



SHAMES MOUNTAIN SKI AREA MASTER PLAN

BY

MY RECREATIONAL MOUNTAIN CO-OPERATIVE

February 7, 2019

(Painting of Skaniist- Shames Mountain, by Roy Henry Vickers)

EXECUTIVE SUMMARY

Shames Mountain Ski Area (Shames; ski area) is owned and operated by My Recreational Mountain Co-operative (My Mountain Co-op; MMC). MMC is a co-operative organization owned by individual and business members that primarily reside in Northwest British Columbia (BC). Shames is a small operation serving a community need for day use skiing facilities and, as such, is considered a Community Alpine Ski Resort – Type 1 by the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (MFLNRORD), Mountain Resorts Branch. My Mountain Coop is Canada's first non-profit community service ski co-operative and is largely driven and powered by a strong community of volunteers.

My Mountain Co-op acknowledges the Tsimshian peoples, represented by Metlakatla First Nation, Lax Kw'allams First Nation and Kitsumkalum First Nation on whose unceded traditional territory the Shames Mountain Ski Area is located,

Project Vision

Shames Mountain Ski Area is located 32 km west of Terrace, BC, and has served the skiers and snowboarders of Terrace, Kitimat, and Prince Rupert as well as smaller communities on the north coast since 1990. My Mountain Co-op purchased the operation in 2011 to ensure that the ski area continued to operate. My Mountain Co-op's four cornerstone values are sustainability, affordability, innovation and collaboration. They govern all aspects of the existing operation and proposed expansion projects.

My Mountain Co-op strives to enhance the health and quality of life of the communities in our region that, in turn contribute to the long-term viability and sustainability of the co-operative. Shames Mountain Ski Area is considered a key recreational component of the region, and a valuable marketing asset. It has proven to be beneficial in both attracting people, particularly skilled professionals, to the region and retaining them once they arrive. The ski area, and now My Mountain Co-op, has a strong following in the region while it enriches its communities.

This Master Plan is a forward-looking document that allows for expansion of Shames' operations both within the currently serviced ski area and into the surrounding Controlled Recreation Area (CRA). No expansion to the existing perimeter of the CRA is envisioned or required for implementation of future recreational activities.

General Overview of Business (Existing and Proposed)

Shames is currently a day use ski area that offers lift-serviced skiing and snowboarding primarily to regional residents. The ski area has a variety of terrain, from beginner to expert, with generous quantities of natural snow. The current lift-serviced, skiable vertical drop is 447 m, stretching from the top of the T-bar to the bottom of the chairlift and handle tow (base area). Additionally, the majority of the CRA includes readily accessible and high-quality backcountry skiing.

Shames Mountain Ski Area operations includes: food, beverage and retail services, volunteer and paid ski patrol, equipment rentals, a ski/snowboard school, and parking. Regular school programs are offered regionally as it welcomes children from as far as Haida Gwaii.

Although Shames currently does not operate outside the winter season, it is extremely scenic, and is used by the public in the off-season for hiking, blueberry picking, mountain biking and general sightseeing.



Current average skier visits are well below the current capacity of Shames infrastructure; however, the region is projected to increase in population over the next twenty years. Many industrial projects have been proposed throughout the region, which have the tendency to increase the regional population dramatically but cannot be relied upon due to their volatility. Dependent on future population dynamics MMC is hoping to develop and expand the Shames area over the next 20 years. Such developments include; four season operations, on hill accommodation, backcountry cabins, the Barton trail, and new lift systems. Other major upgrades include power efficiency and alternatives and continued infrastructure maintenance and development. Future plans include greater involvement with youth programs, and expanding First Nations relations.

Developing four season operations would enhance use of the area by inviting a wider array of users during all seasons of the year. Four season operations include the expansion of winter season and off-season activities accessible by the whole family and different user groups across the region. Activities discussed in the master plan include cross-country skiing, snow shoeing, tobogganing, tubing, mountain biking, hiking, sight-seeing, and finally festivals and events.

On hill accommodations have been a long-standing subject amongst community members and are long anticipated to increase ski area usability, attraction, safety, and revenue. Some of the planned developments include RV parking, hostel, and single cabin clusters. These developments would tie into existing structure or have independent systems to support them. Such systems would be self-sustainable or require minimal maintenance including power, water, sewerage, and access. Each development would be addressed as a business case developed in conjunction with regional ski demands, and ski area growth potential.

Shames is considered a world class backcountry destination and has been advertised as such with rewarding benefits, particularly by drawing in international clientele. In order to cater to this ever-growing sector, MMC plans to partner up with local, provincial and national backcountry organizations to help develop backcountry cabins and yurts.

The Barton Trail is looking to expand the lift serviced ski area within the valley north of the T-bar line. The trail is viewed as a major benefit by providing greater access to skiing/snowboarding, and four-season activities such as summer hiking, mountain biking, wilderness camping and berry-picking.

Finally, the long-term plans are to expand the lift serviced ski area, particularly within the valley north of the T-Bar line. The original Shames ski area conception was to expand past the currently serviced lifts. Lift expansion is very much limited and dependent on several factors, especially skier visits and financials.

Power generation and use are normally a major topic of discussion amongst coop members. Local volunteers have demonstrated initiative to expand energy efficiency and decrease dependence on fossil fuel by implementing alternative energy sources. MMC has replaced the old generators with more modern and efficient ones, has installed solar power and is working towards heat recovery. MMC plans to relentlessly continue its quest to feasibly expand its energy efficiency and use.

Key Area(s) of Concern

The timeline and need for area expansion is directly connected to the metrics of increased skier visits, local population growth, climate change, sustainability of existing infrastructure and operations, plus development of water, septic systems and parking to support projected growth. A growing skier population and steady skier visits provide the financial backing for many projects and are considered limiting factors. Community involvement and volunteer efforts are also a major asset and will continue to play a major role in development expansions and completions.



This Master Plan has taken into account concerns related to the environment and area tenures, particularly concerns pertaining to wildlife, First Nations, forestry use and public recreational use. MMC believes that, through consultation and careful planning, such concerns may be mitigated.



ACKNOWLEDGEMENTS

We would like to thank the many individuals and businesses that have made Shames and My Mountain Coop possible. This place would have disappeared without the continued support and massive community initiatives conducted by local volunteers.

We would like to thank the initial founders of Shames Mountain, they left an amazing legacy to the community and did all the heavy lifting by choosing Shames valley. Shames was never an easy business to maintain, most ski hills have their difficulties, but three decades later, parents that grew up on the hill can teach their children how to ski and snowboard.

We would like to thank the Friends of Shames Society, that looked for strategies to keep this hill alive. These hard working individuals remain an active part of My Mountain Coop to this day, and still fuel its operation with local support, volunteer hours, and wisdom.

We would like to thank those who initiated My Mountain Coop, meeting with Mountain Equipment Coop in Vancouver, sitting in a room of lawyers to decide the faith of our northern gem. Despite occasional local skepticism, you forged forward and created something extraordinary, volunteering all of your time. Thank you for your belief in our northern communities. These thank you's go out to all our directors, past, present, that work hard behind the scenes, everything out of the goodness of their hearts ensuring the success of our Coop.

The tireless volunteers, that show up for brushing, to fundraising events, that organize fundraising events, to our partner organizations like Mount Remo Backcountry Society, to those who at the beck and call of our general manager and volunteer their expertise to fix electrical and carpentry issues. To grant writers, heat recovery starters, table bussers, snow shovelers, we thank you.

To local businesses and corporations that understand the need to support this community owned ski hill. Thank you for your donations, whether it is large sums of money to buy snowcats, free of charge rental cars, gifted generators, we would not survive without you.

All our staff, past and present, whoever you are, you have made a difference, believed in where you worked and chose us as your employer. Though sometimes it can be hard to live off a ski hill wage, thank you for being there and representing us. Thank you to our current general manager, maintenance and office staff, you guys rock, you make our dreams come true.

We would like to thank the Tsimshian Nation, who's lands we are on and share, for your continued support and hope for more involvement.

Finally, thank you to all visitors, believers, supporters, travelers, and patrons.

This is dedicated to all Employees and Volunteers past and present without you this would not be possible.

Membership is our strength!



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1 GENERAL DESCRIPTION

Shames Mountain Ski Area (Shames; ski area) is owned and operated by My Recreational Mountain Co-operative (My Mountain Co-op; MMC). MMC is a not for profit co-operative organization owned by individual and business members that primarily reside in Northwestern BC.

The ski area is located 32 km west of Terrace (Figure 1) and serves the skiing and snowboarding public of Terrace, Kitimat, and Prince Rupert, as well as smaller communities in the region.



Figure 1. Location of the operational Shames Mountain Ski Area in the red square and the Shames Mountain Access Road. (Source: Vertisee Satellite Imagery 2017)

As indicated in Figure 2, the License of Occupation for the Controlled Recreation Area (CRA) tenure held by My Mountain Co-op is a 3307.6 ha rectangular-shaped area. The CRA extends significantly beyond the currently serviced Shames Mountain Ski Area boundaries. Henceforth in this report, the mention of Shames Mountain Ski Area refers to the area currently serviced by lifts.

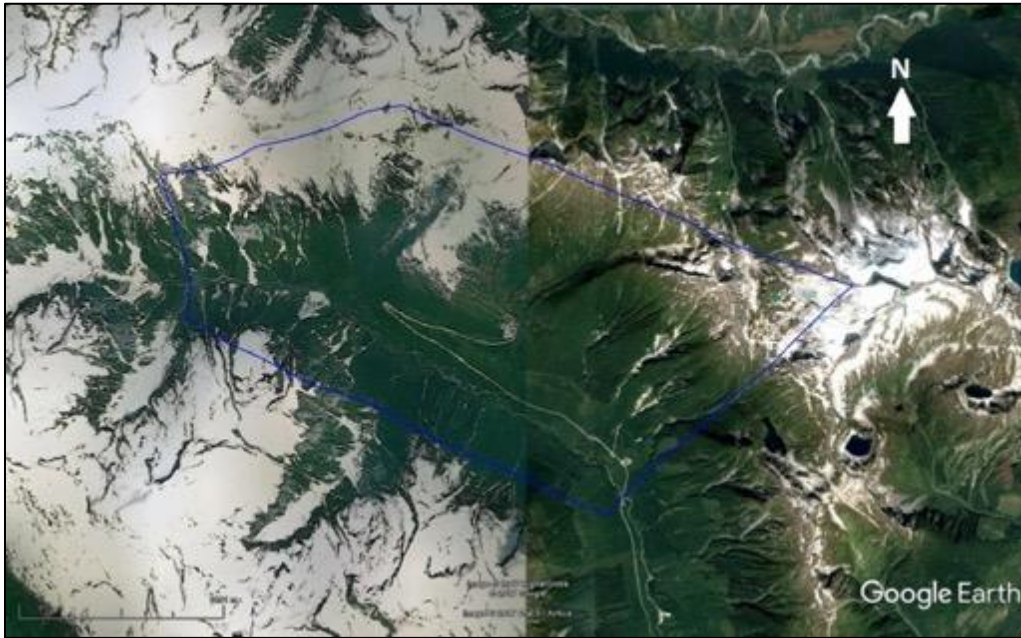


Figure 2. Shames Mountain Controlled Recreation Area (CRA) boundary in blue.

1.1 History

The Shames Mountain Ski Area operation resulted from an unsuccessful ski hill – Kitsumkalum Mountain - located in the Kitsumkalum River valley. Kitsumkalum Mountain was operated by the Regional District of Kitimat- Stikine. The ski hill experienced a dwindling snow pack as a result of its low elevation, preventing continued operation. A local group of investors purchased the assets of the Kitsumkalum Mountain, researched areas around Terrace for potential development, and ultimately developed Shames Mountain Ski Area. Shames Mountain Ski Corporation was established in 1991.

The first Shames Mountain Ski Area Master Plan was designed by Ecosign Mountain Recreation Planners in 1986. A four-phase development plan was created, projecting daily skier visits to increase from 1500 skiers per day in Phase 1 to 4900 skiers per day by Phase 4. Due to regional economic conditions and population base, Shames has not developed beyond Phase 1 of the original development plan.

In 2008, local skiers and boarders formed Friends of Shames to investigate ways of buying and operating the ski hill as a non-profit society after the original owners of Shames Mountain Ski Area put the ski hill up for sale. In 2009-2010, Shames Mountain was at risk of closure, as there was no prospective buyer for the hill. The regional ski community was faced with the dilemma of how to continue operation of the ski hill for years to come.

My Mountain Co-op was officially created in February 2011. Local individuals, businesses, societies, and corporations bought memberships and worked together to raise awareness about the benefits of running the ski area as a community service co-op. Through this awareness campaign, fundraising efforts, membership shares and corporate donations, MMC was able to enter a purchase agreement with the former owners and began operating Shames for the first time in 2011.

As of January 2013, MMC achieved the milestone of officially owning the Shames Mountain Ski Area, making it Canada's first non-profit community service ski co-operative.

1.2 Description of Experience/Activities Being Offered

For many years, Shames Mountain Ski Area has had among the highest recorded snowfalls of any lift serviced ski area in North America and is consistently selected as one of the top powder destinations by Ski Canada magazine.

Shames is currently a day use ski area that offers lift-serviced skiing and snowboarding primarily to regional residents. Shames currently operates solely during the winter season. Visitors from outside the region include Canadian skiers particularly from western Canada, international clientele, and heli-skiing clientele on no-fly days.

The ski area has a variety of terrain, from beginner to expert, with generous quantities of natural snow. There are 29 ski runs, of which 21% are rated beginner (green), 58% intermediate (blue) and 21% advanced (black). There are one or two terrain parks, depending on volunteer construction efforts and available materials during the ski season. The current lift-serviced, skiable vertical drop is 447 m, stretching from the top of the T-bar to the bottom of the chairlift (base area).

Additionally, the majority of the CRA includes readily accessible and high-quality backcountry skiing. This extensive backcountry skiing has become a hallmark of Shames, and has been praised in many national and international ski industry publications, drawing visitors to the area.

