on the Sunburst with continuous snowmaking. It is proposed that Bluff, Upper Exhibition, Upper Cruiser, and Upper 5 Mile will be serviced with snowmaking. Snowmaking is also proposed for three trails on Mount Morrissey; Delta's Return, Midlife Crisis and The Sticks. When this system goes in, the lower part of Home Run will also receive snowmaking to facilitate the connection back to the village. Additionally, snowmaking is proposed for Three Bears/Mt. Morrissey Connection to provide a snowmade connection between the Sundance and Mt. Morrissey pods. To supply water for the snowmaking on Mt. Morrissey, we have proposed locating two reservoirs on the flat area south of the lift top stations. These reservoirs would be filled from the effluent from the sewage treatment lagoon. The effluent must settle for 90 days before it can be used for snowmaking or irrigation. Therefore, one reservoir would be receiving effluent each season, while the other reservoir would be utilizing effluent from the previous season.

## **VI. BASE AREA FACILITIES**

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### **.1 Introduction**

Base Area Facilities located at the base of the mountain include the day skier staging areas, resort village, surrounding real estate development and other recreational facilities. The base area must be carefully planned to meet the primary needs of the forecast numbers of overnight and day visitors, as well as provide the extensive amenity package that is necessary to attract year-round visitors to ensure the success of a destination resort. The purpose of this section of the report is to describe the current plans for development of the base area lands at Sun Peaks Resort.

Since the Sun Peaks Master Plan was submitted in 2006, development has continued in the Village and to the east of the Village. In 2006, the Stone's Throw development was completed and construction commenced on Settler's Crossing and Woodhaven. The Valley Drive Skier Bridge was also completed to provide a ski-back to these projects. In the Sun Peaks Resort Village, The Delta Residences opened in 2008 and the first phase of the Kookaburra Lodge was completed in 2009.

The new plans were prepared using topographic mapping prepared from aerial photographs taken in 2003. The area of topographic mapping extends from the Burfield base north-eastwards over the summit of the Orient Ridge area and east to the McGillivray Lake Road, to encompass all of the Base Area Lands in the Master Development Agreement. For the Phase 4 lands on the "McGillivray Bench", this mapping was prepared with a 5-metre contour interval which is sufficient for conceptual planning only. The base area lands included to the end of Phase 3 were mapped with 1-metre contour intervals. As was the case in previous Master Plans, detailed land use planning has been restricted to the Phase 3 base area lands contained in the McGillivray Creek Valley.

The major modification that has been made to the 2006 Resort Master Plan is an improvement to the skiing interface between the slopes on the north side of the valley and the south side. By eliminating the section of the proposed McGillivray Lake Road that runs between the bottom terminals of the Morrissey Express (Lift 14) and Orient Express (Lift 16), skiers will be able to move freely between the two sides of the resort. These two lifts form the main ski connection between the north and south sides of the valley. The East Village will provide the necessary commercial services such as restaurants, shops and skier services at this important junction point. McGillivray Lake Road is now planned to connect across the valley between the 11<sup>th</sup> and 12<sup>th</sup> holes of the golf course, intersecting Valley Drive at the east end of the East Village.

From here, the proposed alignment of McGillivray Lake Road is the same as in previous Master Plans, a low elevation route to intersect with the existing McGillivray Lake Forest Service Road just south of Little McGillivray Lake. This alignment was selected because it is the shortest, safest route, follows an existing old logging road alignment that was previously cleared and does not interfere with the ski connections between Orient Ridge and the Phase 4 beginner zone. The reconfiguration of the Phase 2 and Phase 3 real estate development lands and supporting infrastructure is illustrated on Figure 18, Base Area Parcelization and Zoning Plan.

At the completion of Phase 3, the Sun Peaks Resorts base area lands will accommodate approximately 11,680 guests and residents (8,710 overnight skiers) within a bed base of 17,690. The valley lands within the Phase 3 boundary will include the following at buildout:

- Two pedestrian villages, containing over 1,500 hotel and condotel units
- 17 hectares of tourist accommodation containing 880 units
- 28 hectares of townhouse and stacked townhouse style developments
- 73 hectares of single-family home sites
- 139 units of employee housing
- Five daylodges located within three base areas
- A par 72, 18-hole, 6,250 yard resort golf course sited on 62 hectares of land
- Over 200 hectares of open space containing multi-use trails, mountain streams and beautiful forests
- Tennis courts
- Sports Centre, including an indoor/outdoor pool and skating rink
- Major community park, including sports fields, children's water park and space for a future recreation centre
- A gas station
- A wide range of commercial space, including restaurants, retail shops and service oriented establishments
- Facilities for various sizes and styles of conferences
- A site for a church or multi-denominational chapel
- A firehall
- Building site for civic uses

## **.2 Goals and Objectives**

The design team identified six general goals and objectives specific to the expansion of Sun Peaks Resort, which provided a common guideline throughout the planning, and design process. These goals and objectives have continued to provide a framework for updating and refining the Master Plan, as listed below.

1. Create a high quality, year-round resort and recreational environment.
2. Balance all base area and village development with the mountain's lift and trail capacities.
3. Respect the site's existing and natural attributes.
4. Create a development that contributes to the local economy and provides employment opportunities.
5. Continue to plan development to minimize reliance on the automobile for in-resort transportation.
6. Provide a diverse array of recreational amenities that are attractive to a wide spectrum of clientele throughout the year.

## **.3 Land Use Concept**

### **General**

The recreational amenities at Sun Peaks Resort have formed the basis for the land use concept. A central resort village, alpine lift base and an 18-hole resort golf course are the conceptual anchors (fixed elements) which have shaped the Land Use Concept. A governing principle in planning the valley land use has been to provide ski-in/ski-out access to all public accommodation parcels and as many of the private development parcels as possible to reduce the need for automobile use at the resort. A valley trail system provides a valuable pedestrian link between the various real estate parcels, resort amenities and the valley open space network.

As described in the earlier versions of the Sun Peaks Master Plan, the Village at Sun Peaks is located on a gently sloped area at the base of the Sunburst and Sundance Express quad chairlifts, with a warm, south-western exposure. The Village is bounded by ski trails to the north, McGillivray Creek and the Sun Peaks Golf Course to the south and hillside residential units to the east. The Village contains the resort's core public accommodation, recreation and commercial facilities. Medium-density public accommodation has been placed on slopes overlooking the village site. The East Village has been proposed around the base of Lifts 14 and 16. Lower density developments, such as single-family chalets and townhouses, are located on the hillsides surrounding the valley floor, as well as around the golf course. These development areas include sites with slopes up to 35 percent, which are less feasible for higher density development. Support commercial, service, maintenance and institutional uses have been concentrated around the Burfield Base at the west end of the Resort.

The proposed road network will provide two access routes to and from the Resort. Currently, the only existing year-round access to the Resort is from the west via Sun Peaks Road, which extends from the Tod Mountain Road in Whitecroft, through the Burfield Base and past the entrance to the Day Skier Parking Lot to Fairways Drive. At Fairways Drive, the name of the road changes to Creekside Way as it passes along the southern perimeter of the Village adjacent to McGillivray Creek and connects to Village Way. East of the Village, the name reverts to Sun Peaks Road where it terminates in a cul-de-sac at the entrance to the Bella Vista subdivision. From there, summer only access to the east is currently provided by the Tod Mountain Forest Service Road (FSR) which travels along the north side of the valley to connect with the McGillivray Lake FSR. The McGillivray Lake FSR runs south from Sun Peaks Resort to the north side of the South Thompson River between Pritchard and Chase, a distance of approximately 20 kilometres. There are existing bridges across the river at both Pritchard and Chase and these two bridges are connected on the north side of the river by a road known as the Kamloops-Shuswap Road. Access to the Trans-Canada Highway (Highway #1) can be achieved via either bridge depending whether one is heading south towards Vernon (Gore Creek Bridge at Pritchard) or east towards Salmon Arm (bridge at Chase).

The existing Tod Mountain FSR connection to the McGillivray Lake FSR will be closed and replaced with a road extending south from Valley Drive just east of the East Village, crossing the golf course between the 11<sup>th</sup> and 12<sup>th</sup> holes and following the alignment of the Great Grey cross-country trail until it meets the McGillivray Lake FSR. As a major network road, we are proposing a road right of way of 25 metres, however, clearing is planned for a 50 metre width to accommodate a wild fire break and allow for realignment of the existing cross-country trail and an access to the east for snowmobiles. For the purpose of identification, we have named this road McGillivray Road, as shown in Figure 18. In the future, it is expected that the McGillivray Lake FSR and the Kamloops-Shuswap Road will be upgraded to provide a year-round, paved connection from the Trans Canada Highway at Chase to the Resort. The completion of this year round eastern access was envisioned in the original Sun Peaks Master Plan in 1993 and is a critical element to the future growth and success of the Resort.

Within the Resort, Fairways Drive provides a secondary road network loop at the west end. As development proceeds to the east, another loop will be created between McGillivray Road and Valley Drive, south of the back nine holes of the golf course. Access to the Phase 4 base area lands on the “McGillivray Bench” will start from this loop. In addition, a 20-metre right-of-way has been preserved on the south side of McGillivray Creek, from Fairways Drive to McGillivray Road, should a bypass of the main Village be required in the future.

An extensive valley trail network within the resort is intended to provide pedestrian access between the development parcels and throughout the Resort. While sidewalks have been provided in front of the two villages and along McGillivray Road, for the most part the valley trail network passes behind the development parcels and takes pedestrians away from the roads and into the open space network surrounding the golf course. The valley trail is a 2.5-metre wide path paved in asphalt, designed with grades suitable for walking, cycling or roller blading. Portions of the valley trail network through the more developed areas will be provided with street lighting. In addition to the paved valley trail network, a wide variety of pedestrian and skier access routes are planned throughout the resort. All cul-de-sacs provide a pedestrian/skier route through to the lands beyond.

## **.4 Development Program**

### **Bed Unit Entitlement**

As outlined in Section II.17, under the B.C. Commercial Alpine Ski Policy, Sun Peaks Resort Corporation earns the right to purchase Crown land and develop accommodation in the base area by constructing ski lifts and other recreational improvements. In the Master Development Agreement between the Province and the Sun Peaks Resort Corporation, SPRC has the right to earn up to 16,889 Bed Units by the end of Phase 3 of the Mountain Improvements and 23,342 Bed Units by the end of Phase 4.

### **Zoning and Densities**

At the completion of Phase 3, the mix of beds developed under the Development Agreement between Sun Peaks Resort Corporation and the Province should be equally split between public and private accommodation. Generally, the higher development densities have been reserved for public accommodation, while the lower density developments such as townhouses and single-family sites will contain private accommodation. Development densities have been assigned to parcels through zoning by providing a maximum floorspace ratio rather than listing a maximum number of dwelling units per hectare. For planning purposes, we have assumed that 1 bed unit is equivalent to 25 square metres of built accommodation floorspace. Future developers at Sun Peaks will have the flexibility to adjust unit sizes in response to market conditions, while still staying within the planned building size limitations imposed in the Sun Peaks Master Plan.

Zoning regulations for Sun Peaks Resort were originally contained in the Thompson-Nicola Regional District Bylaw No. 1400, Sun Peaks Resort Area Zoning and administered by the Thompson-Nicola Regional District planning department. The Sun Peaks Mountain Resort Municipality has now taken over responsibility for the administration of land use planning within the resort and they have adopted Zoning Bylaw 1400.

The B.C. Commercial Alpine Ski Policy sets a requirement that a certain percentage of the accommodation developed at destination mountain resorts is used for tourist accommodation. This ensures that resorts remain vibrant "lights-on" tourist areas rather than second home communities for the wealthy, with little or no public access. Properties intended for public accommodation will have either a Commercial Core (CC), Tourist Accommodation (TA) or Tourist Pension (TP) zoning and be subject to covenants under the Land Title Act that require any units constructed on them to be available for short-term rental to tourists. These covenants are necessary to ensure that properties developed as tourist accommodation remain available to the public regardless of property ownership. All the private townhouse accommodation constructed since 2003 at Sun Peaks also has the TA zoning, since it is anticipated that the owners may want to have the ability to rent them out to tourists on an occasional basis. These properties, however, do not have the covenant on title requiring that they be available for nightly rental when the owners are not using them. Therefore the availability of these properties for nightly accommodation for tourists is at the discretion of the owner.

## Public Accommodation

Public accommodation at Sun Peaks Resort is concentrated in and around the two village areas, which will contain 58 percent of the total public beds at the completion of Phase 3. Currently, the Village at Sun Peaks contains 1,968 bed units and at build-out, will contain approximately 3,300 bed units. The East Village is planned to contain approximately 1,700 bed units. The remaining public beds are all located within walking/skiing distance of a valley staging lift. Nine tourist accommodation and pension parcels containing a total of 379 units and 1,553 bed units have been constructed since 1993. As Mount Morrissey is developed for skiing, and the Orient Ridge lift connecting the two sides of the valley is installed, more public accommodation will be constructed at the bottom of these new lifts in the East Village and other Tourist Accommodation parcels. By the end of Phase 3, this will bring the total public accommodation to just over 8,530 public bed units.