The ski area generally operates from December to April, four days per week. During Christmas holidays the ski area generally operates seven days per week. Shames closes in April due to declining skier interest. Due to its scenic location, it is used by the public in the off-seasons for hiking, blueberry picking, mountain biking, and sightseeing.

Ski area operations include food, beverage and retail services, volunteer and paid ski patrol, equipment rentals, a ski/snowboard school, and parking. A school program is offered for eligible school children in the region by the Canadian Ski Council, which includes largely discounted lift tickets, equipment rental and lessons. In an effort to encourage participation in skiing at a young age, a complimentary season pass is offered to all children enrolled in Grade 5.

There are currently no on-hill accommodations at Shames. Numerous regular users and visitors to the area have enquired about the possibility of overnight accommodation within the CRA.



Photograph 1. Backcountry skiing near Shames. (Photographer Doc Pow from Snowseekers)

1.3 Base and Mountain Infrastructure

A map illustrating the current operations at Shames is presented in Appendix 1, Map 1: Shames Mountain Ski Area Map.



Photograph 2. Aerial shot of Shames and base operations, view northwest.

Base area infrastructure currently includes a lodge, rental building, ski club trailer, sewer and water building and maintenance building. My Mountain Co-op also operates an office in Terrace that services the needs of the Co-op and the ski hill.

The ski area operations currently include one double chair lift (Blue Chair), one T-bar (Red T-bar) and one handle tow. These lifts were installed in 1990, during the ski area's inception. The three lifts have a total rated uphill capacity of 2,365 passengers per hour as outlined in Table 1.

Table 1. Shames Mountain Ski Area Lift Specifications

Specifications	Blue Chair	Red T-bar	Handle Tow	TOTAL
Top Elevation (m)	1,018	1,157	735	
Bottom Elevation (m)	710	1,000	710	
Total Vertical (m)	308	157	25	490
Rated Capacity (people)	1,135	920	310	2,365
Trip Time (min)	10.01	4.10	1.72	

1.3.1 Chair Lift

Shames operates one double chair lift (Blue Chair). The lift is 1,500 m long, is supported by 16 towers and powered by a 200-horsepower electric motor. The lift was manufactured by Mueller/Borvig, BCSA # 158.02 and of the 190 chairs, 189 are in operation.



Photograph 3. Chairlift near the top of its run. (Photographer: Talon Gillis).

1.3.2 T-Bar

Shames operates one T-bar (Red T-bar). The T-bar is 600 m in length, supported by 7 towers and powered by 75 horsepower. The lift is manufactured by Dopplemyer, BCSA # 158.01.



Photograph 4. Top of the T-bar, view southwest of the Shames Valley.

1.3.3 Handle Tow

Shames operates one handle rope tow, which is 80 m in length and was manufactured by Borer, BCSA# 158.03.

1.3.4 Lodge

The lodge is a two story, 6,400 square foot building. The lodge capacity is 150 people on the bottom floor and 300 people on the top floor, with additional capacity on the upper exterior deck. The building provides the following services:

- ♦ Cafeteria/food services
- ♦ Bar
- ♦ Ticket sales
- ♦ Office space for the Ski Area Manager
- ♦ Lunch eating area
- ♦ Upper (outside) barbecue deck
- ♦ Lockers
- ♦ First aid and ski patrol amenities
- ♦ Play room for children



Photograph 5. Main Lodge at Shames, view northwest.

1.3.5 Parking

There are two parking lots, which provide a total vehicle capacity of 287 vehicles. The upper and lower lots have capacity for 154 and 133 vehicles, respectively.

1.3.6 Rental Building

The rental building is approximately 1,730 square foot pre-fabricated building. It provides services such as ski and snowboard rental area and repairs, as well as locker rentals.

1.3.7 Ski Club Building

The ski club building is a mobile structure, which provides an area for members of Shames Mountain Ski Club to meet and discuss ongoing events.



1.3.8 Sewer and Water Building

The sewer and water building was constructed on-site and is accessed by a separate driveway from the Shames Mountain Access Road, approximately 500 m prior to arrival at the Shames Mountain Ski Area base. It houses the following:

- ♦ Multi stage sewage treatment plant
- ♦ Intake fresh water treatment

1.3.9 Maintenance Area

The maintenance area is accessed via a separate driveway from the upper parking lot. This area includes:

- ♦ A two-bay, 3,200 square foot maintenance shop and additional outside parking area
- ♦ One generator outbuilding, which houses the main and auxiliary generators
- ♦ Two grooming machines
- ♦ One front end loader
- ♦ One snowmobile

1.3.10 T-Bar Generator Building

A small, approximately 220 square foot building houses the T-bar generator near the bottom of the T-bar on the upper mountain.

1.3.11 My Mountain Co-op Office

MMC- Shames Mountain operates an office in the City of Terrace. The office conducts administrative services such as (but not limited to) human resource tasks, group/school bookings, as well as retail functions such as ticket, season pass and merchandise sales.

1.4 Ski Area Servicing

Shames Mountain Ski Area has power, water, sewer, radio telephone call-out access and internet services, as discussed herein.

1.4.1 Access

Shames Mountain Ski Area is accessed via the 13 km long Shames Mountain Access Road. This road was constructed by the Province of BC and is maintained by the BC Ministry of Transportation and Infrastructure (MOTI). The entrance to the access road is located on Highway 16 West, approximately 22 km west of Terrace and 130 km east of Prince Rupert.

Traffic is primarily composed of personal vehicles with a return bus service. The bus service from Terrace is operated by MMC-Shames Mountain in the winter and runs on weekends and holidays.

1.4.2 Power

The ski area is powered by a system of generators running on diesel fuel. Fuel consumption in an average snow year is 70,000 L of fuel. Power generation was recently upgraded to increase efficiencies, dropping our fuel consumption from 110,000 L/year. Table 2 outlines various generators found at Shames, their general purpose and location.

The nearest electric power service providing the needed 480 volts 3 phase power is located along Highway 16 West, 33 km from the ski area. My Mountain Co-op has determined that connecting Shames

to the electric power grid is currently cost prohibitive. A feasibility study assessing the potential of generating hydroelectric power from Galloways Creek is currently underway. Results of an initial pre-feasibility assessment determined that hydroelectric power generation is feasible, but may be cost prohibitive for Shames to undertake without a financial partnership. Potential partners are being investigated as part of the current feasibility assessment. Power from Galloways Creek would however only generate sufficient power for selected operational tasks rather than support the entirety of the ski hill. Other alternatives such as a small scale solar systems are being investigated and installed. A heat recovery project is also in the process of acquiring the second half of necessary funds to initiate the venture.

Table 2. Shames Mountain Ski Area generators, function and location as of 2017.

Generators	Purpose	Location
250 kW John Deere	Operating hours (largest power demand): Mountain base including chairlift and handle tow.	Generator Outbuilding in Maintenance Area
100 kW CAT	Operating hours: Upper Mountain T-bar	T-bar base generator building.
150 kW Volvo	Non-Operating hours: Powers the lower mountain including chairlift and handle tow. First two hours after lifts shut down, lodge is still operating servicing the public and closing procedures. Also used during lift maintenance.	Generator Outbuilding in Maintenance Area
60 kW John Deere	Non-operating hours: night time, closed days. Prevents pipes from freezing and food from spoiling in fridges.	Generator Outbuilding in Maintenance Area

1.4.3 Fuel Storage Tanks

There are four propane above ground storage tanks (ASTs) present at the ski area; three are leased from Superior Propane of Terrace BC and one is owned by the Shames Mountain Ski Club. Superior Propane provides fuel for the tanks.

There are two 205 L steel drums at the maintenance building used to store waste oil and auto transmission fluid. The contents of these drums are recycled in Terrace.

There is one double steel walled AST installed in 2006 at the maintenance building. This AST has three compartments: one compartment containing approximately 7,570 L of diesel, a second compartment containing approximately 5,680 L of diesel and a third compartment containing approximately 5,680 L of gasoline. Fuel for this tank is provided by Petro-Canada bulk plant in Terrace. Spill kits are available on site.



1.4.4 Potable Water

The existing water system for Shames Mountain Ski Area is operated under Provincial Conditional License #CO72694 established in December 31, 1986. The license is active with MFLNRO and allows withdrawal of water from Galloway Creek. The current license permits a diversion of up to 66,000 gallons per day, year-round. Renewal or amendment of the license is not required until that volume is exceeded. Current usage is estimated at 4,000 L, or approximately 1,000 gallons/day during an operational ski day.

The water system is composed of an intake pump that draws water from the creek into a coarse filter and pre-chlorination system that doses the raw water with chlorine as it enters the holding tank. The water is drawn from the holding tank and transported to the lodge and other buildings through underground distribution pipes. The water is further treated on demand through UV treatment located in the lodge.

1.4.5 Sewer System

The existing sewer system is operated under the provincial Municipal permit # PE11570 for an activated sludge system. As the outfall discharges to Galloways Creek, the sewer system falls under MFLNRO jurisdiction. The permit allows for up to 27 m³ per day of sewage with an average of 4.5 m³ per day and details specific effluent characteristics which must be achieved. This volume is based on the sewer system design criteria. The operating period permitted is 24 hours/day, 7 days/week, and 12 months of the year.

There is an intake meter and a daily flow meter to track outflow. Currently effluent samples are collected and tested on a monthly basis.

1.4.6 Telephone/Internet

Internet service is provided by Coast Mountain Wireless based in Terrace, BC. Internet service is currently only available to the Shames office and not available to the public. The internet service provides connectivity for the debit machines, telephone, and webcam access. The telephone service is a VoIP (voice over IP) phone; and is used for emergency communications. The webcam is used for maintenance, safety and promotional purposes.

1.5 Resort Capacity and Skier Visits

Based on the rated capacity of the lifts operating at the ski area, Shames Mountain has the capacity to service 2,365 skiers per hour. However, comfortable carrying capacity (CCC) for Shames is estimated at 1,300 to 1,500 skiers per day.

From 2000 to 2017, the average number of daily skier visits to Shames Mountain Ski Area was 329, indicating that the average utilization rate was approximately 25% of the CCC.

Since 2000, the number of days that Shames Mountain operated each season ranged from 60 to 89 days, with an average of 78 operational days per operation season. Annual skier visit numbers are outlined in Table 3.

Table 3. Shames Mountain Ski Area Annual Skier Visits, 2000-2017

Season	Skier Visits
2000-01	27,170
2001-02	36,150
2002-03	20,200



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2003-04	31,890
2004-05	26,420
2005-06	24,170
2006-07	27,110
2007-08	29,820
2008-09	24,140
2009-10	20,810
2010-11	24,720
2011-12	19,540
2012-13	20,900
2013-14	21650
2014-15	19695
2015-16	23524
2016-17	24362



2 SAFETY PLAN

Shames Mountain and MMC values their employees and customer safety and well-being. MMC always takes into account potential risks involved with certain projects. During operational times of the year, Shames has a dedicated ski patrol staff both paid and volunteer. MMC and Shames is fortunate to have a committed and well- trained group of volunteer patrol staff that have made extensive efforts to ensure all riders have access to first aid equipment with high standards.

A 'Shames Mountain Management Safety Plan' was created in 2012 and can be found in Appendix II. MMC and Shames are regularly developing more safety standards in each department, particularly in the kitchen, ski school and in the rental departments. These standards are aiming to comply with WorkSafe BC standards. This will keep employees and clients, safe for years to come.

3 ACCOMPLISHMENTS

Since MMC began operating Shames in 2011, a number of capital projects have been undertaken. The majority of these projects have been funded by local fundraising efforts and implemented by volunteers. Notable capital projects are listed below and include lift infrastructure, building infrastructure, power efficiencies and other.

Lift Infrastructure:

- ♦ replacement of the haul rope for the main lift (Blue chair), T-bar's counterweight cable (Red T-bar) and handle tow,
- ♦ replacement of chair slats and seats on the main chair lift via a group of volunteers that created, painted and installed,
- ♦ bottom station of chairlift painted,
- ♦ replacement of all grips for 144 chairs on the main lift,
- ♦ repairs to the chairlift's return bullwheel,
- ♦ and annual brushing and selective gladding.

Building Infrastructure:

- ♦ Main lodge; balcony upgrades, new picnic tables, foundation repairs, additional insulation, exterior paint, window replacements, interior paint, bathroom improvements (new ventilation system, efficient toilets, painted stalls and walls), installation of durable rubber mat flooring, addition of secondary cafeteria till to reduce line-ups,
- ♦ major cafeteria kitchen upgrade (i.e., addition of health and safety standard triple sink and increase overall kitchen size to improve efficiency and productivity),
- ♦ repairs to rental shop/locker room, including: new outdoor doors, flooring, insulation, siding repair, rental fleet increase to accommodate growing younger skier populace,
- ♦ repair to the maintenance building (i.e., construction of outdoor stairs, balcony and general repairs),
- ♦ repairs to the water system and sewerage building,
- ♦ and computerized point of sale system installed.

Power Efficiencies:

- ♦ Generator replacement and infrastructure (i.e., primary old generator replaced with two smaller, more efficient ones and a generator shack constructed to house the generators): 250 kW generator and a small 50 kW generator for overnight maintenance, saving 50,000 L of diesel in the first year alone.
- ♦ Solar panel installations.

Other

- ♦ Purchase of a new snow cat groomers in 2011 and 2017.

4 REGIONAL ECONOMIC BENEFITS

Canada is known to be a resource rich country, with the majority of the western Canadian work force relying upon this resource based economy. Southern BC has the opportunity to further diversify its economic platform, providing jobs in a variety of sectors. Dissimilarly, the Pacific northwestern region is heavily dependent on a resource economy and therefore sees its own recessions and booms, slightly independent of the national and even international market trends. Shames lies in the heart of this region between the shipping ports of Prince Rupert, the smelter in Kitimat and the more diversified resource town of Terrace. The northwestern economy has diversified in the last several decades from hydroelectric projects, to potential LNG development, mining opportunities and many more smaller projects. It remains an industry and resource heavy economy, which in turn dictates seasonal employment. Most businesses in the region see a dramatic slowdown in the winter months. Shames provides a respite in the winter for the region, not only from a recreational perspective but also brings many economic benefits to the region via employment and indirectly to the communities' businesses. There are various employment opportunities such as in; construction, trades jobs, customer service, and ski school. Currently MMC employs 60 people directly; 59 seasonally and 1 year-round. The ski area boosts local tourism businesses such as hotels and restaurants, and increases sporting goods retail sales in the region. It exposes the region to an international clientele as well.