The proposed densities for tourist accommodation parcels vary from 300 bed units per hectare (floorspace ratio of 0.75), for parcels on relatively level ground, to 140 bed units per hectare (floorspace ratio of 0.35) for parcels on sloping sites. At buildout of Phase 3, Sun Peaks will contain 18.5 hectares of land developed for tourist accommodation, and two pedestrian villages occupying 11.3 hectares.

## Private Accommodation

Currently, 48 percent of the accommodation at Sun Peaks (in terms of bed units) is private. Upon completion of Phase 3, up to 50 percent of the beds will be in private accommodation units, including various styles and sizes of stacked townhouses, townhouses, and single-family chalets. The proposed densities for private multi-family residential parcels vary from 180 bed units per hectare (floorspace ratio of 0.45) for stacked townhouses to 140 bed units per hectare (floorspace ratio of 0.35) for townhouse style developments on sloping lots. Single-family homes have been assumed to contain 6 bed units and the floorspace ratio is limited to 0.35 through zoning. At buildout of Phase 3, the base area lands will contain approximately 28 hectares of private townhouse development and 73 hectares of single-family and duplex development.

## Employee Housing

Currently most of the employees working in Sun Peaks Resort live in Kamloops or in the small settlements of Rayleigh, Heffley Creek and Whitecroft on the way to the Resort. As the resort matures and a resident community is established, it is anticipated that more employees will choose to live at Sun Peaks. Two phases of a four phase apartment style employee housing complex have already been constructed at the Burfield base. The Little Shuswap Lodge was constructed in 2003 and the Whispering Pines Lodge was built in 2008. At completion, this complex will house 304 employees in 99 units. The zoning bylaws for single-family lots allow the construction of an auxiliary suite in single-family homes. Many of the purchasers of single-family lots have chosen to build an auxiliary suite to provide rental housing for resort employees. If all single-family property owners elect to build suites, over 600 employee units could be created. Two additional development parcels in the vicinity of the Burfield base (76 & 77) have been set aside for employee housing. At completion of Phase 3, approximately 40 employee units could be created on these two parcels.

## Land Use Summary

The Land Use Summary (Table VI.1) outlines the proposed land uses for the base area lands contained within the Phase 3 study area boundary. As can be seen in this table, the base area lands within the Phase 3 boundary are capable of supporting approximately 16,300 bed units of accommodation development, excluding the pre Development Agreement and employee housing beds; approximately 96 percent of the Phase 3 bed unit entitlement. Development beyond this number of beds will occur in Phase 4 on the “McGillivray Bench” lands to the east of the Phase 3 lands.

As described in the Development Analysis section, the Phase 4 lands have a development capability of approximately 14,000 beds, an eighteen-hole golf course and day skier parking, which is more than sufficient land to meet the Phase 4 bed unit entitlements. More detailed planning of these lands will be carried out at a later date.

Of the 438 hectares contained within the Phase 3 study area, the developed area including golf courses and parks takes up 219 hectares, roughly 50 percent of the available land area. The remaining land will be left as open space with the exception of access roads, pedestrian pathways, ski trails and buildings related to the operation of the ski area. Land developed for accommodation occupies approximately 30 percent of the base area lands.

**TABLE VI.1  
LAND USE SUMMARY**

| Land Use                          | Area (ha.)    | Percent of Base Area Lands | Skier Service Space (m <sup>2</sup> ) | Commercial Space (m <sup>2</sup> ) | Units        | Bed Units     | Percent of Total B.U.'s | Percent of Type |
|-----------------------------------|---------------|----------------------------|---------------------------------------|------------------------------------|--------------|---------------|-------------------------|-----------------|
| <b>Phase 3 Base Area Lands</b>    | <b>438.00</b> | 100%                       |                                       |                                    |              |               |                         |                 |
| <b>Public Accommodation</b>       |               |                            |                                       |                                    |              |               |                         |                 |
| Village Hotel/Condotel            | 11.55         | 3%                         | 10,851                                | 23,418                             | 1,570        | 5,023         | 31%                     | 59%             |
| Tourist Accommodation             | 16.95         | 4%                         |                                       |                                    | 877          | 3,369         | 21%                     | 39%             |
| Tourist Pension                   | 4.02          | 1%                         |                                       |                                    | 7            | 140           | 1%                      | 2%              |
| <b>Total Public</b>               | <b>32.52</b>  | <b>7%</b>                  | <b>10,851</b>                         | <b>23,418</b>                      | <b>2,454</b> | <b>8,532</b>  | <b>52%</b>              | <b>100%</b>     |
| <b>Private Accommodation</b>      |               |                            |                                       |                                    |              |               |                         |                 |
| Townhouse & Stacked Townhouse     | 27.79         | 6%                         |                                       |                                    | 858          | 4,090         | 25%                     | 53%             |
| Single Family/Duplex              | 73.23         | 17%                        |                                       |                                    | 609          | 3,651         | 22%                     | 47%             |
| <b>Total Private</b>              | <b>101.02</b> | <b>23%</b>                 | <b>-</b>                              | <b>-</b>                           | <b>1,467</b> | <b>7,741</b>  | <b>48%</b>              | <b>100%</b>     |
| <b>TOTAL ACCOMMODATION</b>        | <b>133.54</b> | <b>30%</b>                 | <b>10,851</b>                         | <b>23,418</b>                      | <b>3,920</b> | <b>16,273</b> | <b>100%</b>             |                 |
| Pre Development Agreement Parcels | 5.89          | 1%                         | 848                                   | 255                                | 218          | 955           |                         |                 |
| Employee Housing                  | 2.54          | 1%                         |                                       |                                    | 139          | 462           |                         |                 |
| Recreation, Golf, Parks           | 62.86         | 14%                        |                                       | 350                                |              |               |                         |                 |
| Commercial, Civic, Services       | 8.71          | 2%                         |                                       | 6,200                              |              |               |                         |                 |
| Day Skier Parking Lots            | 5.30          | 1%                         |                                       |                                    |              |               |                         |                 |
| <b>TOTAL DEVELOPED LANDS</b>      | <b>218.84</b> | <b>50%</b>                 | <b>11,699</b>                         | <b>30,223</b>                      | <b>4,277</b> | <b>17,690</b> |                         |                 |

### Base Area Parcelization and Zoning Plan – Phase 1, 2, 3

An update of the land use concept for Phases 1 to 3 is presented on Figure 18, the Base Area Parcelization and Zoning Plan. Tables VI.2A, B, C and D detail the proposed land use, zoning, parcel area, proposed density and number of private or public bed units allocated to each of the proposed development parcels. The plan update accommodates a total of 16,106 bed units in the 3 phases. The planning goal is to have over 50 percent of the total beds dedicated for public use. For the sites with TA zoning, Tables V.3A-D identify those which are intended for public nightly rentals. Units developed on these parcels will be sold with a rental use covenant that will require the unit to be placed in a rental management pool.

**TABLE VI.2A  
LAND USE PROGRAM  
VILLAGE CORE & TOURIST ACCOMMODATION**

**VILLAGE**

| Parcel               | Description                  | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units        | B.U. per Unit | Bed Units    |          |              |
|----------------------|------------------------------|-----------------|-------------------|-------------------|--------------|---------------|--------------|----------|--------------|
|                      |                              |                 |                   |                   |              |               | Public       | Private  | Total        |
| A                    | Sundance Lodge               | CC1             | 0.31              | n.a.              | 84           | 2.2           | 186          | -        | 186          |
| B                    | Hearthstone Lodge            | CC1             | 0.35              | n.a.              | 70           | 2.5           | 172          | -        | 172          |
| C                    | Condotel                     | CC1             | 0.28              | n.a.              | 47           | 2.5           | 117          | -        | 117          |
| D                    | Stumbock's Sun Peaks Lodge   | CC1             | 0.23              | n.a.              | 44           | 1.7           | 74           | -        | 74           |
| E                    | Village Walkway              | CC1             | 0.68              | n.a.              | -            | -             | -            | -        | -            |
| F/G/H                | Delta Sun Peaks              | CC1             | 1.10              | n.a.              | 220          | 2.6           | 580          | -        | 580          |
| I/J                  | Delta Residences             | CC1             | 0.37              | n.a.              | 41           | 5.3           | 216          | -        | 216          |
| K                    | Nancy Greene's Cahilty Lodge | CC1             | 0.44              | n.a.              | 123          | 2.9           | 362          | -        | 362          |
| L                    | Heffley Inn                  | CC1             | 0.12              | n.a.              | 26           | 2.3           | 59           | -        | 59           |
| M                    | Fireside Lodge               | CC1             | 0.39              | n.a.              | 72           | 2.9           | 211          | -        | 211          |
| N/Q                  | Kookaburra Lodge             | CC1             | 0.84              | n.a.              | 45           | 6.4           | 286          | -        | 286          |
| R                    | Condotel                     | CC1             | 0.53              | n.a.              | 57           | 3.0           | 170          | -        | 170          |
| S                    | Post Hotel                   | CC1             | 1.33              | n.a.              | 300          | 2.9           | 855          | -        | 855          |
| E-A                  | Condotel & Daylodge          | CC1             | 0.42              | n.a.              | 64           | 3.0           | 193          | -        | 193          |
| E-B                  | Condotel                     | CC1             | 0.37              | n.a.              | 48           | 3.0           | 146          | -        | 146          |
| E-C                  | Condotel                     | CC1             | 0.42              | n.a.              | 39           | 5.2           | 202          | -        | 202          |
| E-D                  | Condotel                     | CC1             | 0.22              | n.a.              | 27           | 5.0           | 135          | -        | 135          |
| E-E                  | Condotel                     | CC1             | 0.27              | n.a.              | 36           | 4.9           | 176          | -        | 176          |
| E-F                  | Condotel                     | CC1             | 0.45              | n.a.              | 50           | 3.0           | 232          | -        | 232          |
| E-G                  | Condotel                     | CC1             | 0.31              | n.a.              | 30           | 5.1           | 154          | -        | 154          |
| E-H                  | Common Parking Lot           | CC1             | 0.40              | -                 | -            | -             | -            | -        | -            |
| E-I                  | Condotel                     | CC1             | 0.43              | -                 | 33           | 4.9           | 163          | -        | 163          |
| E-J                  | Condotel                     | CC1             | 0.35              | -                 | 61           | 2.9           | 177          | -        | 177          |
| E-K                  | Condotel                     | CC1             | 0.28              | -                 | 53           | 3.0           | 157          | -        | 157          |
|                      | Village Common Space         | CC1             | 0.66              | -                 | -            | -             | -            | -        | -            |
| <b>VILLAGE TOTAL</b> |                              |                 | <b>11.55</b>      | <b>435</b>        | <b>1,570</b> | <b>3.2</b>    | <b>5,023</b> | <b>-</b> | <b>5,023</b> |

**TOURIST ACCOMMODATION**

| Parcel                             | Description               | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units      | B.U. per Unit | Bed Units    |          |              |
|------------------------------------|---------------------------|-----------------|-------------------|-------------------|------------|---------------|--------------|----------|--------------|
|                                    |                           |                 |                   |                   |            |               | Public       | Private  | Total        |
| 25                                 | Townhouse - public        | TA4             | 1.51              | 140               | 47         | 4.5           | 211          | -        | 211          |
| 26                                 | Townhouse - public        | TA4             | 1.41              | 140               | 44         | 4.5           | 197          | -        | 197          |
| 30                                 | Townhouse - public        | TA4             | 0.60              | 140               | 17         | 5.0           | 84           | -        | 84           |
| 33                                 | Bridge Gate               | TA1             | 0.85              | 180               | 16         | 9.6           | 153          | -        | 153          |
| 35                                 | Townhouse - public        | TA1             | 1.29              | 180               | 52         | 4.5           | 232          | -        | 232          |
| 39                                 | Snow Creek Village        | TA1             | 1.03              | 180               | 52         | 3.6           | 185          | -        | 185          |
| 40                                 | Timberline Village        | TA2             | 0.87              | 220               | 60         | 3.2           | 192          | -        | 192          |
| 47                                 | Crystal Forest            | TA2             | 1.08              | 220               | 72         | 3.3           | 238          | -        | 238          |
| 48                                 | Trapper's Landing         | TA1             | 1.32              | 180               | 40         | 6.0           | 238          | -        | 238          |
| 55                                 | High Density Condominium  | TA3             | 0.64              | 300               | 48         | 4.0           | 192          | -        | 192          |
| 56                                 | Townhouse - public        | TA1             | 0.47              | 180               | 19         | 4.5           | 85           | -        | 85           |
| 57                                 | High Density Condominium  | TA3             | 0.64              | 300               | 48         | 4.0           | 192          | -        | 192          |
| 58                                 | High Density Condominium  | TA3             | 0.84              | 300               | 50         | 5.0           | 252          | -        | 252          |
| 59                                 | Stone's Throw             | TA2             | 1.05              | 220               | 60         | 3.8           | 230          | -        | 230          |
| 60                                 | Settler's Crossing        | TA2             | 1.17              | 220               | 76         | 3.4           | 257          | -        | 257          |
| 61                                 | Stacked Townhouse -public | TA2             | 0.95              | 220               | 52         | 4.0           | 209          | -        | 209          |
| 72                                 | Townhouse - public        | TA1             | 0.59              | 180               | 62         | 4.0           | 106          | -        | 106          |
| 74                                 | Townhouse Public          | TA1             | 0.64              | 180               | 62         | 4.0           | 115          | -        | 115          |
| <b>TOURIST ACCOMMODATION TOTAL</b> |                           |                 | <b>16.95</b>      | <b>199</b>        | <b>877</b> | <b>81</b>     | <b>3,369</b> | <b>-</b> | <b>3,369</b> |