It also helps retain professionals that come to work in the area and allows businesses and local corporations to advertise the region as an attractive place to live.

With the addition of four-season activity and expansions, economic benefits would also spread throughout the year rather than being concentrated in the winter months. This would cascade and provide further employment for locals, provide international employment opportunities, and boost the local tourism economy even more.



Photograph 6. One of the many families skiing the slopes on Rainbow Ridge, overlooking the Shames River Valley.
(Photographer: Aaron Whitfield)

5 PROPOSED DEVELOPMENT

My Mountain Co-op's four cornerstone values of sustainability, affordability, innovation and collaboration govern all aspects of existing operations and proposed expansion projects. Many of the proposed developments are based on a "Shames Mountain Master Planning Survey" from 2013, analyzing the responses of up to 200 participants.

Proposed phased development includes:

- 1) Upgrades of current services and development of new services within the portion of the CRA, which is currently serviced by Shames Mountain Ski Area, and
- 2) Development of new services and infrastructure within the CRA but beyond that currently serviced by Shames infrastructure.

5.1 Projected Capacity and Skier Visits

Currently, only 25% of Shames Mountain's skier capacity is utilized. As such, MMC does not plan to extend Shames infrastructure and capacity until such time as skier/user visits increase to the extent that additional capacity is required to serve the demand.

As outlined in Section 1.5, since 2000, annual skier visits have ranged from approximately 20,000 to 36,000. The northern region experiences drastic boom and bust cycles that complicate predictions pertaining to natural resource and infrastructure projects. If proposed Liquid Natural Gas projects were to reach final investment decisions, the population of northwest BC may increase significantly. If that is the case, MMC expects to see a significant increase in skier visits over the next decade to 30 years.

Organic growth from regional economic stimulus is favorable but may not be relied upon.

Even if skier visits doubled from an average of 345 skiers per day to an average of 690 skiers per day, the current Shames Mountain Ski Area infrastructure will be well within its comfortable carrying capacity of 1,300 to 1,500 skiers per day.

However, MMC is well aware that Northwest BC has historically survived many economic fluctuations, so it's possible that future skier visits will not exceed those experienced during the past 20 years of Shames operations. Moderate increases in skier visits are anticipated and each proposed expansion will be considered on a business case basis.

5.2 Master Plan Conceptual Phased Development

As the current carrying capacity of Shames Mountain Ski Area greatly exceeds its current use, MMC is focusing primarily on increasing the user visits to the recreational area. Over the long term, MMC wishes to provide members and clients a greater variety of recreational experiences, which may utilize areas outside of Shames' current operational boundary. Planned expansions include:

- ♦ Four-season operation
- ♦ On-hill accommodation
- ♦ Backcountry Cabins
- ♦ Barton Trail

- ♦ New Lift

Note that the timeline and need for terrain development is directly connected to the metrics of increased skier visits, sustainability of existing infrastructure and operations, development of water, septic systems, sustainable power source and expanded parking to support projected growth.

Expansion of services in areas which are serviced by existing Shames infrastructure are outlined below in Sections 5.2.1 and 5.2.2. Appendix I, Map 2 illustrates locations for new development and expansion as outlined below, particularly accommodations, new parking, warming hut, new lift, Barton Trail and micro hydro potential along Galloway Creek.

5.2.1 Four Season Operations

Winters in Terrace, Prince Rupert and Kitimat are often long and dreary. Skiers/snowboarders get reprieve by going to Shames, where the sun is often shining while the valley below is shrouded in cloud. Local residents who are non-skiers don't often get the same escape, as Shames may be perceived as a place for only skiers and snowboarders. MMC hopes to break those perceptions by diversifying the activities offered, thereby enabling a larger demographic of the community to enjoy the beautiful mountain landscape. Families are expected to be the highest contributor in revenue and MMC wishes to cater to family needs and well-rounded fun family activities for all.

My Mountain Co-op wishes to eventually expand Shames operations to offer four season recreation opportunities. Shames is currently closed during the spring, summer and fall months. Many local community members still visit Shames during the off-season to pick berries, sight see, hike and mountain bike. In an effort to diversify our business and maintain resilience in the face of a changing global climate, MMC plans to expand its operations to offer additional winter activities that may be less dependent on snow quality, as well as spring, summer and fall recreation activities. It is anticipated that, with the development of on-hill accommodation, Shames may attract a greater and more diverse clientele to support four season operations.

Currently, power generation is an impediment to four season operations. The necessity to run diesel generators to power the base lodge currently inhibits occasional use of the lodge for off-season activities. If Shames offered an activity that was profitable, it would make it viable to generate power for the lodge and operate through the spring, summer and fall months. By being open through the summer, it is anticipated that Shames would organically draw members of the community, as well as international tourism.

In addition to skiing and snowboarding, the following four-season recreation activities are proposed but are not limited to:

- ♦ Mountain biking, hiking, nature tours, guiding and sight-seeing,
- ♦ Festival and events,
- ♦ Cross-country skiing,
- ♦ Snowshoeing,
- ♦ Tobogganing and tubing,
- ♦ Archery range,
- ♦ Paint ball,
- ♦ Outdoor education programs,
- ♦ Day camps for kids,
- ♦ And ice skating.

Infrastructure and trail upgrades and expansion would be required to support these activities. Please see the subsections below for a detailed description for some of the activities listed except for archery, paint ball, education programs, day camps, and ice skating. The upcoming sections dive into more detail for some of the most sought out recreational activities.

5.2.1.1 Mountain Biking, Hiking and Sight-seeing

The sport of mountain biking has been rapidly growing in popularity, and the regional community continues to see development of mountain bike trails across the north coast to the interior. MMC believes it a natural progression to offer mountain biking at Shames, with the potential to use lifts for access. The terrain at Shames would be naturally conducive to developing all levels of mountain bike trail, ranging from beginner to expert.

Currently, the main chairlift off load ramp is perched approximately 3 m above the ground. A new offloading ramp design would be required to facilitate offloading mountain bikes and pedestrians. Additionally, specialized mountain bike transport chairs would need to be installed for use during the summer.

If Shames were to offer lift-access mountain biking, it would be a natural fit to also offer lift-access hiking and sight-seeing opportunities. Foot traffic could offload the chair and transition away from the mountain bike activities. Administrative controls may be used to prevent conflict between these two activities (i.e., permitting hikers/sight-seers to load the chair once per hour and control/monitor their offloading). It is anticipated that the on-mountain trails developed for snowshoeing, as discussed in Section 5.2.1.4, would offer excellent opportunities for summer hiking.

The local biking association, Terrace Off Road Cycling Association (TORCA), has expressed interest to partner with MMC to expand this type of development. Once again, construction would likely rely on volunteer efforts and funds raised by MMC and TORCA via community support, donations and grants.

5.2.1.2 Festivals and Events

If Shames were operational during the summer months, and offered on-hill accommodation such as RV camping, hostel and private cabins, it would be the ideal location to host events. MMC/Shames could generate additional revenue by hosting weddings, events and festivals at the hill. The lodge would offer an ideal location to host a large group, and events could be catered using the cafeteria kitchen.

Members of MMC have proposed to hold a festival at Shames. In past years, the annual Blueberry Festival held at Shames was a success. There have been proposals put forward to host a mountain bike event combined with a two-day music festival. Shames would be an excellent location to host such an event if on-site accommodation and camping were available. MMC hopes to engage the northern community in organizing events and festivals in the future. Such events and festivals help raise funds, bring locals together and also attract outsiders to Shames and the region, further fueling tourism in the region.

5.2.1.3 Cross-country Skiing

As the regional cross-country ski trails at Onion Lakes continue to be impacted by climate change, it is anticipated that the cross-country ski community may be receptive to development of a higher elevation cross-country ski area at Shames. A plan has been developed to utilize existing forestry roads to construct cross-country ski trails adjacent to the Shames Mountain Access Road. During phase 1 of this plan, existing forestry access roads would be brushed, a 0.5 km connector trail constructed, and an existing gravel pit would be graded for a parking area. During phase 2, a new scenic trail would be constructed, offering trail variety, as well as a connection to the main lodge. Phase 1 and 2 of the plan would result in a total of approximately 13.4 km of cross-country ski trails, as demonstrated in detail in Appendix III.



As discussed in Section 5.2.4, the proposed Barton Trail will open up terrain for use by cross-country skiers. There is also potential for developing lift accessible cross-country skiing from the top of the chairlift down the Boundary Road ski trail. Most of this trail is not currently used by skiers, due to its low gradient, and could be easily converted into a cross country ski trail. This could be a dual-purpose trail in combination with snowshoeing (see below).

5.2.1.4 Snowshoeing

Shames offers an ideal location for snowshoeing. There are currently groups that snowshoe up the Shames west boundary road to access the beautiful high elevation backcountry terrain.

As MMC/Shames diversifies in the types of activities offered, it is anticipated that snowshoeing will be the first new activity implemented. One-lift tickets could be sold to snowshoers, just as one-lift tickets are currently sold to backcountry skiers. Snowshoers could ride the chair-lift up and descend the mountain by trail.

A plan has been proposed to develop two snowshoe trails, both descending from the top of the main chairlift. One trail would be located to the west of the ski area, descending down the current west boundary road. The second trail would descend down the east side of the ski area, skirting the outside of ski runs through primarily forested terrain. Excellent signage, mapping, some clearing and administrative controls would be required to implement snowshoeing on Shames Mountain. Snowshoers, alpine riders, and cross-country skiers would also have to be kept separate to maintain adequate trails, prevent collision, prevent conflicts, and unsafe movement across the mountain.

5.2.1.5 Tobogganing and Tubing

In an effort to promote family-friendly activities that are inclusive of all demographics of the community, Shames wishes to offer tobogganing and potential lift-access tubing in the future. There currently is one very small toboggan hill at the base of the mountain, and Shames loans small toboggans to young children to slide down. Expansion at the base area to expand the toboggan hill would enable a thrilling adult toboggan hill. During the planning survey, those surveyed expressed heavy interest in a permanent tobogganing area.

Additionally, Shames could easily implement lift-access tubing by using the tow rope on the Bunny Hill. Lift-access tubing could be offered late in the day (i.e., 2:00 pm), and the Bunny Hill could be closed to skiers at that time. By offering tobogganing and tubing, Shames would offer an activity accessible to most members of the community, as well as offer families who currently ski at Shames another activity to enjoy with their family.

5.2.2 On-hill Accommodations

Phasing in on-hill accommodations will be a methodical and well thought out process involving volunteerism, partnering with businesses, local secondary and post-secondary institutions (through potential work terms, field training and shop instruction), and local residents (both skiers and non-skiing public alike). There has been interest since the inception of the Shames area for accommodations on-hill. Shames users from outside of Terrace are particularly interested in hill accommodation. The drive between the ski area and Prince Rupert/Kitimat can be very challenging much of the winter, jeopardizing our user's safety. MMC foresees accommodation will be well utilized by local skiers coming from both Prince Rupert and Kitimat.

Shames Mountain has long been a draw to the well informed international ski community, however the lack of a place to stay "on-mountain" may be seen as a detriment to planning a destination ski trip to the region. Opening up accommodation on-hill will attract more of the destination ski public, increasing lift ticket and kitchen sales, and adding another potential revenue stream to our operation and long-term longevity.



5.2.2.1 On-Hill Accommodation Phase 1

Currently, the first phase of on-hill accommodation planned is electrically serviced RV sites in the proposed upper parking lot. The upper lot will be located above the maintenance building. During development of the upper lot, services would be installed to accommodate Phase 1, 2 and 3 of the on-hill accommodation plan. As this plan is currently in the conceptual phase, the details regarding whether water and sewage will be offered for RV camping is yet to be determined. A conceptual plan was designed for RV camping and can be seen in Appendix I, Drawing 1.

As the first phase of on-hill accommodation, MMC plans to construct approximately 15 electrically serviced camp sites in the proposed new upper parking lot. The new lot will be located above the maintenance building.

Initially, electrically serviced RV camp sites will only be offered to visitors during the winter months. Once services could expand to include four season operations, the sites will be open during the spring, summer and fall. Given that the power source at Shames is diesel power generation, it is anticipated that, electricity may only be offered during the day time during the summer months. MMC understands power may be limiting factor for full development of RV camping.

5.2.2.2 On-Hill Accommodation Phase 2

Shames' second phase of on-hill accommodation is a hostel. The structure is planned for over 15 beds operated by MMC. Rooms will be a combination of private, dormitory and family style. Kitchen facilities will be available in a communal setting. The hostel could be connected to the current sewer/water/power grid that exists. Costs for construction will be offset through previously noted volunteer efforts along with partnering with numerous organizations and agencies. Given the positive feedback from our members with respect to on-hill accommodations, it is anticipated usage rates will be high and that regional supporters will be grateful to avoid driving any distance following a day of skiing. The general location for some of the Phase 2 on-hill accommodation can be seen in Appendix I, Map 2.

5.2.2.3 On-Hill Accommodation Phase 3

The third phase of accommodation on hill would be composed of small footprint private cabins owned by MMC. The conceptual vision is 500 to 1000 square feet self-contained cabins. It is proposed the first cabins be built by MMC in a cluster (3 or 4), and would be serviced by the current infrastructure where upgrades are on-going. Once again involving the membership, local and regional partners, and our many supporters to help off-set construction costs. As with the hostel, MMC anticipates that the inclusion of private cabins will attract additional skiers from both the regional market and the destination skier. Additional revenue will be possible with additional skier visits to our ski area. Once again, the general location for some of the Phase 2 on-hill accommodation can be seen in Appendix I, Map 2.

5.2.3 Backcountry Cabins

In recent years Shames has developed a reputation as a premier backcountry ski destination. Since the inception of the resort pass holders have been using the ski lifts to access the many hectares of unserviced lift skiing within the tenure that lies just beyond the current ski hill boundary. With the growth in popularity of backcountry skiing worldwide and the continued media exposure of Shames as a world class backcountry ski area, MMC believes that backcountry skiers will be a major contributor to the future revenue of the resort. As such MMC wants to continue to foster the growth of backcountry skiing within the tenure by building backcountry cabins that skiers can overnight in. In addition to providing a richer backcountry skiing experience, cabins will also provide out of town guests accommodation and allow more skiers to use the tenure during times when the ski hill is closed.

MMC plans to work closely with volunteers and other non-profit groups to help finance the building of the cabins. MMC currently has an agreement with the Mount Remo Backcountry Society (MRBS) to work together in building backcountry cabins on the tenure.



MMC has proposed six cabins locations throughout the tenure that are situated in areas that provide good access to skiing and are easily accessible from the current ski area boundary (Appendix I, Map 3). Prior to building any cabins, a detailed survey of the proposed locations as well as an avalanche assessment will take place. Maintenance and amenities available in these cabins would be similar to other local backcountry cabins such as Larson and Anderson. Responsibility for their maintenance will have to be determined during the more active planning process.

5.2.4 Barton Trail

MMC plans the construction of the Barton Trail, a 6% grade (beginner level) trail and future access road from the Shames Mountain base area, into the valley at the bottom of the current ski run named Deliverance. Construction of this trail will allow future run development on the north and west sides of the T-Bar serviced area, as well as access to future potential accommodation areas. The proposed Barton Trail would open up terrain for skiing/snowboarding, cross-country skiing, snowshoeing, hiking, mountain biking, wilderness camping and berry-picking. The Barton Trail location is illustrated in Appendix I, Map 2.

5.2.5 New Lift

MMC plans to construct an additional serviced lift. The valley north of the T-Bar is a favorite for backcountry skiers and would be the first location where expansion beyond the current operational boundary would be investigated. Other lift suggestions have been provided by the membership and compiled. Rationale and need for expansion of services would require an increase in daily skier visits and financial stability. It is anticipated that the terrain expansion may occur within the next 10 years; however, this concept may be more feasible as a 30-year projection. A new lift may not only open up terrain for skiing/snowboarding, but also cross-country skiing, snowshoeing, as well as off-season activities such as hiking, mountain biking, wilderness camping and berry-picking. The most likely lift to be developed first, valley north of the T-Bar, is illustrated in Appendix I, Map 2.

5.3 Timeline for Development and Infrastructure Improvements

To better serve Shames Mountain Ski Area clients, MMC plans to make improvements and infrastructure developments. Improvements are needed to ensure the current viability of all components described in Section 1.0 such as lifts, buildings, power, and various services. Infrastructure development alludes to the various services the ski area would like to create, described in detail in Section 5.2.

As previously noted, the timeline and need for development is directly connected to the metrics of increased skier visits, sustainability of existing infrastructure and operations, as well as development of water, septic systems, a sustainable power source and parking to support projected growth. It is therefore important that the reader does not consider the list and timeline exhaustive and terminal. Projects could be added or eliminated dependent on varying limiting factors, conditions, local necessities, safety and environmental requirements. Proposed infrastructure developments and improvements and their selective timelines are listed below.

Years 2018 – 2023

- ♦ Replace springs on T-Bar
- ♦ Lift painting
- ♦ New tables and benches inside
- ♦ Extension of maintenance shop
- ♦ Day Lodge improvements to increase client satisfaction and revenue streams by providing better quality food, beverage and retail experiences. Continue to upgrade existing infrastructure.

- ♦ Power – Complete an energy audit to determine how much electricity and what replacement generators are needed. Pursue options and potential partners to provide electricity, solar, wind, and hydro-electric power to Shames. Explore solutions to increase power production efficiency and use.
- ♦ Parking Lot - Survey and construct a third parking lot near the Maintenance Area.
- ♦ Warming Hut - Construct an on-mountain Warming Hut to provide food and beverage services, warm up, and a place to eat brown bag lunches and hold outdoor/backcountry education courses year-round.
- ♦ Accommodation – Develop Phase 1 of on-hill accommodation: electrically-serviced RV camping in the new upper parking lot.
- ♦ Trails – Clear and develop the Barton trail to enable future run development on the north and west sides of the T-Bar serviced area, as well as access to future potential accommodation areas.
- ♦ Collaboration between MMC, MRBS, and other mountain guide associations operating in the region to determine the construction of backcountry cabins and/or yurts.
- ♦ Develop and implement plan to offer additional winter activities at Shames (i.e., cross-country skiing, snowshoeing, etc.)
- ♦ Explore connections with local First Nations and start developing a plan for potential collaborations and partnerships via scientific studies, employment, skills training, and youth programs.

Years 2023 to 2028

- ♦ Ongoing lift maintenance
- ♦ Replacement of lift operator protection structures at top and bottom of lifts.
- ♦ Repaint Lodge
- ♦ T-Bar Generator Building - Replace the building.
- ♦ Power – Replace T Bar Generator, and continue to improve lower mountain power consumption with a variety of power saving measures.
- ♦ Power alternatives – Continued review of feasible green energy power alternatives such as run-of-the river, solar, or wind.
- ♦ Services - Upgrade water and sewer systems in preparation for the second phase of accommodations.
- ♦ Accommodation - Develop Phase 2 of on-hill accommodation: 15 to 25 bed hostel, likely located adjacent to new upper parking lot.
- ♦ Access - Construct road access to proposed accommodation sites.
- ♦ Backcountry Cabins – Phased construction of backcountry cabins within the CRA. Cabins will be constructed in partnership with volunteers and not for profit groups such as the Mount Remo Backcountry Society (MRBS).
- ♦ Develop and implement plan for four season operations (i.e., expand operation to offer lift-access mountain biking, hiking and sight-seeing).
- ♦ Feasibility and planning of future lifts.
- ♦ Establish collaborations and partnerships with local First Nations for research, employment, skills training, and youth programs.

Years 2028 to 2048

- ♦ Potential infrastructure development (new lift) in valley north of T-Bar, or other options connected to the current lift system.
- ♦ Additional runs developed in valley north of T-Bar, as needed depending on skier visits and proposed infrastructure development.



- ♦ Repaint buildings
- ♦ Lodge - Construct a new Day Lodge.
- ♦ First Aid Building - Construct a stand-alone First Aid building.
- ♦ Replace or relocate the rental shop and ski school trailers
- ♦ Accommodation - Develop Phase 3 of on-hill accommodation.
- ♦ Power - Implement green energy power alternative to eliminate or reduce dependence on diesel power based on findings of energy audit.

6 OVERLAP WITH ENVIRONMENTAL AND CULTURAL VALUES

The following sections summarize overlaps of the CRA with fish, wildlife, vegetation, water and First Nations values. Any major developments will undergo an environmental assessment, permit applications, a mitigation plan and environmental construction management to avoid any adverse effects on local natural values.

6.1 First Nations

Shames Mountain Ski Area has enjoyed harmonious relationships with local First Nations for over 20 years. Shames Mountain has also been a significant employer of First Nations people; approximately 20% of current staff are of First Nations descent, reaching up to 50% during certain seasons.

Regional First Nations partake in local school ski programs for eligible grade children and also organize programs for First Nation youth. Interest has also been expressed regarding the development of a First Nations ski and snowboard club for youth.

First Nations with asserted aboriginal interests in the area include Members of the Tsimshian nations: Lax Kw'alaams First Nation, Metlakatla First Nation, and Kitsumkalum First Nation. Regional First Nations users include the aforementioned bands, as well as the Nisga'a Nation, Kitselas First Nation, Haisla First Nation and Git'san First Nation. All Nations with an interest in the area have been contacted in the past and are aware that My Mountain Co-op is operating Shames Mountain Ski Area in the Shames River watershed. Appendix I, Map 6, demonstrates Treaty areas.

On January 19, 2010, MMC's predecessor, the Friends of Shames Society, contacted Glenn Bennett, Chief Councilor for Kitselas First Nation at the time. Mr. Bennett expressed his support for the operation of the ski area and assured Friends of Shames Society that Kitselas First Nation had no concerns with the renewal of the operating agreement.

On February 23, 2011, MMC and Friends of Shames Society sent letters to Lax Kw'alaams First Nations, Metlakatla First Nation, Kitselas First Nation and Kitsumkalum First Nation introducing the co-op and requesting feedback regarding ski area operations (see sample letter to Lax Kw'alaams, Appendix IV). To date, First Nations have not expressed any concerns regarding potential impacts that MMC may have on their interests.

In the Summer of 2018, the Draft Master Plan was shared with the Metlakatla First Nation, Lax Kw'alaams First Nation and Kitsumkalum First Nations. This was followed by the initiation of formal consultation by the Province in the Fall of 2018. During the consultation period several concerns were raised by the First Nations and MMC has is proposing several commitments to mitigate these concerns. MMC commits to an ongoing dialogue and information-sharing with the impacted First nations and looks forward to fostering this relationship.

MMC recognizes the development that is outside of the existing operations that would include significant tree removal or ground disturbance such as a parking lot expansion or development of new ski terrain will require further information sharing and engagement with First Nations. The potential projects expressed in section 5.2 of the Master Plan, (Four Season Use, On Hill Accommodation, Back Country Cabins, Barton Trail and New Lift) are conceptual in nature and will require further information sharing and engagement with First Nations. They may require further Wildlife and Environmental Studies and Archaeological assessments to better understand the impacts to First Nations and their interests.

MMC commits to working with the three First Nations to establish individual Memorandum of Understanding's (MOU) to formalize communication and to provide an understanding of roles and expectations.

In the future, MMC would like to continue to develop strong partnerships and collaboration with local First Nations communities particularly through school ski programs and youth programs. Such efforts could include further cultural heritage, employment, training and potential to work in unison on various research projects or studies. MMC would also like to explore opportunities for interpretive signage/displays at the Lodge and on the Ski Hill that reflect the rich cultural history of the area and can be shared with Visitors to the Ski Hill.

6.2 Wildlife Values

The CRA is currently a relatively undisturbed valley apart from Shames Mountain Ski Area traffic, which is considered of low impact to local environmental values due to its small operational size. Overall the area provides a healthy and conducive habitat for various wildlife species. Of particular interest within the valley has been the presence of the coastal tailed frog (*Ascaphus truei*).

The coastal tailed frog was identified by the BC Conservation Data Centre as blue or of 'special concern' prior to the most recent 2017 status change by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). The coastal tailed frog is now identified as yellow or at the least risk of being lost. The frog's area of known habitat is upstream of the Shames Mountain Access Road bridge across Galloways Creek (colloquially known as the third bridge). This is a rugged area which is not easily accessible and not known to be used for skiing or hiking, thus would not normally be subject to human activity or interference with the frogs. Water is removed from Galloways Creek under a permit at a higher elevation; it is subsequently treated and returned to the creek at a similar elevation. A feasibility study for implementation of hydroelectric power on Galloway Creek is currently being undertaken by MMC members. Should this project proceed and receive permitting approvals, development plans would include mitigation and/ or habitat compensation measures (i.e., instream flow requirements) to maintain coastal tailed frog habitat within Galloway Creek.

The CRA overlaps with ungulate winter range at its western and eastern edge but the range does not overlap with any of the current access and use operation areas. There are no current or proposed developments within this area and should therefore not present any environmental concerns or necessary mitigation.

Other wildlife that have been observed and recorded by locals include black bear (*Ursus americanus*), grizzly (*Ursus arctos*), lynx (*Lynx canadensis*), cougar (*Puma concolor*), and wolverine (*Gulo gulo*), amongst many more. Recorded locations of the coastal tailed frog and ungulate winter range are presented in Appendix I, Map 4.

6.3 Vegetation values

Shames River valley sits in the Coastal Western Hemlock (CWH) wet submarine and Mountain Hemlock moist maritime biogeoclimatic subzones. The climate is highly influenced by coastal weather patterns but is also significantly influenced by continental weather patterns as well. CWH is the wettest zone in BC with a moderate climate where the summers are generally cool and winters are mild. This climate makes for highly productive and structurally complex coniferous forests. As a result, the Shames

River valley has experienced heavy logging pressures in the last several decades and is now considered in its secondary growth stage.

The CRA contains Old Growth Management Areas (OGMAs) which require forest licensees to maintain such areas to help achieve provincial biodiversity targets. The OGMAs overlap the black diamond runs of the ski hill and parts of the Galloway Creek drainage and tributaries. There are currently no proposed plans to further develop within the OGMAs and if development plans were to change, these areas would be considered and maintained as per their legal provisions.

The following species might require management if proposed Galloway Creek micro-hydro projects were to ensue or any other infrastructure planning. Cryptic paw lichen (*Nephroma occultum*) is identified by the BC Conservation Data Centre as blue or of 'special concern'. Cryptic paw is found at higher elevations on the ski area, extending into the valley immediately north and west of the T-Bar. Known threats to cryptic paw are forest harvesting, changes in understory humidity, insect defoliation and fire. There are no restrictions to forest harvesting in most areas of cryptic paw existence. During development of Shames Mountain Ski Area, some runs and lift lines were cut in the known habitat of cryptic paw and some changes to the understory humidity have presumably taken place. However, this was conducted prior to the formation of My Mountain Coop, and exact changes to the species' distribution and health are unknown. The proposed development of Barton Trail and associated runs into the valley north of the T-Bar may affect cryptic paw habitat. MMC proposes to reduce these effects by limiting tree removal to narrow corridors as needed for trail development and tree skiing. If areas of high cryptic paw habitat densities are found, alternate trails and deviances from proposed trails, if suitable, will be considered. OGMAs and cryptic paw locations are illustrated in Appendix I, Map 4.

6.4 Water Values

There are no Community Watersheds or Water Reserves near or within the CRA.

Water for domestic use is removed from Galloways Creek under permit, treated and used for drinking, food preparation and sanitary sewer purposes. Waste water is then treated in the multi-stage sewage treatment facility before being returned to Galloways Creek at Point of Diversion C072694 (Appendix I, Map 5).