**TABLE VI.2B  
LAND USE PROGRAM  
TOURIST PENSION & MULTI-FAMILY**

**TOURIST PENSION**

| Parcel                       | Description     | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units    | B.U. per Unit | Bed Units  |          |            |
|------------------------------|-----------------|-----------------|-------------------|-------------------|----------|---------------|------------|----------|------------|
|                              |                 |                 |                   |                   |          |               | Public     | Private  | Total      |
| 4                            | Horie Sunlodge  | TP1             | 0.21              | 95                | 1        | 20            | 20         | -        | 20         |
| 7                            | Pinnacles Lodge | TP1             | 0.57              | 70                | 2        | 20            | 40         | -        | 40         |
| 13                           | Pension         | TP1             | 2.52              | 8                 | 1        | 20            | 20         | -        | 20         |
| 22                           | Tourist Pension | TP1             | 0.17              | 118               | 1        | 20            | 20         | -        | 20         |
| 23                           | Tourist Pension | TP1             | 0.18              | 111               | 1        | 20            | 20         | -        | 20         |
| 62                           | Tourist Pension | TP1             | 0.37              | 54                | 1        | 20            | 20         | -        | 20         |
| <b>TOURIST PENSION TOTAL</b> |                 |                 | <b>4.02</b>       | <b>35</b>         | <b>7</b> | <b>20.0</b>   | <b>140</b> | <b>-</b> | <b>140</b> |

**MULTI-FAMILY**

| Parcel                    | Description         | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units      | B.U. per Unit | Bed Units |              |              |
|---------------------------|---------------------|-----------------|-------------------|-------------------|------------|---------------|-----------|--------------|--------------|
|                           |                     |                 |                   |                   |            |               | Public    | Private      | Total        |
| 5A                        | Alpine Greens       | RM2             | 0.69              | 140               | 26         | 3.7           | -         | 96           | 96           |
| 5B                        | The Peaks           | RM2             | 0.92              | 140               | 32         | 4.0           | -         | 129          | 129          |
| 6                         | Sun Mountain Villas | RM2             | 0.60              | 140               | 24         | 3.5           | -         | 84           | 84           |
| 18                        | McGillivray Creek   | RM2             | 1.50              | 140               | 40         | 5.0           | -         | 210          | 210          |
| 24                        | Townhouse - private | TA4             | 2.15              | 140               | 67         | 4.5           | -         | 301          | 301          |
| 31                        | Woodhaven - private | TA1             | 1.61              | 180               | 46         | 6.3           | -         | 290          | 290          |
| 34                        | Townhouse - private | TA1             | 1.08              | 180               | 43         | 4.5           | -         | 194          | 194          |
| 38                        | Townhouse - private | TA4             | 1.48              | 140               | 52         | 4.5           | -         | 207          | 207          |
| 41                        | Townhouse - private | TA4             | 1.6               | 140               | 50         | 4.5           | -         | 224          | 224          |
| 42                        | Forest Trails       | RM2             | 1.03              | 140               | 36         | 3.8           | -         | 138          | 138          |
| 43                        | Powder Ridge        | RM3             | 0.27              | 180               | 7          | 7.0           | -         | 49           | 49           |
| 46                        | Trail's Edge        | TA1             | 2.18              | 180               | 58         | 6.8           | -         | 393          | 393          |
| 49                        | Townhouse - private | TA4             | 0.94              | 140               | 26         | 5.0           | -         | 132          | 132          |
| 50                        | Townhouse - private | TA4             | 4.44              | 140               | 124        | 5.0           | -         | 622          | 622          |
| 51                        | Townhouse - private | TA4             | 1.70              | 140               | 48         | 5.0           | -         | 238          | 238          |
| 52                        | Townhouse - private | TA4             | 1.35              | 140               | 38         | 5.0           | -         | 189          | 189          |
| 54                        | Townhouse - private | TA4             | 1.12              | 140               | 31         | 3.5           | -         | 157          | 157          |
| 63                        | Townhouse - private | TA4             | 1.49              | 140               | 52         | 4.0           | -         | 209          | 209          |
| 64                        | Townhouse - private | TA4             | 1.64              | 140               | 57         | 4.0           | -         | 230          | 230          |
| <b>MULTI-FAMILY TOTAL</b> |                     |                 | <b>27.79</b>      | <b>147</b>        | <b>858</b> | <b>4.8</b>    | <b>-</b>  | <b>4,090</b> | <b>4,090</b> |

**TABLE VI.2C  
LAND USE PROGRAM  
SINGLE-FAMILY & EMPLOYEE HOUSING**

**SINGLE FAMILY**

| Parcel                                      | Description                    | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units        | B.U. per Unit | Bed Units    |              |               |
|---------------------------------------------|--------------------------------|-----------------|-------------------|-------------------|--------------|---------------|--------------|--------------|---------------|
|                                             |                                |                 |                   |                   |              |               | Public       | Private      | Total         |
| 8                                           | Fairway Cabins/Cottages        | RS2             | 3.50              | 73                | 51           | 5.0           | -            | 255          | 255           |
| 9                                           | Sunburst Estates               | RS1             | 4.22              | 54                | 38           | 6.0           | -            | 228          | 228           |
| 10a                                         | Mountain View - Phase 1        | RS1             | 4.31              | 46                | 33           | 6.0           | -            | 198          | 198           |
| 10b                                         | Mountain View - Phase 2        | RS1             | 1.58              | 46                | 12           | 6.0           | -            | 72           | 72            |
| 11A                                         | The Fairways - Phase 1         | RS1             | 2.20              | 60                | 22           | 6.0           | -            | 132          | 132           |
| 11B                                         | The Fairways - Phase 2         | RS1             | 1.67              | 50                | 14           | 6.0           | -            | 84           | 84            |
| 11C                                         | The Fairways - Phase 3         | RS1             | 0.61              | 59                | 6            | 6.0           | -            | 36           | 36            |
| 11D                                         | The Fairways - Phase 4         | RS1             | 1.65              | 55                | 15           | 6.0           | -            | 90           | 90            |
| 11E                                         | The Fairways - Phase 5         | RS1             | 1.03              | 70                | 12           | 6.0           | -            | 72           | 72            |
| 12                                          | Duplex                         | RT1             | 2.32              | 52                | 12           | 10.0          | -            | 120          | 120           |
| 20                                          | Single Family                  | RS1             | 2.75              | 50                | 23           | 6.0           | -            | 138          | 138           |
| 21                                          | Single Family                  | RS1             | 1.36              | 40                | 9            | 6.0           | -            | 54           | 54            |
| 27                                          | Single Family                  | RS1             | 4.00              | 44                | 35           | 6.0           | -            | 210          | 210           |
| 28a                                         | Lookout Ridge Phase 1          | RS1             |                   |                   | 24           | 6.0           | -            | 144          | 144           |
| 28b                                         | Lookout Ridge Phase 2a         | RS1             | 6.22              | 45                | 14           | 6.0           |              | 84           | 84            |
| 28c                                         | Lookout Ridge Phase 2b         | RS1             |                   |                   | 9            | 6.0           |              | 54           | 54            |
| 29                                          | Single Family                  | RS1             | 4.35              | 55                | 40           | 6.0           | -            | 240          | 240           |
| 32                                          | Single Family                  | RS1             | 1.86              | 48                | 15           | 6.0           | -            | 90           | 90            |
| 36                                          | Single Family                  | RS1             | 4.46              | 48                | 35           | 6.0           | -            | 210          | 210           |
| 44A                                         | Sundance Estates - Phase 1     | RS1             | 1.77              | 54                | 16           | 6.0           | -            | 96           | 96            |
| 44B                                         | Sundance Estates - Phase 2     | RS1             | 0.59              | 51                | 5            | 6.0           | -            | 30           | 30            |
| 44C                                         | Sundance Estates - Phase 3     | RS1             | 1.12              | 54                | 10           | 6.0           | -            | 60           | 60            |
| 44D                                         | Sundance Estates - Phase 4     | RS1             | 2.04              | 26                | 9            | 6.0           | -            | 54           | 54            |
| 44E                                         | Sundance Estates - Phase 5     | RS1             | 0.71              | 93                | 11           | 6.0           | -            | 66           | 66            |
| 45                                          | Bella Vista - Bare land Strata | RS1             | 3.72              | 50                | 31           | 6.0           | -            | 186          | 186           |
| 65                                          | Single Family                  | RS1             | 4.54              | 37                | 28           | 6.0           | -            | 168          | 168           |
| 66                                          | Single Family                  | RS1             | 5.51              | 44                | 40           | 6.0           | -            | 240          | 240           |
| 67                                          | Single Family                  | RS1             | 2.67              | 73                | 21           | 6.0           | -            | 126          | 126           |
| 68                                          | Single Family                  | RS1             | 2.47              | 46                | 19           | 6.0           | -            | 114          | 114           |
| <b>SINGLE FAMILY TOTAL</b>                  |                                |                 | <b>73.23</b>      | <b>1,422</b>      | <b>609</b>   | <b>6.0</b>    | <b>-</b>     | <b>3,651</b> | <b>3,651</b>  |
| <b>OUTSIDE VILLAGE ACCOMMODATION TOTAL</b>  |                                |                 | <b>121.99</b>     | <b>92</b>         | <b>2,350</b> | <b>4.8</b>    | <b>3,509</b> | <b>7,741</b> | <b>11,250</b> |
| <b>TOTAL ACCOMMODATION</b>                  |                                |                 | <b>133.54</b>     | <b>122</b>        | <b>3,920</b> | <b>4.2</b>    | <b>8,532</b> | <b>7,741</b> | <b>16,273</b> |
| <b>Percent of Total Bed Units Developed</b> |                                |                 |                   |                   |              |               | <b>52%</b>   | <b>48%</b>   | <b>100%</b>   |

**EMPLOYEE HOUSING**

| Parcel                        | Description                       | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units      | B.U. per Unit | Bed Units |            |            |
|-------------------------------|-----------------------------------|-----------------|-------------------|-------------------|------------|---------------|-----------|------------|------------|
|                               |                                   |                 |                   |                   |            |               | Public    | Private    | Total      |
| 37                            | Employee Housing/Light Industrial | IL1             | 0.96              | -                 | 99         | 3             | -         | 304        | 304        |
| 76                            | Employee Housing                  | RM1             | 0.91              | 100               | 23         | 4.0           | -         | 91         | 91         |
| 77                            | Employee Housing                  | RM1             | 0.67              | 100               | 17         | 4.0           | -         | 67         | 67         |
| <b>EMPLOYEE HOUSING TOTAL</b> |                                   |                 | <b>2.54</b>       |                   | <b>139</b> | <b>3.3</b>    | <b>-</b>  | <b>462</b> | <b>462</b> |

**TABLE VI.2D  
LAND USE PROGRAM  
SERVICE & RECREATION, PRE-DEVELOPMENT AGREEMENT**

**SERVICE, COMMERCIAL & RECREATION**

| Parcel                                            | Description                       | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units | B.U. per Unit | Bed Units    |              |               |
|---------------------------------------------------|-----------------------------------|-----------------|-------------------|-------------------|-------|---------------|--------------|--------------|---------------|
|                                                   |                                   |                 |                   |                   |       |               | Public       | Private      | Total         |
| P1                                                | Village Park                      | LP1             | 1.16              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| AA                                                | Village Daylodge                  | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| BB                                                | Skier Services                    | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| CC                                                | Bento's                           | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| DD                                                | Skier Services                    | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| EE                                                | Children's Programs               | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| FF                                                | Burfield Lodge                    | LR1             | n.a.              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| GG                                                | Medical/Adminisitration           | LR1             | 2.26              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| O                                                 | Rec Centre & Tennis               | LR1             | 0.65              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 15                                                | Gas & Convenience                 | CS1             | 0.30              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 16                                                | Fire Hall                         | IL1             | 0.33              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 17                                                | Potential School Site             | IL1             | 2.06              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 19                                                | Golf Maintenance                  | LR1             | 0.62              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 37                                                | Employee Housing/Light Industrial | IL1             | 0.96              | -                 | n.a.  | n.a.          | -            | n.a.         | n.a.          |
| 69                                                | Church                            | IL1             | 0.36              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 70                                                | Public Services/Civic             | IL1             | 1.15              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| 75                                                | Resort Check In                   | IL1             | 1.32              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| G1                                                | Golf Course Front Nine            | OS1             | 26.03             | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| G2                                                | Golf Course Back Nine             | OS1             | 29.65             | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
| P2                                                | Community Park & Sports Fields    | LP1             | 4.75              | n.a.              | n.a.  | n.a.          | n.a.         | n.a.         | n.a.          |
|                                                   | Burfield Day Skier Lots           |                 | 1.22              |                   |       |               |              |              |               |
|                                                   | Village Day Skier Lots            |                 | 4.05              |                   |       |               |              |              |               |
| <b>SERVICE, COMMERCIAL &amp; RECREATION TOTAL</b> |                                   |                 | <b>76.87</b>      |                   |       |               |              |              |               |
| <b>TOTAL DEVELOPED LAND</b>                       |                                   |                 | <b>212.95</b>     |                   |       |               | <b>8,532</b> | <b>8,203</b> | <b>16,735</b> |