Both potable water treatment and septic treatments are approved, licensed and operated according to licensed terms. Water sampling and testing is conducted as part of license requirements.

6.5 Fisheries

There are no Fisheries Sensitive Watersheds within the existing CRA. Galloway Creek and other small creeks that flow through the CRA are tributaries to the Shames River, which is a fish-bearing watercourse, providing habitat to five species of salmonid, as well as trout and char.

Historical fish data can be found on Data BC Explorer. There are also several fish obstacles along the river with the first set of cascades near the last recorded coho salmon (*Oncorhynchus kisutch*) sampling point, approximately 7 km up the river from its confluence at the Skeena. All other sampling points upstream identified Dolly Varden char (*Salvelinus malma*) specimens. There were a few data sites from 1976 reporting unidentified fish species.


7 OVERLAP WITH EXISTING USE

The following sections outline overlaps between the CRA and other existing tenures. Map 5 and 6 in Appendix I illustrate tenures (i.e. mineral, timber), if they exist, and users (i.e. outfitter, recreational) identified as of December 11, 2013.

7.1 Mineral Tenure

There are no known mineral tenures or placer tenures within the CRA.

In 1986, BC Ministry of Tourism, Culture and the Arts placed Conditional Staking Reserve # 1003062 on the CRA.

<p>Acknowledgement</p> <p>My Mountain Co-op acknowledges that the mineral tenures listed above overlap with MMC area of use and understand that MMC may have to coordinate access and activities with the tenure holders. My Mountain Co-op further acknowledges that additional mineral tenures may be located in MMC's area of use in the future and that MMC may have to coordinate access and activities with the tenure holders.</p> <p>Signed: </p> <p>Director, My Mountain Co-op</p> <p>Date: <u>23-December-2013</u></p>
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7.2 Timber Tenure and Forest Use

Shames Mountain Ski Area and the rest of the CRA is located within the Coast Mountains Resource District (2013). The Resort Development Branch of MFLNRORD is the authorizing agency under the Resort Timber Administration Act (RTAA) regarding timber administration within the CRA.

Table 3 details the forest tenures overlap that with the CRA.

Table 3: Forest Tenures within CRA

Tenure Type	Number	Licensee	Comments/Status
B05 - Occupant License to Cut (OLTC)	L46512	00028114 Shames Mountain Ski Corp	This OLTC now closed.
A28 – Community Forest Agreement	K1X Blk 3	00155679 Terrace Community Forest Limited Partnership	Logging is complete on this block, but silviculture obligations may exist.

Forest Stewardship Plans (FSP) listed in Table 4 include portions of the CRA.

Table 4: Forest Stewardship Plans within or surrounding CRA

FSP#	Plan Name	FDU Name	License	Licensee
50	BCTS Kalum	Terrace	N/A	BC Timber Sales - Skeena
51	Kalum Ventures Ltd.	Kalum	A73726	Kalum Ventures Ltd.
239	Forest Stewardship Plan #1	Exstew, Nelson-Fiddler	A16835	Coast Tsimshian Limited Partnership
299	A&A Trading	AA	A16836	A&A Trading

In November 2013, the Lands Officer from MFLNRORD, Coast Mountains Resource District, stated that no cutting permits had been received from the FSP licensees for the Shames River watershed for quite a while.

MMC has developed a relationship with the Terrace Community Forest (TCF) Association, the network of community based organizations engaged in community forest management, and those seeking to establish new community forests. As such, TCF will be contacted to potentially conduct the following proposed future harvesting:

- ♦ Barton Trail,
- ♦ Thinning the trees in the glades between the T-Bar and Barton Trail,
- ♦ Clearing a site for the proposed third parking lot and possible accommodation development (locations to be determined),
- ♦ Any type of terrain expansion outside of the serviced ski area; and
- ♦ Other proposed developments where tree harvesting may be needed, including potential long-term development of the valley north of the T-Bar.

If TCF contractors are unable to conduct the work, other contractors will be contacted.

During summer season, potential danger trees are removed from ski runs on an as needed basis.

When summer activities are promoted in the CRA, signs will be posted to advise users of 'extreme' fire hazard.

7.3 Land Use Planning, Local and Regional Zoning Requirements

Shames Mountain Ski Area is located within the Regional District of Kitimat Stikine.

The ski area is also located within the region managed by the Kalum Land and Resource Management Plan (LRMP), which was approved in 2001. The Shames River watershed falls within the Boundary Resource Management Zone (RMZ).

The CRA lies within a Special Resource Management Zone (SRMZ; non-motorized backcountry recreation). Additional SRMZs with the same designation occur just south, west, and east of the ski area. Additionally, the zone to the east (Mount Remo area) excludes tenured commercial heli-ski activities. Should the Shames ski area close and the tenure revert back to unencumbered Crown Land, the Kalum LRMP recommends that the area be managed as a non-motorized recreation SRMZ, as determined in consultation with user groups, stakeholders, and the local government.



7.4 Commercial Recreation Area and Guide Outfitter Tenure

The CRA and an extensive area around the CRA are under tenure to Guide Outfitter Robert Milligan, Guide Certificate # 601036. There have been no conflicts with Mr. Milligan in over 20 years of operation by Shames Mountain Ski Area and MMC does not anticipate any conflicts in subsequent years.

There are no known commercial recreation tenures in the CRA; however, True North Heli-skiing Ltd., Lands Files 6406950 and 6407609. The heli-ski tenure areas lie north and southwest of the CRA.

7.5 Public Recreational Use

The following notes pertain to public recreational use in the CRA. Shames River valley is often used by the public for a number of activities outside of the winter ski and snowboard operations, including whitewater paddling, mountain biking, hiking and wildlife watching. Shames Mountain Access Road and facilities are often used as a staging or lunch area for a number of outdoor enthusiasts. The sub-alpine areas of the CRA are accessed usually along the ski runs and once in the alpine, hikers discover their own routes. There is informal mountain biking activity during the summer months which generally occurs on the ski runs. However, there are no formal trails or campsites in the CRA or surrounding area.

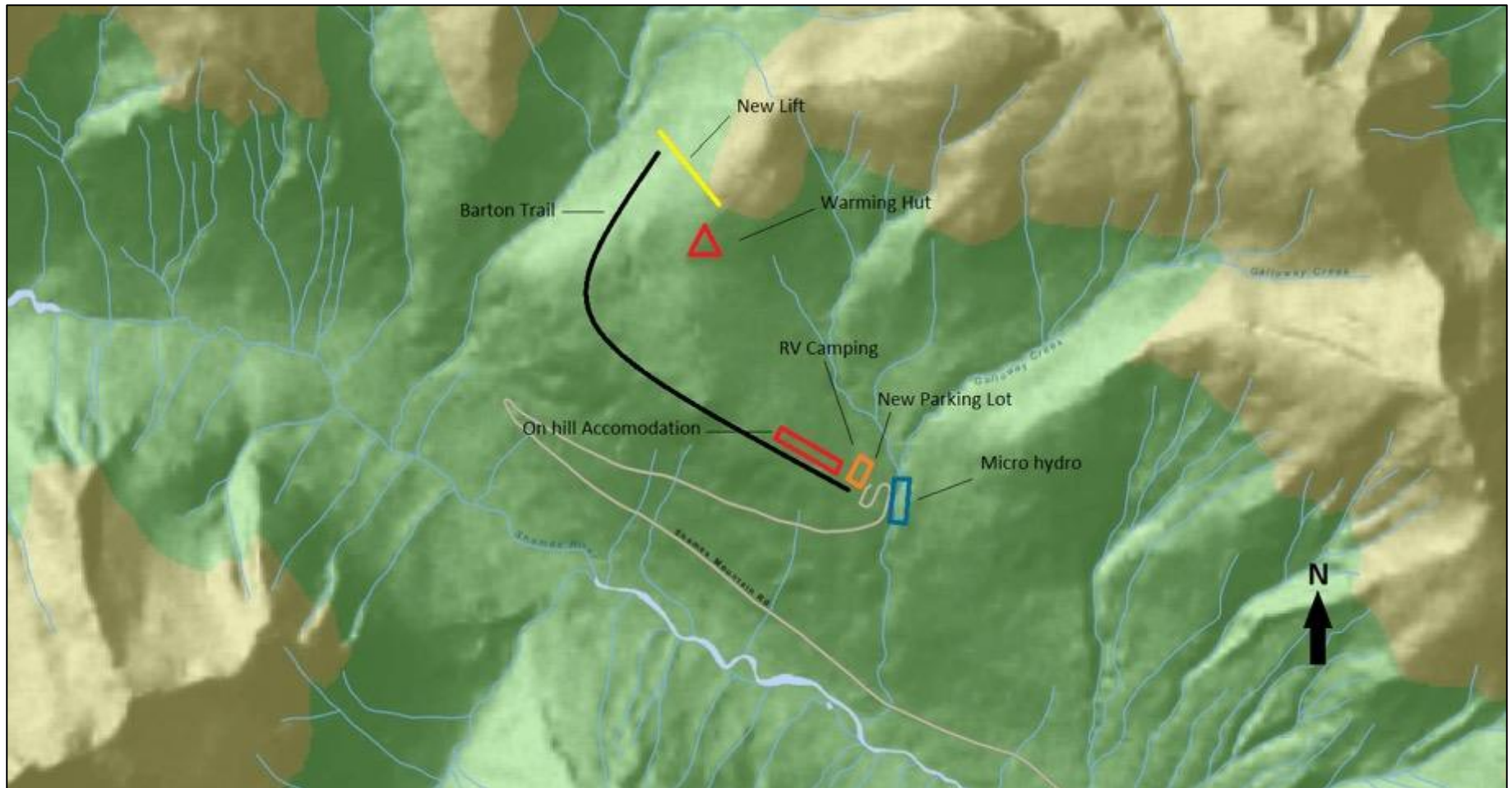
Shames Mountain has amazing scenery in both summer and winter and in the summer, and local residents often bring visitors to the area for the readily accessible vistas.

MMC encourages the use of the CRA for activities other than skiing. MMC foresees no conflict with Shames Mountain Ski Area operations and other current recreational uses of the CRA. MMC maintains to respect the designated SRMZ for the CRA as non-motorized backcountry recreation.