**PRE-DEVELOPMENT AGREEMENT (NOT COUNTED IN MASTER PLAN TOTALS)**

| Parcel                                  | Description                     | Proposed Zoning | Parcel Area (ha.) | Bed Units per ha. | Units        | B.U. per Unit | Bed Units    |              |               |
|-----------------------------------------|---------------------------------|-----------------|-------------------|-------------------|--------------|---------------|--------------|--------------|---------------|
|                                         |                                 |                 |                   |                   |              |               | Public       | Private      | Total         |
| 1                                       | Burfield Heights                | R-3             | 0.91              | n.a.              | 36           | 4.0           |              | 144          | 144           |
| 2                                       | Burfield Drive (duplex,triplex) | R-1 & RC-1      | 3.59              | n.a.              | 101          | 5.0           |              | 505          | 505           |
| 3                                       | Alpine Rd. Development Site     | RC-1            | 1.23              | n.a.              | 64           | 4.0           | 256          |              | 256           |
| 14                                      | Burfield Cabins                 |                 | n.a.              | n.a.              | 6            | 2.0           |              | 12           | 12            |
| 71                                      | Hostel                          | RC1             | 0.09              | 180               | 10           | 3.2           | 32           |              | 32            |
| 73                                      | Single Family House             | RS1             | 0.07              | 86                | 1            | 6.0           |              |              | 6             |
| <b>PRE-DEVELOPMENT SUBTOTAL</b>         |                                 |                 | <b>5.89</b>       |                   | <b>218</b>   | <b>4.4</b>    | <b>288</b>   | <b>661</b>   | <b>955</b>    |
| <b>TOTAL INCLUDING PRE-DEVELOPOMENT</b> |                                 |                 | <b>218.84</b>     |                   | <b>4,277</b> | <b>4.1</b>    | <b>8,820</b> | <b>8,864</b> | <b>17,690</b> |

## **.5 Base Area Capacity and Skier Staging**

Detailed programming of the base area capacity ensures that sufficient base area facilities are provided to support both the day skiers and visitors at the resort. This analysis is completed for a typical weekend day during the peak winter season. For the ski area to operate effectively, the base facilities must be sized to comfortably meet the demands of the day skiers and resort guests during this “design day”. It is anticipated that each season there will be a few “peak days” that are busier and facilities will be strained on those days; however to design for the absolute peak would result in facilities that are not used for the remainder of the season.

### **Skiers from Accommodation**

By making assumptions of bed unit occupancy and skier participation rates, we can determine the estimated skiers generated by the accommodation at the resort. Ecosign has conducted studies at Sun Peaks and other resorts to determine the actual number of skiers produced from on-site accommodation visitors. The research concluded two key points:

- a) Even when every unit in a hotel or condotel is rented, not all of the beds will be occupied. For example, two people may occupy a unit that can comfortably accommodate four, thereby utilizing the dwelling unit below its maximum capacity.
- b) At destination mountain resorts similar to Sun Peaks Resort, between 70 and 90 percent of the overnight visitors will actually purchase a lift ticket for skiing on a given day. This is the result of alternative recreational and social opportunities being offered within the resort area, as well as travel days and the fact that some guests are non-skiers.

Based on our experience at Sun Peaks, we have assumed the unit occupancy and bed unit occupancy rates outlined in Table VI.3 for a typical weekend day during the peak winter season. These two rates when multiplied together give the bed unit yield, or the number of overnight visitors per bed expected on a typical weekend day during the peak winter season for each category of accommodation. This visitation level is intended to reflect the average of the top ten days. Slightly higher occupancy rates may be realized during the week between Christmas and New Year’s Day. The bed unit yield is then multiplied by the skier participation rates to provide the skier yield for each type of accommodation. The skier yields we have derived for build-out are slightly less than we used for the existing condition, since we expect the percentage of non-skiers will increase as the resort develops more alternative recreation activities and the resident population increases.

**TABLE VI.3  
BED UNIT OCCUPANCY AND SKIER PARTICIPATION RATES**

| <b>ASSUMPTIONS</b>     | <b>Unit<br/>Occupancy</b> | <b>Bed Unit<br/>Occupancy</b> | <b>Bed Unit<br/>Yield</b> | <b>Skier<br/>Partici-<br/>pation</b> | <b>Skier<br/>Yield</b> |
|------------------------|---------------------------|-------------------------------|---------------------------|--------------------------------------|------------------------|
| Hotel/Condotel/Pension | 95%                       | 80%                           | 76%                       | 80%                                  | 61%                    |
| Tourist Accommodation  | 90%                       | 80%                           | 72%                       | 80%                                  | 58%                    |
| Multi-family           | 80%                       | 75%                           | 60%                       | 70%                                  | 42%                    |
| Single Family/Duplex   | 70%                       | 75%                           | 53%                       | 70%                                  | 37%                    |
| Employee               | 100%                      | 95%                           | 95%                       | 25%                                  | 24%                    |

Using the skier yields from Table VI.3, the skiers generated from accommodation at the resort on a typical peak winter day is estimated at approximately 8,670 at the completion of Phase 3, as shown in Table VI.4. This represents 75 percent of the Phase 3 mountain carrying capacity of 11,140 skiers. Of the skiers from overnight accommodation, approximately 8,200 will be staying in accommodation that is either ski-in/ski-out or within skier walking distance of one of the resort's staging lifts. The new location of Lift 17, the Trans Valley Connector, allows all the real estate at the east end of the resort to be ski-in/ski-out, in addition to linking the Phase 4 base lands on the "McGillivray Bench" to the rest of the resort. In the morning, guests can ski down from their accommodation to the mid-load point at the valley bottom, take the lift up the Mt. Morrissey side and ski down to the Morrissey Express. At the end of the day, guests staying in accommodation on the north side of the valley can ski directly home via the Orient Ridge trails, while those staying on the south side can return to their lodgings via the Mt. Morrissey trail system.

**TABLE VI.4  
SKIERS AND GUESTS GENERATED FROM RESORT AREA ACCOMMODATION**

| <b>PHASE 3 BUILD-OUT</b>               | <b>Bed<br/>Units</b> | <b>Over<br/>Night<br/>Guests</b> | <b>Skiers</b>      |            | <b>Total</b> |
|----------------------------------------|----------------------|----------------------------------|--------------------|------------|--------------|
|                                        |                      |                                  | <b>Within SWD?</b> |            |              |
|                                        |                      |                                  | <b>Yes</b>         | <b>No</b>  |              |
| <b>Public Accommodation</b>            |                      |                                  |                    |            |              |
| Village Hotel/Condotel                 | 5,023                | 3,817                            | 3,054              | -          | 3,054        |
| Tourist Accommodation                  | 3,369                | 2,426                            | 1,941              | -          | 1,941        |
| Tourist Pensions                       | 140                  | 106                              | 85                 | -          | 85           |
| <b>Sub-total Public</b>                | <b>8,532</b>         | <b>6,350</b>                     | <b>5,080</b>       | <b>-</b>   | <b>5,080</b> |
| <b>Private Accommodation</b>           |                      |                                  |                    |            |              |
| Multi Family                           | 4,090                | 2,454                            | 1,586              | 129        | 1,715        |
| Single Family                          | 3,651                | 1,917                            | 1,149              | 193        | 1,342        |
| <b>Sub-total Private</b>               | <b>7,741</b>         | <b>4,371</b>                     | <b>2,735</b>       | <b>322</b> | <b>3,057</b> |
| Pre Development Agreement Lands        | 955                  | 514                              | 290                | 127        | 417          |
| Employee Housing                       | 462                  | 438.90                           | 110                | -          | 110          |
| <b>Sub-total non MDA Accommodation</b> | <b>1,417</b>         | <b>953</b>                       | <b>400</b>         | <b>127</b> | <b>527</b>   |
| <b>TOTAL ACCOMMODATION</b>             | <b>17,690</b>        | <b>11,673</b>                    | <b>8,214</b>       | <b>449</b> | <b>8,663</b> |

## Day Skiers

In 1993, day skiers, including overnight skiers who were staying near Sun Peaks, but not at the Resort, comprised 87 percent of the skiers at the resort on a typical peak day. With the construction of the public and private accommodation units over the past eighteen years, day skiers are now estimated to make up just under half of the total skiers on peak days and a much smaller proportion mid-week. The actual proportion of day skiers on any given day is difficult to determine since day skiers could be season pass holders or value card holders, as well as those purchasing a single day ticket. The day skier market fluctuates considerably from weekend to weekend depending on snow and weather conditions. As the Resort matures and more on-hill accommodation is provided, the balance between day and overnight visitors will continue to shift towards a higher proportion of overnight visitors throughout the season. Assuming a moderate growth in the existing day skier market, we estimate that day skiers will make up less than 30 percent of the peak day totals by the end of Phase 3, as outlined in Table VI.5.

**TABLE VI.5  
RESORT PROGRAM**

|                                                | 2011/12      | PHASE 2       | PHASE 3       |
|------------------------------------------------|--------------|---------------|---------------|
| <b>MOUNTAIN CAPACITY (SCC)</b>                 | <b>7,720</b> | <b>11,220</b> | <b>11,660</b> |
| <b>Developed Bed Units</b>                     | <b>6,794</b> | <b>12,773</b> | <b>17,690</b> |
| Overnight Skiers within Skier Walking Distance | 2,764        | 5,736         | 8,202         |
| Overnight Skiers beyond Skier Walking Distance | 590          | 441           | 461           |
| <b>Overnight Skiers</b>                        | <b>3,354</b> | <b>6,177</b>  | <b>8,663</b>  |
| <b>Day Skiers</b>                              | <b>3,159</b> | <b>3,200</b>  | <b>3,300</b>  |
| <b>TOTAL SKIERS</b>                            | <b>6,513</b> | <b>9,377</b>  | <b>11,963</b> |
| Percent Overnight Skiers                       | 51%          | 66%           | 72%           |
| Percent Day Skiers                             | 49%          | 34%           | 28%           |

*Based on nominal growth of Day Skier Market*

## Day Skier Parking Requirements

Adequate parking near the lifts must be provided for day skiers. In addition, parking and/or transportation to the lifts must be provided for those skiers at the Resort who are staying in accommodation beyond walking distance of a lift. Table VI.6 outlines the parking required during each phase of development. At the completion of Phase 3, we anticipate that 10 percent of day skiers will travel to the resort by bus. Assuming an average occupancy rate of 2.5 people per car, 1,188 stalls are required for day skiers and 185 stalls are required for overnight guests. If 450 stalls are needed for Resort employees and non-skiers, then an area of 5.5 hectares must be reserved for day skier parking. The existing day skier lot at the Village will be increased in Phases 2 and 3 to a final size of 3.9 hectares.

The Burfield day skier lots will be reconfigured when the Burfield Lift is shortened in Phase 3. In Phase 2, temporary day skier parking will be provided on the East Village site adjacent to the base of the Morrissey Express and the future Orient Ridge lift. As the East Village is developed, the day skier parking will move to the east of the developed parcels, eventually onto the parking area for the community park in Phase 3. If a recreation centre is developed in the park lands in Phase 4, day skier parking will be relocated to the Phase 4 lands, as the recreation centre will require its own parking.

**TABLE VI.6  
SKIER PARKING REQUIREMENTS**

| <b>SKIER PARKING LOT REQUIREMENTS</b>                            | <b>2011/12</b> | <b>PHASE 2</b> | <b>PHASE 3</b> |
|------------------------------------------------------------------|----------------|----------------|----------------|
| <b>Assumptions:</b>                                              |                |                |                |
| Percent Day Skiers by Car                                        | 100%           | 95%            | 90%            |
| Percent Day Skiers by Bus                                        | 0%             | 5%             | 10%            |
| Percent Overnight Skiers beyond SWD by Car                       | 100%           | 100%           | 100%           |
| Skiers per Car                                                   | 2.5            | 2.5            | 2.5            |
| Skiers per Bus                                                   | 40             | 40             | 40             |
| Cars per Hectare                                                 | 350            | 350            | 350            |
| Buses per Hectare                                                | 70             | 70             | 70             |
| Non Skier & Employee Cars                                        | 300            | 375            | 450            |
| <b>Day Skier Parking</b>                                         |                |                |                |
| Day Skiers                                                       | 3,159          | 3,200          | 3,300          |
| Day Skiers by Car                                                | 3,159          | 3,040          | 2,970          |
| Number of Day Skier Cars                                         | 1,264          | 1,216          | 1,188          |
| Day Skiers by Bus                                                | -              | 160            | 330            |
| Number of Day Skier Buses                                        | -              | 4              | 8              |
| <b>Parking Area Required for Day Skiers</b>                      | <b>3.6</b>     | <b>3.5</b>     | <b>3.5</b>     |
| <b>Overnight Skier Parking</b>                                   |                |                |                |
| Overnight Skiers outside Skier Walking Distance                  | 590            | 441            | 461            |
| Number of Overnight Skier Cars                                   | 236            | 176            | 184            |
| Number of Non Skier & Employee Cars                              | 300            | 375            | 450            |
| <b>Parking Area Required for Skier &amp; Employee Cars (ha.)</b> | <b>1.5</b>     | <b>1.6</b>     | <b>1.8</b>     |
| <b>Total Skier Parking Area Required (ha.)</b>                   | <b>5.1</b>     | <b>5.1</b>     | <b>5.3</b>     |
| <b>SKIER PARKING AREA PROVIDED (ha.)</b>                         | <b>5.3</b>     | <b>5.2</b>     | <b>5.5</b>     |
| Potential Number of Day Skiers if lots full to capacity          | 3,336          | 4,215          | 4,483          |

The day skier parking lots proposed for Phase 3 are summarized in Table VI.7 and identified on Figure 18, the Base Area Parcelization and Zoning Plan. The Bentos and Village short term drop-offs provide approximately 70 stalls to allow convenient drop-off of skiers and ski school check-in; they are not intended for full day parking.

**TABLE VI.7  
DAY SKIER PARKING SUPPLY AT END OF PHASE 3**

| <b>Lot Number</b> | <b>Location</b>               | <b>Area ha.</b> | <b>Cars per ha.</b> | <b>Total Cars</b> | <b>Percent Skiers</b> | <b>Skiers per Car</b> | <b>Skiers</b> |
|-------------------|-------------------------------|-----------------|---------------------|-------------------|-----------------------|-----------------------|---------------|
| P1                | Burfield Base - West          | 0.85            | 350                 | 298               | 90%                   | 2.5                   | 669           |
| P2                | Burfield Base - East          | 0.37            | 350                 | 130               | 100%                  | 2.5                   | 324           |
| P3                | Village Day Skier Lot - cars  | 3.76            | 350                 | 1,315             | 80%                   | 2.5                   | 2,630         |
|                   | Village Day Skier Lot - buses | 0.14            | 70                  | 10                | 100%                  | 40                    | 400           |
| P4                | Bento's Short Term Drop-Off   | 0.15            | 350                 | 52                |                       |                       |               |
|                   | Village Drop-Off              | n.a.            | n.a.                | 21                | 0%                    | n.a.                  | n.a.          |
|                   | Delta Short Term Commercial   | n.a.            | n.a.                | 65                | 0%                    | n.a.                  | n.a.          |
| P5                | East Village Park             | 0.38            | 350                 | 133               | 50%                   | 2.5                   | 166           |
| <b>Total</b>      |                               | <b>5.65</b>     |                     | <b>2,023</b>      |                       |                       | <b>4,189</b>  |

The capacity of the base area to supply skiers during peak periods at the completion of Phase 3 is estimated at 12,400 skiers on a peak day, as shown in Table VI.8. This table has been prepared assuming that guests will stage from the lift nearest to their accommodation. This information is presented graphically on Figure 19, the Base Area Staging Analysis.

**TABLE VI.8  
PHASE 3 BASE AREA SKIER STAGING ANALYSIS**

| <b>Skier Staging Analysis</b> | <b>Beds</b>   | <b>Skiers from Beds</b> | <b>Parking Stalls</b> | <b>Skiers from Parking</b> | <b>Total Skiers</b> |
|-------------------------------|---------------|-------------------------|-----------------------|----------------------------|---------------------|
| Burfield Base                 | 1,376         | 557                     | 427                   | 993                        | 1,550               |
| Lift 8                        | 432           | 159                     |                       |                            | 159                 |
| Village Base - beds and cars  | 4,659         | 2,485                   | 1,315                 | 2,630                      | 5,115               |
| - skiers by bus               |               |                         | 10                    | 400                        | 400                 |
| Morrissey & Orient Ridge      | 6,623         | 3,447                   | 133                   | 166                        | 3,613               |
| Lift 17                       | 3,709         | 1,554                   |                       |                            | 1,554               |
| Within Skier Walking Distance | <b>16,799</b> | <b>8,202</b>            | <b>1,885</b>          | <b>4,189</b>               | <b>12,391</b>       |
| Beyond Skier Walking Distance | 891           | 461                     |                       |                            |                     |
| <b>Total (Phases 1-3)</b>     | <b>17,690</b> | <b>8,663</b>            |                       |                            |                     |

*Includes Pre-Development Agreement and Employee beds.*

## .6 Commercial Space Use Program

A significant amount of commercial floorspace is required for a successful mountain resort. Commercial facilities such as shops, restaurants, office space, conference space and indoor recreation facilities support the primary winter and summer activities such as skiing and golf. At completion of Phase 3, commercial space will be required to service the approximately 11,700 resort visitors who will be staying overnight in both public and private accommodation units.

The commercial floorspace program for Sun Peaks Resort (Table VI.9) lists recommended amounts of restaurant/bar, retail, office, conference and recreation space at the completion of Phase 3. The commercial floorspace program has been developed from research conducted by Ecosign at the following North American destination resorts: Whistler Village in Canada, and Sun Valley, Elkhorn and Northstar Villages located in the United States. Using the overall requirement of approximately 2.15 square meters of commercial floorspace per visitor, a total of about 25,100 square metres of commercial space would be needed to serve the 11,700 overnight visitors expected at the completion of Phase 3.

**TABLE VI.9  
COMMERCIAL SPACE USE PROGRAM**

| <b>Development Phase</b>      |                        | <b>2011/12</b>                           | <b>Phase 2</b> | <b>Phase 3</b> |
|-------------------------------|------------------------|------------------------------------------|----------------|----------------|
| Number of Overnight Guests    |                        | 4,520                                    | 8,318          | 11,673         |
|                               | <b>Space per Guest</b> | <b>Recommended Space (m<sup>2</sup>)</b> |                |                |
| <b>Commercial Program</b>     | <b>(m<sup>2</sup>)</b> |                                          |                |                |
| Retail                        | 0.48                   | 2,170                                    | 3,992          | 5,603          |
| Restaurant/Bar                | 0.77                   | 3,480                                    | 6,405          | 8,988          |
| Office                        | 0.25                   | 1,130                                    | 2,079          | 2,918          |
| Indoor Recreation             | 0.28                   | 1,266                                    | 2,329          | 3,268          |
| Conference                    | 0.37                   | 1,672                                    | 3,078          | 4,319          |
| <b>Total Commercial Space</b> | <b>2.15</b>            | <b>9,718</b>                             | <b>17,883</b>  | <b>25,097</b>  |

### Retail

Shopping is a recreational activity for many tourists. Retail shops enhance the atmosphere, activity and revenue opportunities for a resort. Retail space includes shops and souvenir stores, clothing, sporting goods, jewellery, and specialty shops. Utilizing an average of 0.48 square metres per visitor, Sun Peaks Resort will require 5,600 square metres of commercial retail space. Each hotel or condotel within the villages should have a certain amount of retail space directly accessible from the pedestrian streets, plazas, and lobby areas. Both villages have been designed with this in mind and several retail establishments are already operating.

A gas station/convenience store site has been provided near the Burfield Base. Adjacent to the gas station site is a 1-hectare Light Industrial Site that will be used for various commercial enterprises and offices. Also, the Tourist Accommodation zones permit up to 30 percent of the gross floor area to be developed as commercial space.

### Restaurant/Bar

Food and beverage includes all styles of restaurants, delicatessens, fine dining and nightly entertainment establishments. The major attraction at many resorts, next to skiing, is the nightlife and fine dining. Quality and diversity in dining and entertainment opportunities brings a village to “life” in the evening hours. Restaurants located at street level in sunny locations allow for outdoor patios, which greatly enhance the overall ambience of the village. The commercial space use program calls for 0.77 square metres per visitor, for a total of approximately 9,000 square metres of restaurant and bar space. Most of the restaurants will be located in the two villages; however the Tourist Accommodation zoning does allow restaurants in tourist lodges and inns.

### Office

The provision for office and administrative space has been included, and it is recommended that 0.25 square metres be provided for each visitor, resulting in 2,900 square metres of commercial office space. Office space will be located in some of the village buildings and in the Light Industrial Site at the Burfield Base.

### Recreation

Indoor recreation activities such as swimming, aerobics and racquet sports are desirable to supplement winter skiing and provide alternative sports activities throughout the year. These amenities are important to promote year-round activity and attract guests throughout the summer months. A total of approximately 3,300 square metres are recommended for recreation facilities, based on 0.28 square metres per visitor. The Sun Peaks Resort Sports Centre has already been built near the Village core. The community park in the East Village has been designed to accommodate a major recreation centre including an indoor ice arena.

### Conference

The commercial program recommends supplying 0.37 square metres per visitor of conference space within the village core. This equates to 4,300 square metres of meeting facilities. Approximately 1,700 square metres of conference and meeting space has already been developed in the main village. Parcel S, the major hotel site has been programmed for approximately 2,300 square metres of conference space. Conference and meeting rooms are distributed through several of the other existing village hotels and we expect the new hotels in the East Village will also include some meeting space.

## **.7 Development Phasing**

The accommodation at Sun Peaks Resort is planned to expand as recreational amenities on the mountain and in the valley are developed. The phasing schedule developed in the 1993 Master Plan was designed to supply public beds to meet the minimum percentages required by the British Columbia Commercial Alpine Ski Policy. Phase 1 was planned to have 35 percent public beds and this percentage was to increase to 50 percent by Phase 3, as the Resort underwent the transition from a regional to a destination resort. However, the market demand for properties that could produce a rental income has exceeded the demand for private accommodation. To meet this demand, several good tourist accommodation sites located near the village core, initially planned to be developed in later phases, were brought to the marketplace. Therefore, Sun Peaks Resort is in the enviable position of greatly exceeding its minimum requirement for public accommodation for Phase 1, although it still has not used up its bed unit entitlement for the recreation improvements it has constructed to date.

With the completion of the single-family subdivisions on Fairways Drive and Mountain View, most of the land between the Burfield base and the Village has been developed. For the past five years, SPRC has been focusing on the lands east of the Village that surround the golf course. There are still several undeveloped parcels in close proximity to the existing infrastructure, as well as 3 undeveloped sites in the Village. The expansion of skiable terrain is sensitive to market considerations, which in turn affects the phasing of residential development. Development parcels will be phased and offered for development as these considerations allow, keeping in mind the bed unit entitlements and the ratio of public to private beds which must be maintained under the Commercial Alpine Ski Policy. A tentative parcel phasing schedule based on current projections of market demand is shown on Figure 20, the Base Area Phasing Plan.

## **.8 Village Design Principles**

The original Sun Peaks Master Plan prepared in 1993, articulated a vision for a central pedestrian village to provide a focus for visitor activity at the Resort. The design of the village was inspired by traditional mountain towns in Europe. The village plan prepared by Ecosign contained a tightly knit arrangement of hotels, condotels and skier service buildings, as well as a recreation centre clustered around the base of the Sunburst and Sundance Express chairlifts. The architectural theme selected for the Village at Sun Peaks was influenced by the Sud-Tirol region of the European Alps with its variety of pastel coloured stucco buildings, low sloped roofs and interesting window treatments. A Building Scheme including design guidelines, building footprints and building envelopes was established to preserve the design intent as development sites were sold to third party developers. Since 1993, nine of the twelve village hotel sites have been developed predominantly in accordance with the original vision.

SPRC constructed the Village Day Lodge, the Sun Peaks Sports Centre and the Children's Building and completed landscaping throughout the village area. The design principles used to shape the Village at Sun Peaks were also used for the design of the East Village and are summarized below.