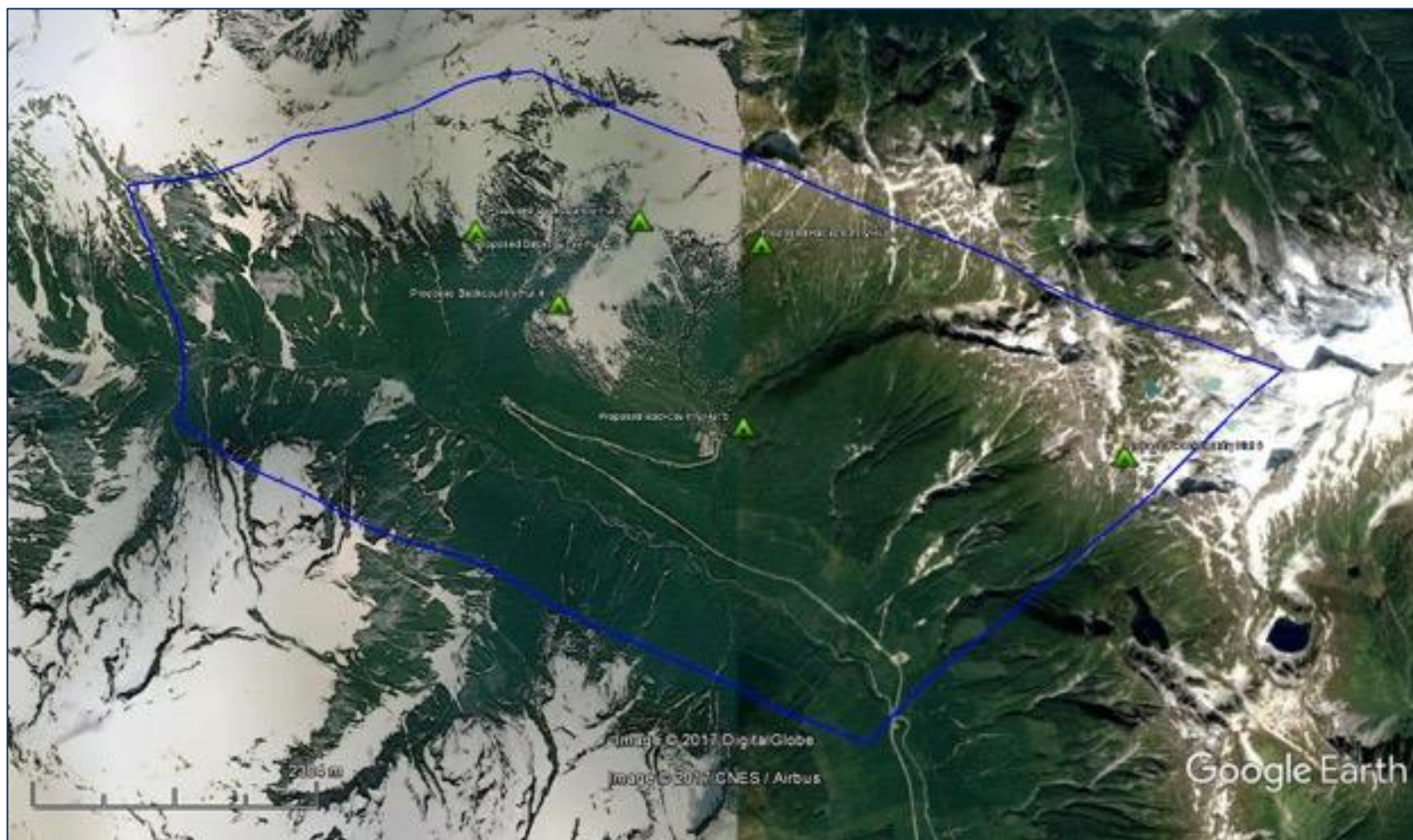
APPENDIX I. MAPS AND DRAWINGS



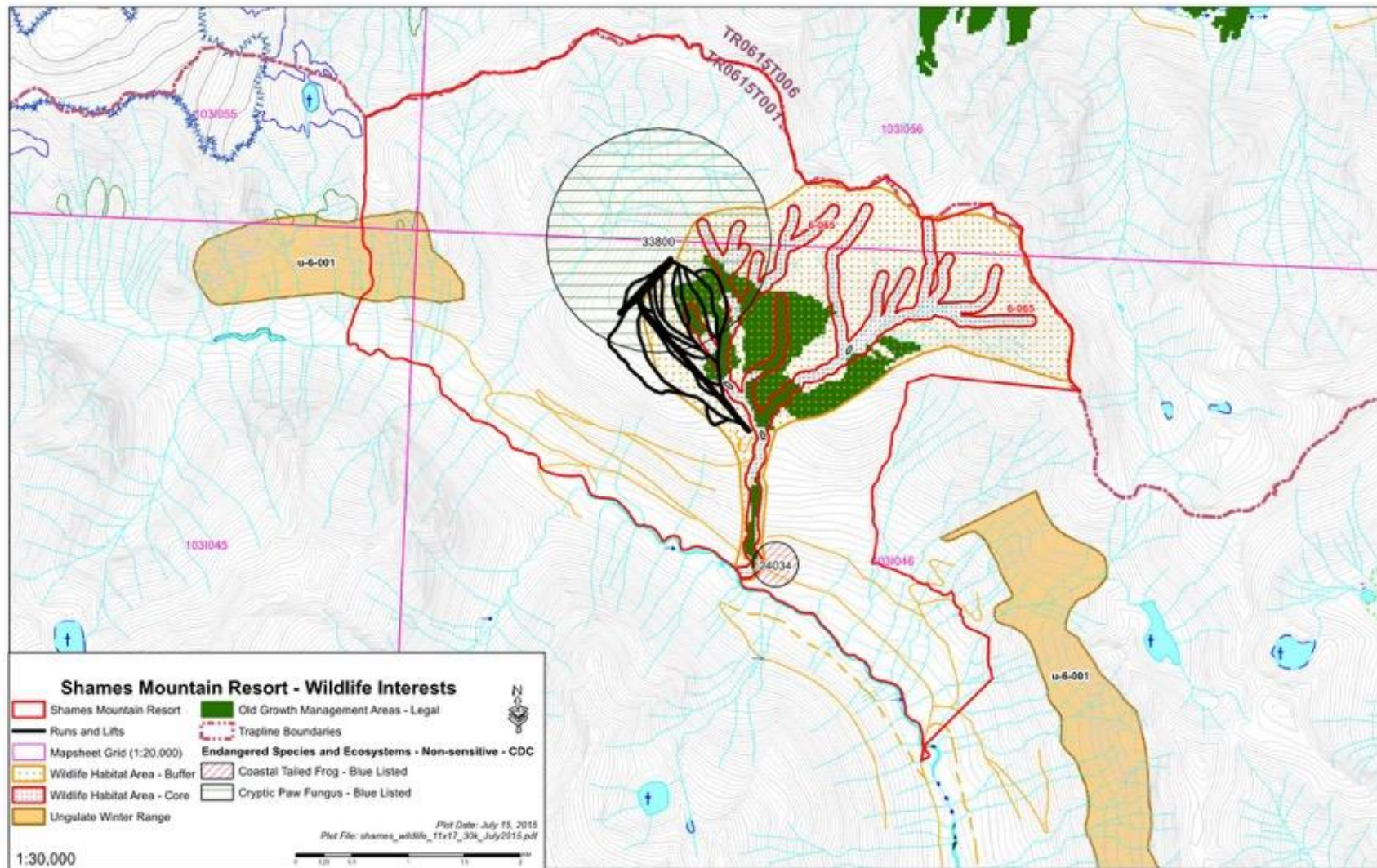
Map 1. A map illustrating the current base operations at Shames, Map 1: Shames Mountain Ski Area Map.



Map 2. A map illustrating potential proposed development and expansion within the current Shames Mountain Ski Area including accommodations, new parking, warming hut, new lift, Barton Trail and micro hydro potential along Galloway Creek. **Once again, note that all proposed development can be subject to change dependent on financial, operational and environmental restrictions.*



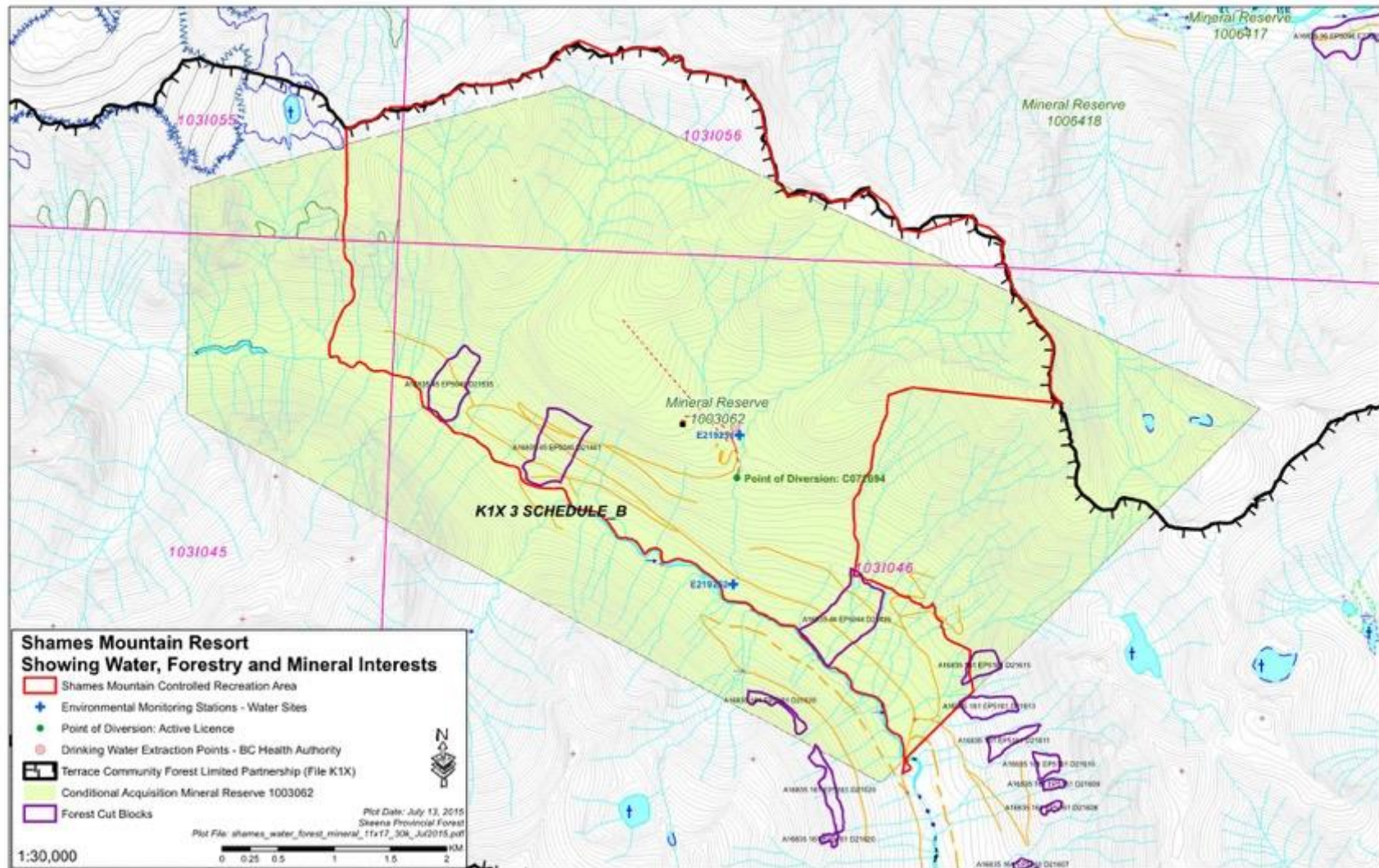
Map 3. Proposed locations for six backcountry cabins within the My Mountain Coop's Controlled Recreation Area (CRA), cabins shown by green hut symbols labelled as "Backcountry Hut".



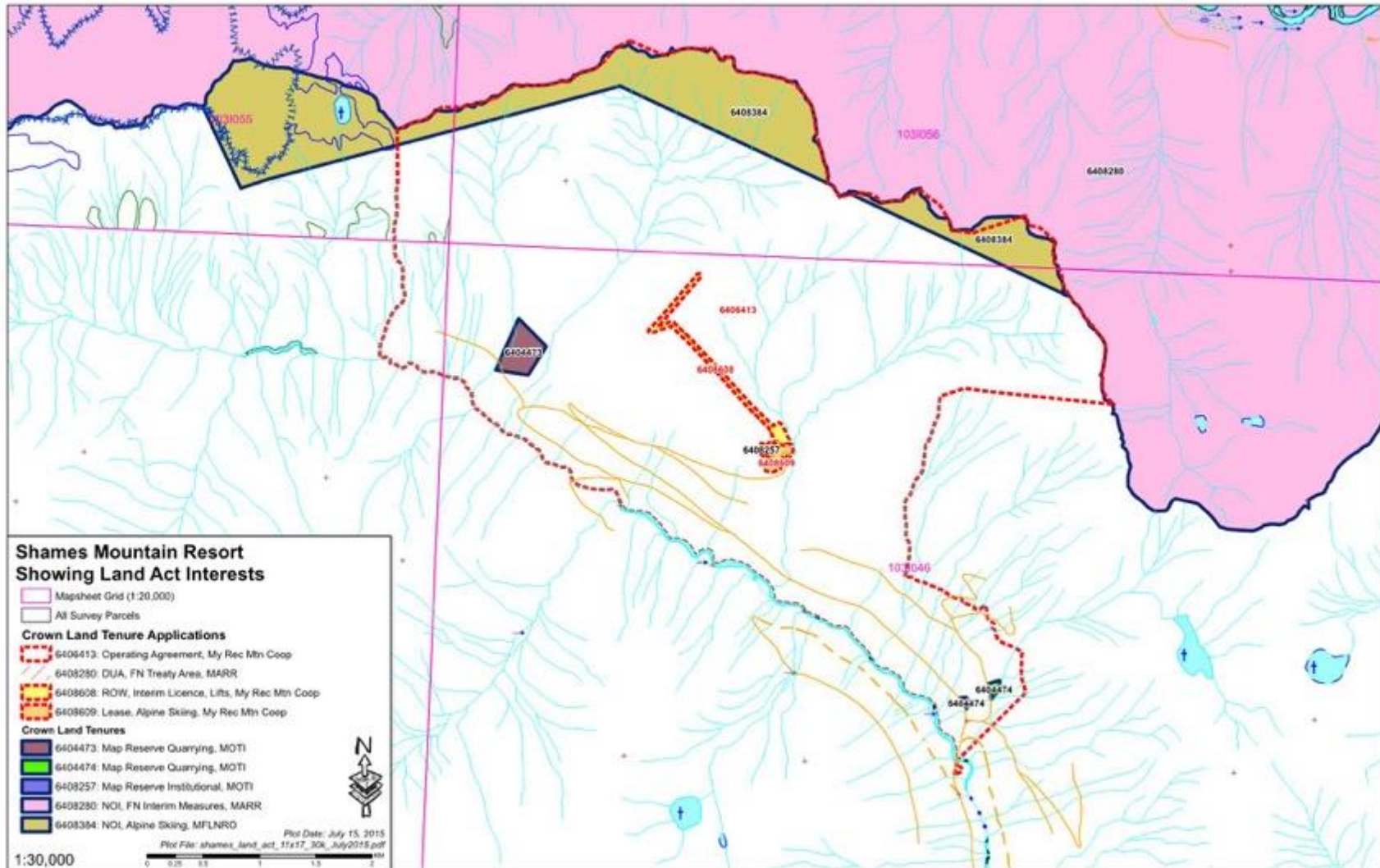
Map 4. Shames Mountain Ski Area and the Controlled Recreation Area (CRA) overlaps with environmental values including coastal tailed frog (*Ascaphus truei*) known