### Building Orientation and Massing

- Bring the lifts and ski trails into the village centre
- Preserve important view corridors
- Allow sun to penetrate the pedestrian spaces and gathering areas
- Let nature into the urban environment
- Fit buildings into the natural topography and avoid excessive regrading
- Keep buildings to a human scale (average 3 to 4 storeys)
- Ground floor level is used for shops, restaurants and skier services
- Use building modules to break up the appearance of large buildings
- A clock tower or other iconic feature can act as a focal point for gatherings



## Pedestrian Environment

- Provide pedestrian only village streets by constructing underground parking and keeping vehicle access routes on the village perimeter.
- Use covered arcades or awnings in front of the buildings along the pedestrian street to provide a sheltered route through the village during inclement weather.
- Limit the village street grade to 6 percent, with more level grades in the squares. Provide each building with one or more ramped entrance to the pedestrian arcade from the pedestrian mall. Avoid steps within the arcade.
- Create interest by avoiding long straight “canyon like” pedestrian routes.
- Locate gathering spaces and outdoor patios in areas with good sun exposure and views.
- Provide seating using a combination of benches, steps and planter walls.
- Ground level storefronts, restaurants and outdoor patios enhance the pedestrian environment.



## Architecture

- Predominantly wood frame buildings over concrete parking garages and ground floor commercial space.
- Building facades are a mix of pastel coloured stucco, stone and wood.
- Provide a variety of intriguing window treatments.
- Concrete tile roofs with gabled rooflines, variety of pitches and use of dormer windows.
- Decks and balconies to provide useable outdoor space



*Village Entrance of Sun Peaks Delta Hotel*

### Snow Management

- Maintain snow on the roofs by using cold roof design principles, limiting slopes to 5 in 12 and providing snow clips.
- Use landscaping planters around the buildings to add visual interest to the streetscape and provide a safe place for snow falling from the roofs.
- Maintain a thin layer of snow on the pedestrian streets to facilitate skiing down the street.
- Ensure village pedestrian streets are wide enough to allow access for snow grooming machines.



*Central Village Streetscape*



*Roof Surface and Snow Clips – Village at Sun Peaks*

## **.9 Village Plans**

### **Village at Sun Peaks**

Figure 21, the Central Village Schematic Plan graphically depicts the horizontal layout of the village indicating pedestrian areas, building footprints and roof lines and roadways. Buildings shown in deep red on the plan have already been constructed, while those shown in pink are proposed. Most of the village buildings are limited to 3 or 4 storeys in height, although a site for a large, full service hotel of up to 8 storeys has been provided in Parcel S on the eastern edge of the Village. The traffic circulation and underground parking layout are shown on Figure 22, Central Village Parking & Circulation Plan.

The key pedestrian gateway to the Village is via the main resort drop-off adjacent to the Village Daylodge (AA) and the Sundance Lodge (A). The arriving visitors are greeted by an intriguing view of the narrow winding street between the Hearthstone (B) and Sundance Lodges, as well as the scenic covered bridge which crosses McGillivray Creek to the golf course. The village street leads to the main village square which is framed on the east by the Delta Sun Peaks Hotel (F/G/H) and open to the slopes on the north side. The clock tower on the northeast corner of the Sundance Lodge provides a focal point and a meeting place for resort guests. A large restaurant terrace on the Delta Sun Peaks overlooks the Village Square and the ski slopes. The ski slope passes behind the Nancy Greene Cahilty Lodge (K) and the conference wing of the Delta Sun Peaks.



*Delta Restaurant Terrace*

The main pedestrian mall continues east from the village square past the Sun Peaks Lodge (D) and the Heffley Inn (L) to another landscaped pedestrian plaza bounded by the Heffley, the Fireside Lodge (M) and the Delta Residences (I/J). After crossing Village Way, the pedestrian walkway extends to the east behind the Sports Centre to the large convention hotel site on Parcel S. Pedestrians can walk a full circuit by crossing Village Way between the Sports Centre and future Building R to walk along a valley trail behind the Kookaburra Lodge (Building N/Q). This valley trail overlooks McGillivray Creek and includes various patios and terraces.

Table VI.10 summarizes the intended programming for the central Village at Sun Peaks. At completion, the central Village will contain 20 buildings with a total gross floor area of 104,000 square metres. Approximately 8,600 square metres will be devoted to skier service facilities operated by the Sun Peaks Resort Corporation. In addition, the Village will contain approximately 13,800 square metres of commercial space including restaurants, retail and office space, conference facilities and indoor recreational space. The Village will contain approximately 3,300 public beds.

**TABLE VI.10  
CENTRAL VILLAGE DEVELOPMENT PROGRAM**

| Parcel | Name                   | Parcel Area | Gross Floor Area m <sup>2</sup> | Skier Service Space m <sup>2</sup> | Net Comm. Space m <sup>2</sup> | Gross Accom. Space m <sup>2</sup> | Net Accom. Space m <sup>2</sup> | Number of Units m <sup>2</sup> | Number of Bed Units m <sup>2</sup> |
|--------|------------------------|-------------|---------------------------------|------------------------------------|--------------------------------|-----------------------------------|---------------------------------|--------------------------------|------------------------------------|
| AA     | Village Daylodge       |             | 1,921                           | 1,921                              |                                |                                   |                                 |                                |                                    |
| BB     | Future Skier Services  |             | 2,486                           | 2,486                              |                                |                                   |                                 |                                |                                    |
| CC     | Bento's Daylodge       |             | 1,067                           | 1,067                              |                                |                                   |                                 |                                |                                    |
| DD     | Future Skier Services  |             | 2,200                           | 2,200                              |                                |                                   |                                 |                                |                                    |
| EE     | Children's Programs    |             | 169                             | 169                                |                                |                                   |                                 |                                |                                    |
| GG     | Medical/Administration |             | 1,125                           | 750                                | 375                            |                                   |                                 |                                |                                    |
| A      | Sundance Lodge         | 0.31        | 5,355                           | -                                  | 630                            | 4,725                             | 3,555                           | 84                             | 186                                |
| B      | Hearthstone Lodge      | 0.35        | 5,103                           | -                                  | 755                            | 4,348                             | 3,174                           | 70                             | 172                                |
| C      | Future Condotel        | 0.28        | 3,600                           |                                    | 675                            | 2,925                             |                                 | 47                             | 117                                |
| D      | Sun Peaks Lodge        | 0.23        | 2,319                           | -                                  | 409                            | 1,910                             | 1,270                           | 44                             | 74                                 |
| E      | Village Common Space   | 0.68        |                                 |                                    |                                |                                   |                                 |                                |                                    |
| F/G/H  | Delta Sun Peaks        | 1.10        | 17,508                          | -                                  | 2,962                          | 14,546                            | 8,572                           | 222                            | 580                                |
| I/J    | Delta Residences       | 0.37        | 6,644                           | -                                  | 1,233                          | 5,411                             | 3,356                           | 41                             | 216                                |
| K      | N.G. Cahilty Lodge     | 0.44        | 9,759                           | -                                  | 300                            | 9,458                             | 7,920                           | 126                            | 378                                |
| L      | Heffley Inn            | 0.12        | 1,714                           | -                                  | 132                            | 1,581                             | 955                             | 26                             | 63                                 |
| M      | Fireside Lodge         | 0.39        | 5,590                           | -                                  | 460                            | 5,130                             | 3,969                           | 70                             | 205                                |
| N/Q    | Kookaburra Lodge       | 0.84        | 7,150                           |                                    | 850                            | 6,300                             |                                 | 28                             | 286                                |
| O      | Sports Centre          | 0.65        |                                 |                                    | 227                            |                                   |                                 |                                |                                    |
| R      | Future Condotel        | 0.53        | 5,050                           |                                    | 800                            | 4,250                             |                                 | 57                             | 170                                |
| S      | Future Four Star Hotel | 1.33        | 25,375                          |                                    | 4,000                          | 21,375                            |                                 | 300                            | 855                                |
|        |                        | <b>7.62</b> | <b>104,135</b>                  | <b>8,593</b>                       | <b>13,809</b>                  | <b>81,960</b>                     | <b>32,771</b>                   | <b>1,115</b>                   | <b>3,303</b>                       |

Three accommodation parcels in the Central Village still remain to be developed, as well as two additional skier services buildings and a medical administration building proposed to be located along the existing snow front. A brief description of the development intent of each of the undeveloped parcels follows.

#### Parcel BB – Skier Services Building

Parcel BB is located directly on the snowfront and across from the Village Daylodge, on the main skier drop-off loop. Building BB will have two floors. The height of this building must be limited to avoid shading of the lift queuing area of the Sunburst Express; therefore, the second floor has been built into the roof and has a reduced footprint. Skier services planned for building BB are: learning centre (ski school), guest services, day care facilities, snack bar, public washrooms and lockers, staff lockers and lunch room space for snow sport instructors and management staff, administration space for senior snow sport employees and meeting space.

### Parcel DD – Skier Services Building

Parcel DD is located across from Bento's, on the day skier parking lot. Detailed programming of this building has not been undertaken at this time.

### Parcel GG – Medical/Administration Building

The existing health unit trailer will eventually be replaced with a permanent medical centre which may contain some administrative space for SPRC.

### Parcel C – Condotel

Parcel C is situated on Creekside Way immediately south of the Village Daylodge. The intended use is for a condotel building with approximately 39 units and 117 public bed units. Gross floor space is planned at 3,600 square meters, with approximately 675 square meters of commercial space on the ground floor. The commercial space planned for the ground floor has good exposure because of the building's proximity to the skier drop off loop at the Village Daylodge and the snow front.

### Parcel R- Condotel

Parcel R has site area of 0.53 hectares and the intended use is for a condotel building with approximately 57 units and 170 public bed units. The ground floor will have 800 square metres of commercial space.

### Parcel S –Post Hotel

Parcel S, with an area of 1.33 hectares, is the largest of all the Central Village properties. Parcel S is located directly on the Gentle Giant ski run at the east end of the Central Village. This site is intended for a large, full service four or five-star hotel with accompanying retail, conference and recreational facilities. Since the site is on the north side of the village, against the ski hill, a taller building (maximum eight storeys) can fit on this site without impacting the sun exposure to other village buildings or the pedestrian areas. Development of this site is anticipated to occur in Phase 3.

## **East Village Plan**

The East Village is situated on gently sloping ground between Valley Drive and the 11<sup>th</sup> hole of the Sun Peaks Resort Golf Course. The existing Morrissey Express quad and the proposed Orient Ridge chairlift will form a western anchor to the Village. A large community park is the eastern anchor to the east village. The total area of the East Village site is 5.54 hectares, including internal circulation roads. Figure 23, the East Village Schematic Plan illustrates the proposed layout of the buildings within the East Village.

## Massing

The East Village has been designed using the same principles as the Central Village at Sun Peaks Resort. The buildings are 3 to 4 storeys in height and all accommodation parking is provided underground so that a car-free pedestrian street can be created. The Village Street slopes from east to west at approximately 5 percent, so those guests from the Village buildings and development parcels to the east will be able to ski/snowboard down to the lifts. At the west edge of the Village, adjacent to the lifts, skier services facilities are provided in Building E-A at a walk-out level overlooking the lifts. A skating pond has been included to provide further animation to the Village Square along the ski-front. The pedestrian street starts at the ski front and ends at the public park, where a valley trail and other walking trails continue. A three-dimensional computer rendering of the East Village is presented on Figure 25 and two cross-sections through the East Village are shown on Figure 26.

## Circulation

The Parking and Circulation Plan for the East Village is presented on Figure 24. Drop-off and underground parking access for Buildings E-A, E-B and E-C is on Valley Drive. The ramp for Buildings E-A and E-B is common and there are two levels of parking under Building E-A. The through road to McGillivray Lake intersects Valley Drive between Buildings E-I and E-K. A short public road from the McGillivray Road terminates in a cul-de-sac surrounded by Buildings E-D, E-G, E-H and E-I. Vehicle access to Building E-K and the community park will be through either a public road or a shared driveway since both parcels will have legal access along Valley Drive. Parcels E-E and E-F are landlocked. We have envisioned that Parcel E-E would be connected to Parcel E-D at the underground level and developed by the same ownership group. Similarly, Parcel E-F is connected to Parcel E-G. An alternate solution, if smaller development parcels are required, would be to provide legal access over the surface parking lot as was originally contemplated for the Delta Sun Peaks parcel. Commercial parking for the East Village is concentrated in the “Marketplace Square”, which contains approximately 90 surface spaces and another 90 spaces underground.

A summary of the development program for the East Village is presented in Table VI.11. The East Village contains 10 buildings with a total gross floor area of 51,362 square meters (552,856 ft<sup>2</sup>). These buildings contain 1,735 bed units based on 1 Bed Unit per 25 m<sup>2</sup> of gross accommodation floor area. We estimate the East Village will provide approximately 440 units if all the buildings are developed as condotels containing 1 or 2 bedroom units. A floor by floor floorspace analysis for each building is presented in Tables VI.12A through VI.12J. Although we have assumed each building will contain either 1-bedroom or 2-bedroom units to prepare this estimate (similar to the existing Village), we anticipate individual developers will choose to provide a mix of unit types and a variety of unit sizes in each building.

**TABLE VI.11  
EAST VILLAGE DEVELOPMENT PROGRAM**

| Building                      | Gross Floor Area<br>m <sup>2</sup> | Skier Services Space<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | # of Units | Parking Supplied | Accom Parking Required | Comm Parking Required |
|-------------------------------|------------------------------------|----------------------------------------|------------------------------|-----------------------|--------------------------------|-------------------------------------|------------|------------------|------------------------|-----------------------|
| A - Daylodge Surface Lot at A | 7,073                              | 2,258                                  | -                            | -                     | 4,815                          | 193                                 | 64         | 63               | 64                     |                       |
| B - Condotel                  | 4,920                              | -                                      | 612                          | 462                   | 3,845                          | 154                                 | 51         | 50               | 51                     | 20                    |
| C - Condotel                  | 6,218                              | -                                      | 708                          | 500                   | 5,052                          | 202                                 | 39         | 60               | 59                     | 24                    |
| D - Condotel                  | 6,385                              | -                                      | 1,292                        | -                     | 5,093                          | 204                                 | 42         | 67               | 63                     | 43                    |
| E - Condotel                  | 5,410                              | -                                      | 1,000                        | -                     | 4,410                          | 176                                 | 36         | 55               | 54                     | 33                    |
| F - Condotel                  | 7,104                              | -                                      | 1,399                        | -                     | 5,805                          | 232                                 | 50         | 76               | 75                     | 47                    |
| G - Condotel                  | 4,315                              | -                                      | 460                          | -                     | 3,855                          | 154                                 | 30         | 46               | 45                     | 15                    |
| I - Condotel                  | 6,140                              | -                                      | 400                          | 525                   | 5,415                          | 217                                 | 44         | 46               | 45                     | 13                    |
| J - Condotel                  | 9,170                              | -                                      | 1,500                        | 750                   | 7,220                          | 289                                 | 104        | 104              | 104                    | 50                    |
| East Surface Lot              |                                    |                                        |                              |                       |                                |                                     |            | 88               |                        |                       |
| East Public UG                |                                    |                                        |                              |                       |                                |                                     |            | 100              |                        |                       |
| <b>TOTALS</b>                 | <b>56,735</b>                      | <b>2,258</b>                           | <b>7,371</b>                 | <b>2,237</b>          | <b>45,510</b>                  | <b>1,820</b>                        | <b>460</b> | <b>754</b>       | <b>560</b>             | <b>246</b>            |

**TABLE VI.12A  
EAST VILLAGE – BUILDING E-A**

| Elev             | Level          | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accom. Space<br>m <sup>2</sup> | # of Units<br>(1/55m <sup>2</sup> ) |
|------------------|----------------|------------------------------------|----------------------------------|------------------------------|-----------------------------------------|--------------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| 1279.6 to 1281.1 | Parking        | 100                                |                                  |                              |                                         | 100                            | 4                                   |                                    |                                     |
| 1283 to 1284.5   | Pkg/Skier Serv | 1,300                              | 1,200                            |                              |                                         | 100                            | 4                                   | -                                  |                                     |
| 1,288.00         | Main Level     | 1,558                              | 1,058                            |                              |                                         | 500                            | 20                                  |                                    |                                     |
| 1,292.00         | Second Level   | 1,558                              |                                  |                              |                                         | 1,558                          | 62                                  | 1,324                              | 24                                  |
| 1,295.00         | Third Level    | 1,417                              |                                  |                              |                                         | 1,417                          | 57                                  | 1,204                              | 22                                  |
| 1,298.00         | Fourth Level   | 1,140                              |                                  |                              |                                         | 1,140                          | 46                                  | 969                                | 18                                  |
| <b>Total</b>     |                | <b>7,073</b>                       | <b>2,258</b>                     | <b>-</b>                     | <b>-</b>                                | <b>4,815</b>                   | <b>193</b>                          | <b>3,498</b>                       | <b>64</b>                           |

Required Accommodation Parking

64

Total Rq'd Parking

64

Approximate Parking under Footprint

63

Off-site parking rq'd

1

**TABLE VI.12B  
EAST VILLAGE – BUILDING E-B**

| Elev<br>(Split Level) | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accom. Space<br>m <sup>2</sup> | # of Units<br>(1/55m <sup>2</sup> ) |
|-----------------------|--------------|------------------------------------|----------------------------------|------------------------------|-----------------------|--------------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| 1284/1285             | Parking      | 100                                |                                  |                              |                       | 100                            | 4                                   |                                    |                                     |
| 1287.5/1288.5         | Lower Level  | 1,095                              |                                  | 548                          | 398                   | 150                            | 6                                   | -                                  | -                                   |
| 1291.5                | Main Level   | 1,270                              |                                  |                              |                       | 1,270                          | 51                                  | 889                                | 16                                  |
| 1295.5                | Second Level | 1,170                              |                                  |                              |                       | 1,170                          | 47                                  | 995                                | 18                                  |
| 1298.5                | Third Level  | 950                                |                                  |                              |                       | 950                            | 38                                  | 760                                | 14                                  |
| <b>Total</b>          |              | <b>4,585</b>                       | <b>-</b>                         | <b>548</b>                   | <b>398</b>            | <b>3,640</b>                   | <b>146</b>                          | <b>2,644</b>                       | <b>48</b>                           |

Required Accommodation Parking

48

Req'd Comm. Pkg

18

Total Rq'd Parking

66

Approximate Parking under Footprint

50

Off-site parking rq'd

16

**TABLE VI.12C  
EAST VILLAGE – BUILDING E-C**

| Elev         | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|--------------|--------------|------------------------------------|----------------------------------|------------------------------|-----------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1288-1289    | Parking      | 100                                |                                  |                              |                       | 100                            | 4                                   |                                     |                                     |
| 1291-1294    | Lower Level  | 1,416                              |                                  | 708                          | 500                   | 250                            | 10                                  | -                                   | -                                   |
| 1,295.5      | Main Level   | 1,786                              |                                  |                              |                       | 1,786                          | 71                                  | 1,250                               | 13                                  |
| 1,299.5      | Second Level | 1,796                              |                                  |                              |                       | 1,796                          | 72                                  | 1,527                               | 16                                  |
| 1,302.5      | Third Level  | 1,120                              |                                  |                              |                       | 1,120                          | 45                                  | 952                                 | 10                                  |
| <b>Total</b> |              | <b>6,218</b>                       | <b>-</b>                         | <b>708</b>                   | <b>500</b>            | <b>5,052</b>                   | <b>202</b>                          | <b>3,729</b>                        | <b>39</b>                           |

|                                     |    |                 |    |                       |    |
|-------------------------------------|----|-----------------|----|-----------------------|----|
| Required Accommodation Parking      | 59 | Req'd Comm. Pkg | 24 | Total Rq'd Parking    | 82 |
| Approximate Parking under Footprint | 60 |                 |    | Off-site parking rq'd | 22 |

**TABLE VI.12D  
EAST VILLAGE – BUILDING E-D**

| Elev          | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|---------------|--------------|------------------------------------|----------------------------------|------------------------------|-----------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1288 to 1289  | Parking      | 150                                |                                  |                              |                       | 150                            | 6                                   |                                     |                                     |
| 1291 to 1294  | Main Level   | 1,020                              |                                  | 770                          | -                     | 250                            | 10                                  |                                     |                                     |
| 1296.5/97.5   | Second Level | 1,190                              |                                  |                              |                       | 1,190                          | 48                                  | 1,012                               | 11                                  |
| 1299.5/1300.5 | Third Level  | 890                                |                                  |                              |                       | 890                            | 36                                  | 757                                 | 8                                   |
| 1,302.5       | Fourth Level | 890                                |                                  |                              |                       | 890                            | 36                                  | 757                                 | 8                                   |
| <b>Total</b>  |              | <b>4,140</b>                       | <b>-</b>                         | <b>770</b>                   | <b>-</b>              | <b>3,370</b>                   | <b>135</b>                          | <b>2,525</b>                        | <b>27</b>                           |

|                                     |    |                 |    |                       |    |
|-------------------------------------|----|-----------------|----|-----------------------|----|
| Required Accommodation Parking      | 41 | Req'd Comm. Pkg | 26 | Total Rq'd Parking    | 66 |
| Approximate Parking under Footprint | 40 |                 |    | Off-site parking rq'd | 27 |

**TABLE VI.12E  
EAST VILLAGE – BUILDING E-E**

| Elev<br>(Split Level) | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer Recreat | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|-----------------------|--------------|------------------------------------|----------------------------------|------------------------------|-----------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1285 to 1287          | Parking      | 150                                |                                  |                              |                       | 150                            | 6                                   |                                     |                                     |
| 1288 to 1291          | Main Level   | 1,370                              |                                  | 1,000                        | -                     | 370                            | 15                                  | -                                   |                                     |
| 1,294.5               | Second Level | 1,800                              |                                  |                              |                       | 1,800                          | 72                                  | 1,530                               | 16                                  |
| 1,297.5               | Third Level  | 1,340                              |                                  |                              |                       | 1,340                          | 54                                  | 1,139                               | 12                                  |
| 1,300.5               | Fourth Level | 900                                |                                  |                              |                       | 900                            | 36                                  | 765                                 | 8                                   |
| <b>Total</b>          |              | <b>5,410</b>                       | <b>-</b>                         | <b>1,000</b>                 | <b>-</b>              | <b>4,410</b>                   | <b>176</b>                          | <b>3,434</b>                        | <b>36</b>                           |

|                                     |    |                 |    |                       |    |
|-------------------------------------|----|-----------------|----|-----------------------|----|
| Required Accommodation Parking      | 54 | Req'd Comm. Pkg | 33 | Total Rq'd Parking    | 87 |
| Approximate Parking under Footprint | 55 |                 |    | Off-site parking rq'd | 32 |

**TABLE VI.12F  
EAST VILLAGE – BUILDING E-F**

| Elev                                | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer<br>Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|-------------------------------------|--------------|------------------------------------|----------------------------------|------------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1281 to 1284                        | Parking      | 100                                |                                  |                              |                                            | 100                            | 4                                   |                                     |                                     |
| 1284.5 to 1287.5                    | Main Level   | 1,920                              |                                  | 1,152                        |                                            | 768                            | 31                                  | 538                                 | 6                                   |
| 1288.5/1291.0                       | Second Level | 2,280                              |                                  | 247                          |                                            | 2,033                          | 81                                  | 1,728                               | 18                                  |
| 1,294.0                             | Third Level  | 1,650                              |                                  |                              |                                            | 1,650                          | 66                                  | 1,403                               | 15                                  |
| 1,297.0                             | Fourth Level | 1,254                              |                                  |                              |                                            | 1,254                          | 50                                  | 1,066                               | 11                                  |
| <b>Total</b>                        |              | <b>7,104</b>                       | <b>-</b>                         | <b>1,399</b>                 | <b>-</b>                                   | <b>5,805</b>                   | <b>232</b>                          | <b>4,734</b>                        | <b>50</b>                           |
| Required Accommodation Parking      |              |                                    | 75                               | Req'd Comm. Pkg              |                                            | 47                             | Total Rq'd Parking                  |                                     | 122                                 |
| Approximate Parking under Footprint |              |                                    | 76                               |                              |                                            |                                | Off-site parking rq'd               |                                     | 46                                  |

**TABLE VI.12G  
EAST VILLAGE – BUILDING E-G**

| Elev                                | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer<br>Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|-------------------------------------|--------------|------------------------------------|----------------------------------|------------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1285 to 1287                        | Parking      | 150                                |                                  |                              |                                            | 150                            | 6                                   |                                     |                                     |
| 1288 to 1291                        | Main Level   | 1,150                              |                                  | 460                          |                                            | 690                            | 28                                  | 414                                 | 4                                   |
| 1,294.5                             | Second Level | 1,390                              |                                  |                              |                                            | 1,390                          | 56                                  | 1,182                               | 12                                  |
| 1,297.5                             | Third Level  | 900                                |                                  |                              |                                            | 900                            | 36                                  | 765                                 | 8                                   |
| 1,300.5                             | Fourth Level | 725                                |                                  |                              |                                            | 725                            | 29                                  | 616                                 | 6                                   |
| <b>Total</b>                        |              | <b>4,315</b>                       | <b>-</b>                         | <b>460</b>                   | <b>-</b>                                   | <b>3,855</b>                   | <b>154</b>                          | <b>2,977</b>                        | <b>30</b>                           |
| Required Accommodation Parking      |              |                                    | 45                               | Req'd Comm. Pkg              |                                            | 15                             | Total Rq'd Parking                  |                                     | 60                                  |
| Approximate Parking under Footprint |              |                                    | 46                               |                              |                                            |                                | Off-site parking rq'd               |                                     | 14                                  |