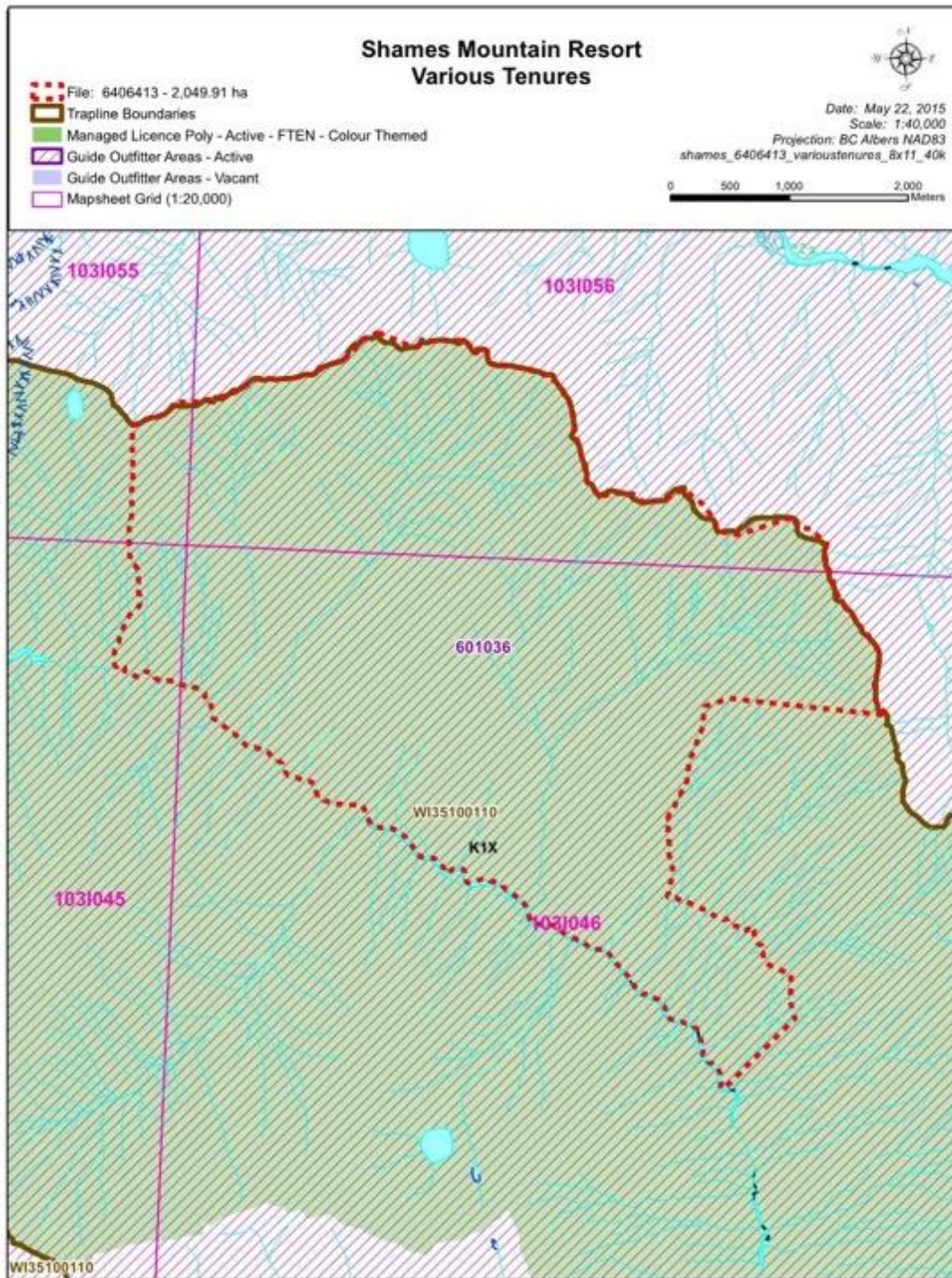
habitat, cryptic paw (Neo), Ungulate Winter Range, and Old Growth Management Areas. **These are 2013 maps and have not been updated with full CRA boundaries, and provincial wildlife listing for sensitive species. Coastal tailed frog is now recognized as a yellow listed species, a species no longer considered as at risk.*



Map 5. Controlled Recreation Area (CRA) for Shames Mountain Ski Area and My Mountain Coop overlap with Mineral Tenures, Timber Tenure and Forest, and water licenses.



Map 6. Controlled Recreation Area (CRA) for Shames Mountain Ski Area and My Mountain Coop overlap with various crown land tenure applications particularly First Nations areas and alpine skiing interests.



Map 7. Shames and My Mountain Coop tenure overlap with various tenures, particularly guide outfitter

Conceptual Design: Shames Mountain Proposed Parking Upgrades and On-Hill Accommodation Plan



Drawing 1. Conceptual plan for new parking lot area and On-Hill Accommodation Phase I: RV camping for Shames Mountain Ski Area.



APPENDIX II. SAFETY MANAGEMENT PLAN

My Recreational Mountain Cooperative Shames Mountain Management Safety Plan

Created by:
Christian Th  berge, General Manager

Approved by:
2012 My Mountain Co-op Board of Directors

Introduction

The Safety Management Plan for My Recreational Mountain Cooperative, Shames Mountain will identify policies, procedures and/or systems that we have in place with regard to safety and training. This document will ensure that, employees, and any other persons (i.e. external contractors) who are allowed to perform maintenance functions on their passenger ropeways and passenger conveyors have the appropriate skills and training and adequate supervision to carry out the scope of their responsibilities.

The Safety management plan includes 7 headings in accordance with the template provided by the BC Safety Authority. These include:

1. Scope of Responsibility
2. Safety Policies
3. Training and Supervision
4. External Contractors and Authorities
5. Scheduled Maintenance Testing and Inspection
6. Maintenance Records
7. Compliance

1. Scope of Responsibility

Shames Mountain operates three lifts, Mueller double chair with a Borwig drive station, a Doplemayr T-bar, a Boer Rope Tow. For the purpose of this document the Lifts will be referred to as follows:

Lift A: Double Chair

Lift B: T-bar

Lift C: Rope Tow

Maintenance at Shames is performed by the Maintenance Manager with

assistance of the General Manager; both have passed the Selkirk College Surface Lift and Fixed Grip Aerial Lift mechanics courses. Other help is provided by trained lift maintenance staff, lift operators and supervised volunteers. Any volunteers assisting with lift maintenance are only working under the direct supervision of lift maintenance personnel.

2. Safety Policy

Shames Mountain follows the policies and standard operating procedures with respect to safety in the maintenance, repair, testing and inspection of Lift A, Lift B and Lift C as specified in these manuals:

A) Z 98 Passenger Ropeways and Conveyors with Lift information in the following sections:

- 3. General Requirements
- 5. Circulating Passenger Ropeways
- 6. Surface passenger ropeways
- 7. Rope tows
- 10. Ropes and Chains
- 11. Inspections, Testing, Operations, and Maintenance of Passenger Ropeways

B) Mueller General Operations and Service Manual for Fixed Grip Chair

C) Borwig General Operations and Service Manual for Chair Drive

D) Boer General Operations and Service Manual for Rope Tow

E) Doppelmayr General Operations and Service Manual for T-bar

F) Worksafe BC

G) Occupational Health and Safety Regulations with Lift information in the following sections:

- 1. Definitions
- 2. Application
- 3. Rights and Responsibility
- 4. General Conditions
- 7. Noise, Vibrations, Radiation, and Temperature
- 8. Personal protective Clothing and Equipment
- 9. Confined Spaces
- 10. De-energizing and Lockout
- 11. Fall Protection
- 12. Tools, Machinery and Equipment
- 13. Ladders Scaffolds, and Temporary Work Platforms
- 14. Cranes and Hoists
- 15. Rigging
- 16. Mobile Equipment
- 17. Transportation of Workers
- 18. Traffic Control



- 19. *Electrical Safety*
- 20. *Construction, Excavation and Demolition*
- 21. *Blasting Operations*
- 23. *Oil and Gas*
- 26. *Forestry Operations*
- H) WCB Standards with all information pertaining to our lift in sections:
 - LDR1-2004 Job Built Ladders*
 - OFA 1 Certification of Occupational First Aid Attendants*
- I) Safety Standards Act with all information pertaining to our lifts in Parts:
 - 1. *Application*
 - 2. *Administrative Responsibility*
 - 3. *Adoption of Standards, Effects of Certification Mark and Regulated Product Approval*
 - 4. *Safety Officers and Safety Managers*
 - 5. *Registry*
 - 6. *Licensed Contractors and Certificate of Qualification*
 - 7. *Administration and Enforcement*
 - 8. *Safety Standards Appeal Board*
 - 9. *Review and Appeal Process*
 - 10. *Prohibitions, Offences and Penalties*
 - 11. *General*
 - 12. *Delegation of Administration*
 - 13. *Regulations making Authority*
 - 14. *Transitional Provisions*
 - 15. *Transitional Appropriation*
- J) Safety Standards General Regulations with all information pertaining to our lifts in Parts:
 - 1. *Certificate of Qualification and Contractors' Licences*
 - 2. *Permits*
 - 3. *Inspections by Safety Officers*
 - 4. *Prototype*
 - 5. *Field Safety Representatives*
 - 6. *Safety Officers*
 - 7. *Documents*
 - 8. *Incident Reporting*
- K) Elevating Devices Safety Regulations with all information pertaining to our lifts in Parts:

1. *General Qualifications and Licensing Provisions*
2. *Permits, Field Safety Representatives and Inspections*
3. *Safety Officers*
4. *Incidents*
5. *Technical Requirements*
6. *Operational Requirements*
7. *Technical Requirements*

L) My Recreational Mountain Cooperative, Shames Mountain Lift
Operations Manual

Safety is of the up most importance to My Recreational Mountain Cooperative, Shames Mountain. All members of our staff who are involved in lift operations are made aware of the safety concerns with regards to riding, operating, maintaining, testing, and inspecting the lift. These members include:

- *General Manager*
- *Board of Directors*
- *Maintenance Manager*
- *Slope Grooming Staff*
- *Lift Operating Staff*
- *Ski School and Rental Shop Manager*
- *Ski School instructors*
- *Ski Patrol Director*
- *Pro Patrol*
- *Volunteer Ski Patrol*

Shames would also inform regulatory authority such as BCSCA and our insurance broker, as well as our manufacturer, Doppelmayr, of any emerging safety concerns involved with the operation or maintenance of our lifts.

3. Training and Supervision

Staff involved in maintenance and operation of our lifts are both trained and supervised as needed. No untrained personnel or volunteers shall perform or assist in maintenance without being trained or supervised.

Required training and skills:

- As mentioned in the Scope of Responsibility section, Lift maintenance personnel must have completed the Selkirk College Lift Mechanics courses.
- Non certified personnel may assist in maintenance operations if they are

trained and supervised by a Certified Lift Mechanic.

Ensuring minimum competency levels:

- The General Manager and Maintenance Manager have the task of ensuring any personnel assisting in maintenance procedures are reasonably competent and have been trained to perform the required task.

Training record keeping procedures:

- A training record book is kept. It logs the name of every person performing maintenance tasks as well as the training they have received pertaining to a particular task.

Informing personnel of changes in codes or procedures:

- Personnel shall be informed of any changes or updates to codes and or procedures and or regulations.

Positions responsible for training:

- Training of maintenance personnel is to be done by the General Manager and/or Maintenance Manager after having successfully completed both the Selkirk College Train the Trainer course,

4. External Contractors and Authorities

All external parties performing or assisting in maintenance operations and procedures shall produce proof of their qualification (certification) before they perform the task at hand. They shall not perform tasks outside of their licensed qualifications. They shall be made aware of My Recreational Mountain Cooperative, Shames Mountain's safety policies as noted in this document. Their qualification and shall be logged into an External Contractor Log book for record keeping purposes.

5. Scheduled Maintenance Testing and Inspections

Maintenance, Testing, and Inspections for both Lift A, Lift B and Lift C shall be performed according to:

- A) Mueller General Operations and Service Manual for Fixed Grip Chair



Bulletins and Updates sent by Mueller:

- Borwig General Operations and Service Manual for Chair Drive
- Boer General Operations and Service Manual for Rope Tow

B) The Doppelmayr General Operations and Service Manual for T-bar

Bulletins and Updates sent by Doppelmayr:

- The Z-98 code Passenger Ropeways and Conveyors
- Occupational Health and Safety Regulations
- WCB Standard
- Safety Standards Act
- Safety Standards Regulations
- Elevating Devices Safety Regulation

C) My Recreational Mountain Cooperative, Shames Mountain's Lift Operations Manual

6. Maintenance Records

Record keeping is conducted in accordance with clauses 11.24.1 and 11.24.2 of the Z98 Passenger Ropeway and Conveyor code book. Maintenance logs shall be updated when maintenance occurs. In the absence of a specific maintenance sheet, a lift operating log will be used with maintenance information being noted in the notes section of the log.

Maintenance Records are kept in the maintenance shop office. The Maintenance is responsible for updating maintenance records. If someone else performs the maintenance the Maintenance Manager will ensure all parties involved have signed the record. Work sheets and reports from external contractors shall be kept with maintenance records.

7. Compliance

My Recreational Mountain Cooperative, Shames Mountain, its Board of Directors, its General Manager and Maintenance Manager are aware of their legal obligations as per applicable acts and regulations. As mentioned in Section 2, our safety plan follows the Z98 Code, our manufacturer's general operations and service manual, the WCB standards, the Occupational Health and Safety Regulations, the Safety Standards Act, the Safety Standards Regulations, and the Safety Standards Elevating Devices Safety Regulation.



CONCLUSION

This document was written by Christian Théberge, General Manager My Recreational Mountain Co-operative as of October 2011, and was approved by the 2012 My Recreational Mountain Cooperative Board of Directors; Curtis Billey, Jamie Hahn, Meredith Skimson, John Krisinger, Jom Hopper, Tara Wilson, Shawn Dimitrov and Shawn Stevenson.



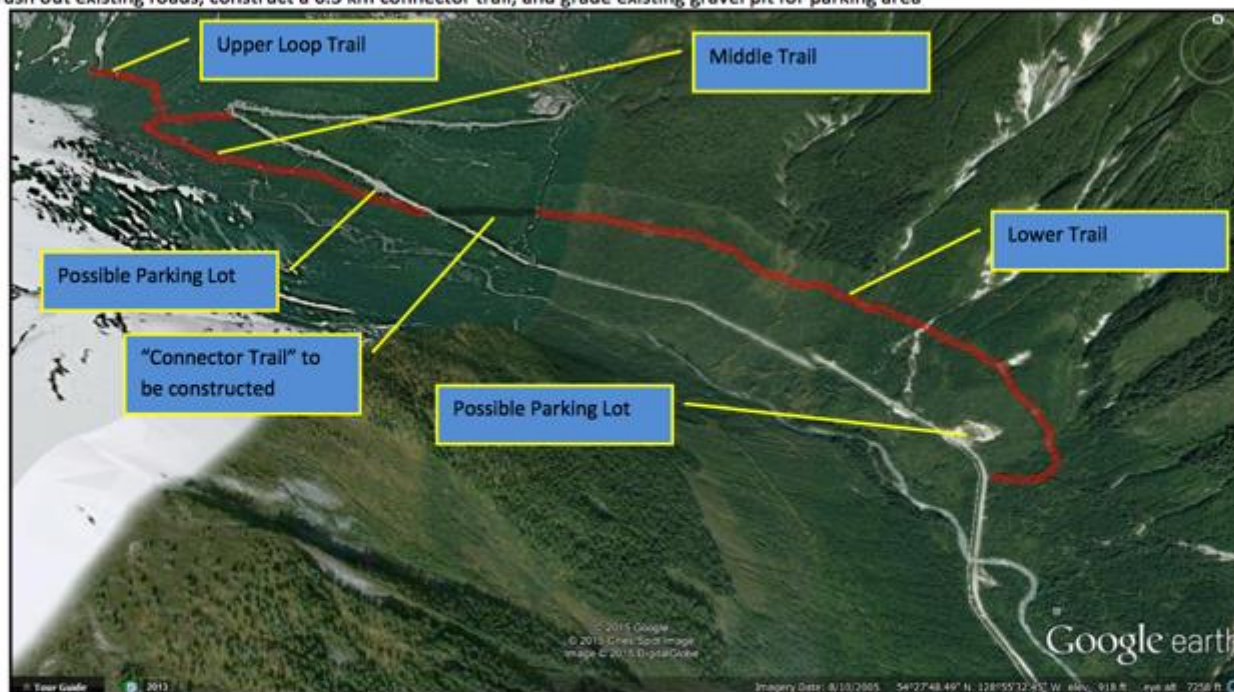
APPENDIX III. PROPOSED CROSS COUNTRY TRAILS

Proposed Cross Country Ski Trails

My Mountain Co-op

Phase 1

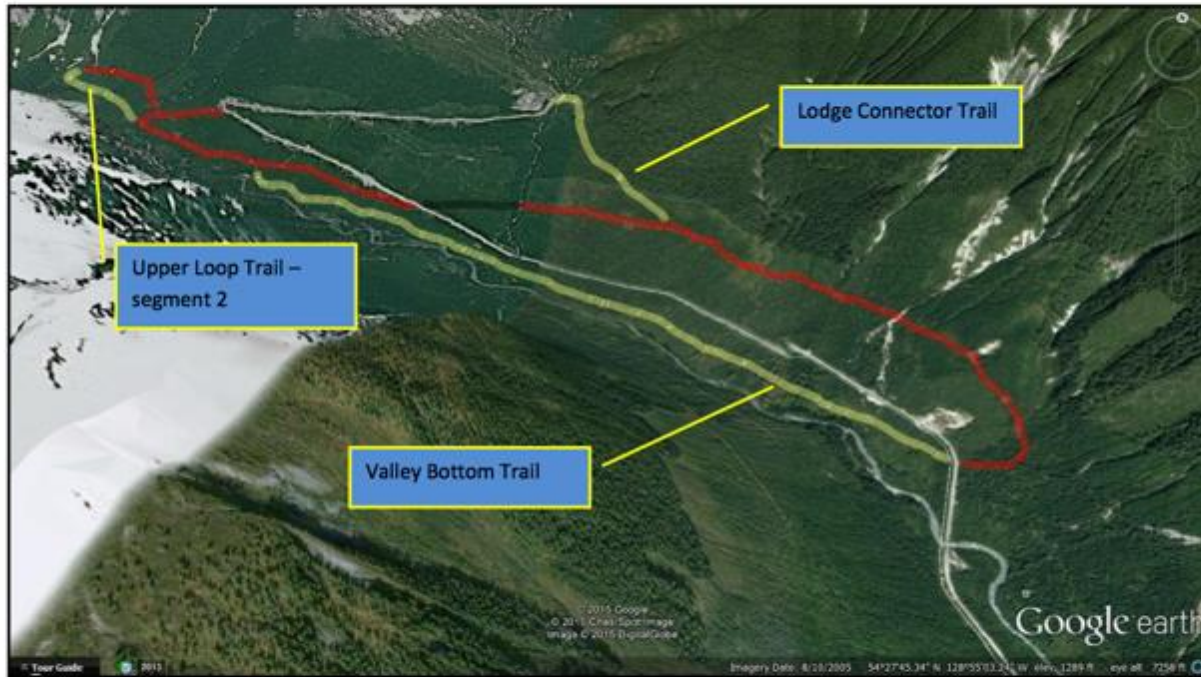
Brush out existing roads, construct a 0.5 km connector trail, and grade existing gravel pit for parking area



Lower Loop Trail – 2.9 km
Connector – 0.5 km (Newly constructed connector trail)
Middle Trail – 2.8 km
Upper Loop Trail – 1km
TOTAL – 7.2 km trail

Phase 2

Construct new trail to create scenic routes, trail variety, and a connection to the main lodge



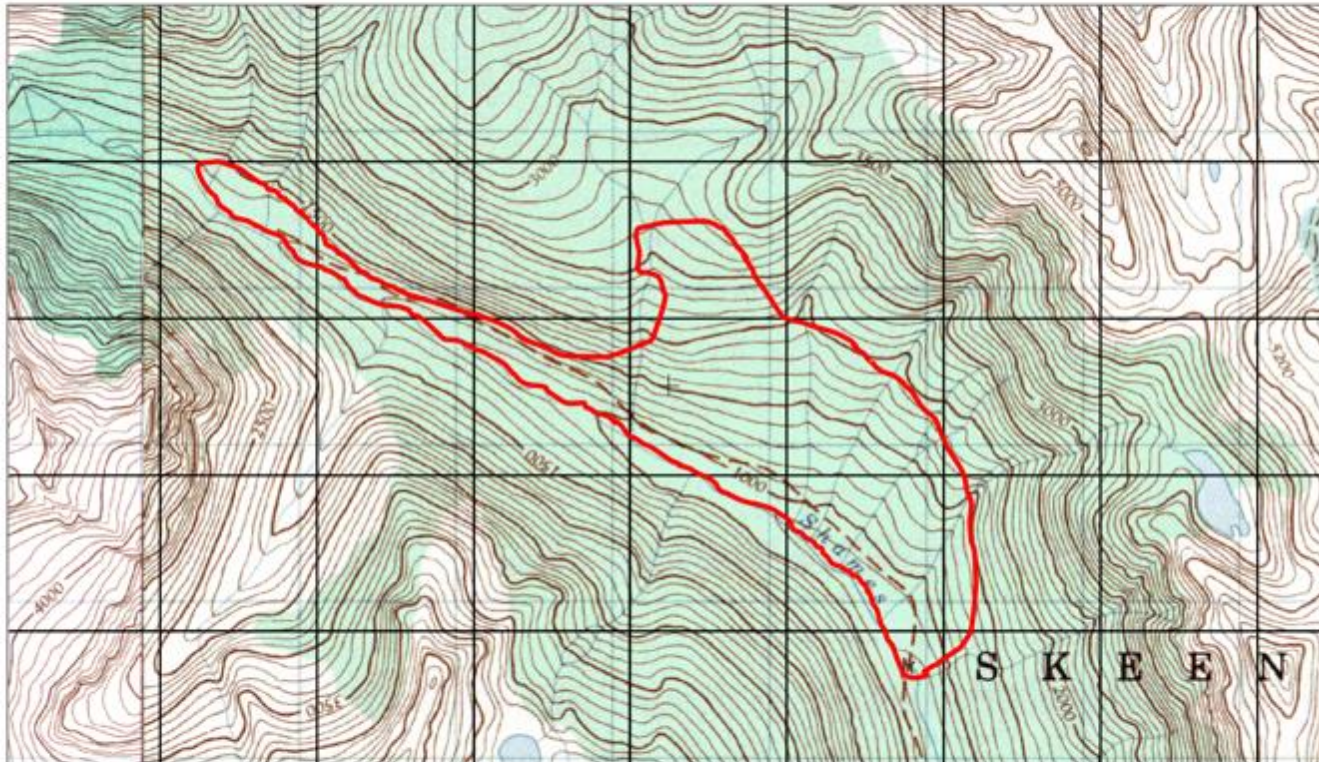
Valley Bottom Trail – 3.8 Km
Upper Loop Trail – Segment 2 – 1.1 Km
Lodge Trail– 1.3 Km
TOTAL – 6.2 km trail

Ski touring in the possible Upper Valley Loop area



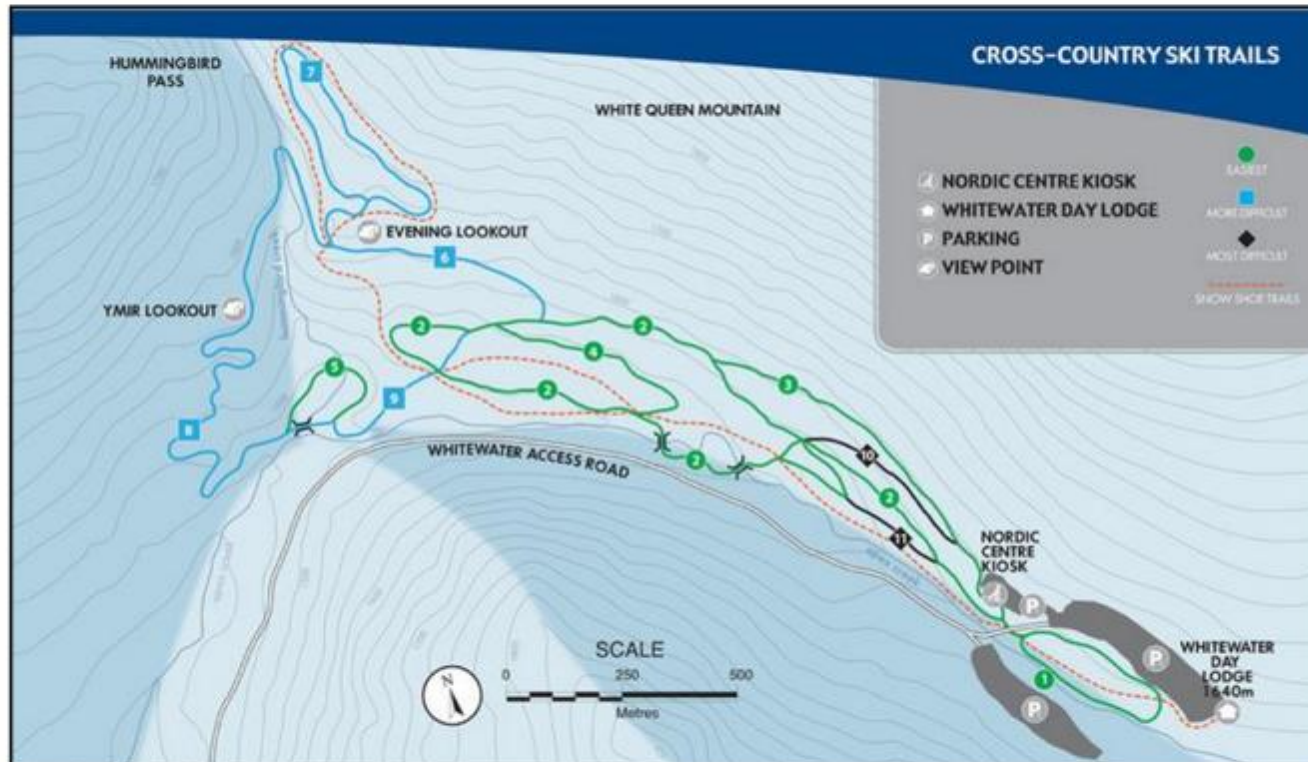
Topographical Map of Shames Cross Country Ski Terrain

Scale – 1:50,000



Whitewater Ske Resort

For Comparison



3D image of Whitewater Ski Resort cross country ski area for comparison



APPENDIX IV. EXAMPLE LETTER SENT TO FIRST NATIONS AT MMC CONCEPTION

Lax Kw'alaams Band February 23, 2011
8 Munroe Street
Lax Kw'alaams, BC
V0V 1H0

Attention: Inez Helin
Coordinator for Aboriginal Rights and Title

Introduction of Friends of Shames and My Mountain Co-operative

I would like to take this opportunity to introduce to you the Friends of Shames Society and discuss our plans for My Mountain Co-operative and Shames Mountain. Friends of Shames (FoS) is a non-profit organization with the purpose of ensuring the long-term viability and developing a sustainable operating plan for the Shames Mountain Ski Area.

FoS recognises that the Shames Mountain Ski area is located within the Tsimshian Nation traditional lands, specifically within the territory of the Gitando Tribe of Lax Kw'alaams. FoS would like to ensure we build a positive working relationship, respect the concerns of the Lax Kw'alaams Band, and explore any possible beneficial partnerships.

FoS is a group of keen skiers/boarders, outdoor enthusiasts, and local professionals who are committed to the goal of ensuring the long term operation viability of the Shames Mountain Ski Area. FoS formed two years ago and during this time we have been busy trying to achieve our purpose. During this time FoS has achieved many milestones such as:

Extensively reviewed business model options including non-profit (society), co-operative and charity business structures.

Researched other ski areas throughout the world to investigate their successes and best practices.

Consulted with lawyers and consultants who specialize in non-profit and alternative business structures.

Determined that the community service co-operative model is the best legal structure from which to build a sustainable business.

Commenced the business planning process by uncovering the 'vision' for the ski area from the community.

Secured \$20,000 in federal funds from the Canadian Co-operative Association (CDI), an organization that supports innovative cooperative projects; and \$10,000 in funding from the Northern Development Initiative Trust (through TEDA).

Currently completing a feasibility study to identify issues at the ski area that would prevent advancement of this project, none have been identified.

Currently completing a five year business plan outlining the co-operative advantage, marketing plans, capital improvements and operational strategies.

A co-operative often referred to as a co-op, is a business organization owned and operated by a group of individuals to meet their common economic, social, and cultural needs and aspirations through jointly



owned and democratically controlled enterprises. A "Community Service Co-operative" is the not for profit version of the co-operative structure. As with other non-profit organizations this comes with specific rules around any distribution of assets or profits but opens up other funding opportunities not available to for profit corporations or co-ops.

FoS is currently registering My Mountain Co-op as a community service co-operative and commencing the membership drive. The Membership drive is a process to sell memberships in the co-op to individuals and businesses in the region in an effort to raise two million dollars. All funds raised will provide the capital required for the purchase of the Shames Mountain Ski Area and to fund capital improvements for the next five years.

More information is available on our website www.mymountaincoop.ca.

The FoS would like to build a positive working relationship with the Lax Kw'alaams Band in regards to this project. FoS would like to request a visit to meet with the Lax Kw'alaams Band Chief and Council at your convenience. We would like to share more information regarding our project details and possible partnerships opportunities.

Thank you for your consideration to the Friends of Shames request and project details.
Sincerely,

Jamie Hahn

CC: Chief Councillor-Garry Reece