**TABLE VI.12H  
EAST VILLAGE – BUILDING E-I**

| Elev                                | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer<br>Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/95m <sup>2</sup> ) |
|-------------------------------------|--------------|------------------------------------|----------------------------------|------------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1287/1291                           | Parking      | 200                                |                                  |                              |                                            | 200                            | 8                                   |                                     |                                     |
| 1290/1294                           | Main Level   | 1,581                              |                                  | 750                          |                                            | 831                            | 33                                  | 582                                 | 6                                   |
| 1294/1298                           | Second Level | 1,836                              |                                  |                              |                                            | 1,836                          | 73                                  | 1,561                               | 16                                  |
| 1297/1301                           | Third Level  | 1,200                              |                                  |                              |                                            | 1,200                          | 48                                  | 1,020                               | 11                                  |
| <b>Total</b>                        |              | <b>4,617</b>                       | <b>-</b>                         | <b>750</b>                   | <b>-</b>                                   | <b>4,067</b>                   | <b>163</b>                          | <b>3,162</b>                        | <b>33</b>                           |
| Required Accommodation Parking      |              |                                    | 50                               | Req'd Comm. Pkg              |                                            | 25                             | Total Rq'd Parking                  |                                     | 75                                  |
| Approximate Parking under Footprint |              |                                    | 79                               |                              |                                            |                                | Off-site parking rq'd               |                                     | (5)                                 |

**TABLE VI.12I  
EAST VILLAGE – BUILDING E-J**

| Elev                                | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer<br>Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/55m <sup>2</sup> ) |
|-------------------------------------|--------------|------------------------------------|----------------------------------|------------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1289 to 1290                        | Parking      | 300                                |                                  |                              |                                            | 300                            | 12                                  |                                     |                                     |
| 1292.5 to 1293.5                    | Main Level   | 1,220                              |                                  |                              | 150                                        | 1,070                          | 43                                  | 749                                 | 14                                  |
| 1,297.5                             | Second Level | 1,220                              |                                  |                              |                                            | 1,220                          | 49                                  | 1,037                               | 19                                  |
| 1,300.5                             | Third Level  | 1,220                              |                                  |                              |                                            | 1,220                          | 49                                  | 1,037                               | 19                                  |
| 1,303.5                             | Fourth Level | 610                                |                                  |                              |                                            | 610                            | 24                                  | 488                                 | 9                                   |
|                                     | <b>Total</b> | <b>4,270</b>                       | <b>-</b>                         | <b>-</b>                     | <b>150</b>                                 | <b>4,420</b>                   | <b>177</b>                          | <b>3,311</b>                        | <b>61</b>                           |
| Required Accommodation Parking      |              |                                    | <b>61</b>                        | Req'd Comm. Pkg              |                                            | -                              | Total Rq'd Parking                  |                                     | 61                                  |
| Approximate Parking under Footprint |              |                                    | 41                               |                              |                                            |                                | Off-site parking rq'd               |                                     | 20                                  |

**TABLE VI.12J  
EAST VILLAGE – BUILDING E-K**

| Elev                                | Level        | Gross Floor Area<br>m <sup>2</sup> | Skier Services<br>m <sup>2</sup> | Comm Space<br>m <sup>2</sup> | Office Confer<br>Recreat<br>m <sup>2</sup> | Gross Accom.<br>m <sup>2</sup> | Bed Units<br>(1/25 m <sup>2</sup> ) | Net Accomm. Space<br>m <sup>2</sup> | # of Units<br>(1/55m <sup>2</sup> ) |
|-------------------------------------|--------------|------------------------------------|----------------------------------|------------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1289 to 1290                        | Parking      | 300                                |                                  |                              |                                            | 300                            | 12                                  |                                     |                                     |
| 1292.5 to 1293.5                    | Main Level   | 1,210                              |                                  |                              |                                            | 1,210                          | 48                                  | 847                                 | 15                                  |
| 1,297.5                             | Second Level | 1,210                              |                                  |                              |                                            | 1,210                          | 48                                  | 1,029                               | 19                                  |
| 1,300.5                             | Third Level  | 1,210                              |                                  |                              |                                            | 1,210                          | 48                                  | 1,029                               | 19                                  |
|                                     | <b>Total</b> | <b>3,630</b>                       | <b>-</b>                         | <b>-</b>                     | <b>-</b>                                   | <b>3,930</b>                   | <b>157</b>                          | <b>2,904</b>                        | <b>53</b>                           |
| Required Accommodation Parking      |              |                                    | <b>53</b>                        | Req'd Comm. Pkg              |                                            | -                              | Total Rq'd Parking                  |                                     | 53                                  |
| Approximate Parking under Footprint |              |                                    | 40                               |                              |                                            |                                | Off-site parking rq'd               |                                     | 13                                  |

## **.10 Winter and Summer Recreational Master Plans**

The base area development at Sun Peaks has been designed to ensure that an open space network flows throughout the Resort. Development surrounds an eighteen-hole golf course in the valley bottom surrounding McGillivray Creek. The ski trails descend into the developed areas to maximize the provision of ski-in/ski-out access. An extensive network of trails allows guests to walk, cycle, cross-country ski, snowshoe or roller blade throughout the resort. A major community park is provided in the East Village area. This park when developed will include a baseball diamond, soccer field and children's water park. The site is large enough to accommodate a recreation centre with an indoor ice arena, should the community grow large enough to warrant such a facility. The Phase 4 lands offer the opportunity to develop a second golf course.

To attract more guests and compete with other Regional and Destination resorts, it is necessary to provide facilities and programming for a wide range of recreational and social activities. During the winter, these activities are designed to supplement and complement skiing and snowboarding, as well as provide entertainment for those guests who do not ski or snowboard. During the summer, there also should be a wide range of activities to attract guests to the resort and provide them with a full and enjoyable holiday visit.

Ecosign has prepared updated Winter and Summer Recreation Facilities Plans that illustrate the proposed recreation facilities and trail systems on the mountain and in the valley as the resort expands towards buildout. The existing trail networks will be expanded and modified to accommodate the expansion of the ski area and the continued development of accommodation in the valley. This section outlines the proposed additions or changes to the alternative recreational facilities at Sun Peaks.

## **Winter**

The winter recreation facilities and trail networks are shown on Figures 27a and 27b. The winter trail network has been designed to provide access throughout the resort for the various user groups (pedestrians, cross-country skiers, snowshoers, downhill skiers going to and from their accommodation) while minimizing conflict points.

### **Cross-Country Skiing**

Sun Peaks provides cross-country skiing trails close to the Village, stretching throughout the McGillivray Valley. These trails extend out to, and beyond McGillivray Lake. Modifications to the existing system will be required to accommodate development of the ski area and the valley. The proposed cross-country trail network is illustrated on the Winter Recreation Facilities Plan (Figures 27a and 27b). The dedicated cross-country trail system is shown in light blue. Portions of the trail system within the valley will allow other user groups. These trails are indicated as multi-purpose on the plans and are shown in purple.

### **Valley Trail System**

The valley trail system is an important amenity connecting the various neighbourhoods and providing a pleasant and safe alternative to walking along the roads. The valley trail network will be expanded in step with the development of more accommodation parcels. Figure 27a shows the portions of the valley trail system at build-out that we anticipate will be cleared during the winter season. Trail sections that are expected to be snow covered during the winter are marked as multi-purpose.

## Snowshoeing

Since snowshoeing tends to damage the surface for cross-country skiing, a dedicated snowshoe route extends from the Burfield base out to McGillivray Lake. Some modifications will be needed to the snowshoeing trails to accommodate development. Figure 27b shows all snowshoe routes planned for the resort at build-out while Figure 27a shows the valley routes in more detail. Snowshoe trails are indicated in purple.

## Snowmobiling

Currently the parking for private snowmobilers is provided on Parcel 35 above the 16<sup>th</sup> hole of the golf course. From there, the snowmobilers use the Tod Mountain Forest Service Road to access snowmobile trails in the backcountry. As the Resort develops toward the east, the Tod Mountain FSR will be closed and replaced with a Forest Service Road on the future McGillivray Road alignment. Snowmobile parking and snowmobile access routes will continue to be moved east of the developed area. Eventually in Phase 4, snowmobile parking will be provided just outside the Controlled Recreation Area in an existing gravel pit along the McGillivray Lake Forest Service Road, as shown in Figure 27b.

## Horse and Dog Sledding

Horse drawn sleigh rides operate over the multi-purpose trail system through the Village and surrounding subdivisions and to the McGillivray Lake Outpost cabin. Currently, the dog sled operations use the same trails that are used for sleigh rides out to McGillivray Lake but are not permitted in the developed area. As development moves to the east, the dog sled operation will have to move further out. Figures 27a and 27b show the start of a proposed trail for dog sled use just east of the Phase 3 development boundary. This trail would follow the McGillivray Creek valley out to McGillivray Lake on the opposite side of the creek from the cross-country trail.

## **Summer**

During the summer, alternative activities will be critical to the success of the resort as a year-round resort. The sunny, dry summer climate at Sun Peaks is ideal for outdoor activities and due to the elevation, summer temperatures at Sun Peaks are relatively mild compared to the surrounding Kamloops region. The summer recreation facilities and trail networks are illustrated on Figures 28a and 28b. Similar to the winter trail system, the summer trail network has been designed to minimize conflict between user groups, while still allowing all the user groups access throughout the Resort.

## Valley Trail System

As mentioned previously, the valley trail system will be expanded as development proceeds to the east. The full valley trails system for development to the end of Phase 3 is illustrated in Figure 28a. Phase 4 development will also include a valley trail system which will be included as part of the Phase 4 design process.

## Mountain Biking

The existing and proposed mountain biking trails are shown in blue on the Resort Recreational Facilities – Summer plan (Figure 28b). The downhill mountain bike park currently operates from the Sunburst Express chairlift. There are opportunities to create additional trails in this area as demand increases. Should the demand for uphill capacity increase further, the operation could easily be extended onto the Sundance Express. There is an extensive cross-country mountain bike trail network to the east of the mountain bike park and extending onto Mount Morrissey. Mountain biking has been excluded from the alpine area around Mount Tod as this area has been preserved for hikers.

## Hiking

The hiking trail network is indicated in purple on Figures 28a and 28b. The Sunburst Express chairlift is used to provide sightseeing access in the summer and there are loop trails of varying length originating from the top of the lift.

## Horseback Riding

Sun Peaks currently offers horseback riding and horse drawn wagon rides throughout the summer months. A stable, located at the Burfield base, provides the staging area for horseback riding tours throughout the area. The proposed horseback riding trail network is shown on Figures 28a and 28b.

## Golf

Golfers can enjoy the Sun Peaks Resort Golf Course or choose from several championship courses in the Kamloops area. The Phase 4 base area lands offer the opportunity to develop a second golf course, should demand warrant.

## **.11 Institutional Facilities**

Since the 1993 Master Plan was completed, Sun Peaks Resort Corporation and members of the evolving community at Sun Peaks Resort have identified the need for some civic facilities within the Resort. A community fire hall was constructed by Sun Peaks Resort Corporation at the Burfield Base in 1996. Two of the development parcels at the Burfield Base have been set aside for a church and a future civic building. A potential site for a school has been identified in the same area. As previously described, a major community park containing sports fields, children's water park and room for an indoor arena has been provided at the East Village. Now that the Sun Peaks Mountain Resort Municipality has been created, the planning for civic facilities will fall under their jurisdiction.

## **.12 Proposed Eastern Access Road**

The concept of a two lane, paved, all-weather road from the Trans Canada Highway (#1) at Chase to Sun Peaks Resort was included in the first Sun Peaks Resort Master Plan in 1993. Even before the Master Plan was created the local Chase Chamber of Commerce and the Little Shuswap Indian Band had proposed access to the Tod Mountain Ski Area from the Chase area. This 35-kilometre upgrade of existing forestry roads would connect Sun Peaks Resort to the Trans Canada Highway east of Kamloops and bring the towns of Chase, Salmon Arm, Sicamous and other points within the local market area to Sun Peaks Resort without the need to travel via Kamloops. This route would reduce the travel time to Sun Peaks from the east by approximately one hour and is supported by the Little Shuswap Indian Band and the communities of Sun Peaks Mountain Resort Municipality, Chase and Salmon Arm.

This planned road will have a beneficial impact on the local market for Sun Peaks Resort by expanding the current local market area to include the Okanagan region to the south. The regional market potential to the east in British Columbia would expand to include Golden and a portion of the Trans Canada Highway to Lake Louise, Alberta. Other Alberta destination visitors would also benefit, as there would be a similar one-hour reduction in the travel time to Sun Peaks Resort for all visitors traveling along the Trans Canada Highway from the east.

It has been estimated that the tour bus traffic along the Trans Canada Highway between Alberta and Vancouver is in the order of 15,000 buses per year. The Trans Canada Highway is also an extremely popular route for tourists driving their own vehicles. In the summer, the City of Kamloops often does not have the capacity to accommodate all the overnight visitors who require an overnight stop along the route. The proposed connection from the Trans Canada Highway to Sun Peaks would make it very convenient for travellers along this route to overnight at Sun Peaks Resort.