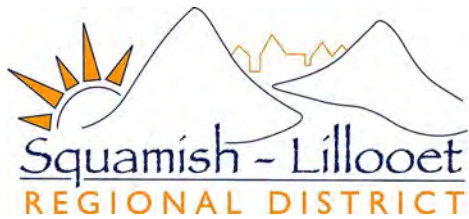


**VILLAGE OF PEMBERTON
-COMMITTEE OF THE WHOLE MEETING AGENDA-**

Agenda for the **Committee of the Whole** of Council of the Village of Pemberton to be held Tuesday, April 15, 2008 at 10:00 a.m. in **Council Chambers, 1350 Aster Street.**

	Page No.
1. CALL TO ORDER	
2. SEA TO SKY TRAIL – PROJECT UPDATE	2
Gord McKeever, Project Manager, Sea to Sky Trail Jim Bishop – Trans Canada Trail Foundation Allison Macdonald – Trails Coordinator	
3. BANNERS – INTERNATIONAL YEAR OF THE POTATO	10
For Discussion	
4. INTEGRATED LAND MANAGEMENT BUREAU – REFERRALS	
a) Referral Request for Land, received March 25, 2008, requesting local government comment on a Statutory Right of Way for a powerline to be located northwest of Pemberton.	13
b) Referral Request for Land, received April 7, 2008, requesting local government comment on a Temporary Permit – Short Term Event to be held in the Appa Glacier Area, Pemberton Icefields	26
For Discussion	
5. TERMINATION	



Sea to Sky Trail Update
 April 15, 2008

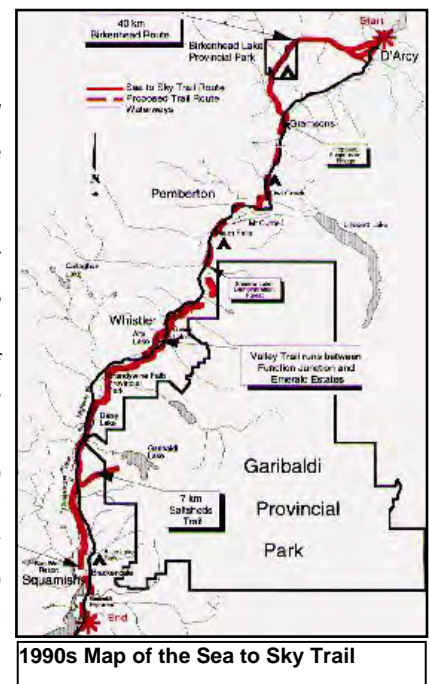
Background & History:

The concept of the Sea to Sky Trail, a non-technical multi-user mountain bike trail connecting the communities from Squamish to D'Arcy, goes back to 1991 when it was first conceived by trail visionaries Ross Kirkwood and Mike Manheim. Over time the Sea to Sky Trail Society was formed, a volunteer organization chaired first by former Whistler Mayor Drew Meredith who was followed by (former) Chateau Whistler General Manager David Roberts.

Routes were planned and some trail was built, particularly in the northern sections around D'Arcy and Birken. Trail construction was funded largely from grants obtained through the efforts of Robert Fine of the Sea to Sky Enterprise Centre, a grant from BC Hydro and some public fundraising. The route was registered through the Ministry of Forests under the Forest Standards Act as Recreation Trail RT6042, subject to approval by the Squamish Forest District on a section by section basis. Some sections were approved but the effort wound down in 1998 as the volunteer board was overwhelmed by the magnitude of the task.

From 1998 to 2002 a much smaller Sea to Sky Trail Society, led again by Ross Kirkwood and Mike Manheim, constructed trail in the vicinity of the "Sugar Cube Rocks" just north of Brandywine Provincial Park within the RMOV boundaries. These efforts wound down under the challenges of fundraising and construction.

In 2003 the project was revived by Whistler Councillor Gordon McKeever and the RMOV General Manager of Parks and Recreation, Keith Bennett. Support was garnered from the SLRD, the District of Squamish, the Village of Pemberton and the RMOV. A steering team was formed by elected officials and staff representatives from these communities with additional representation from the Sea to Sky Trail Society. As awareness grew, due to interest expressed from other communities the scope of the project expanded to eventually range from Horseshoe Bay to Lillooet. Phase 1 of the project is still to be Squamish to



D'Arcy.

In 2005 the steering team became a Standing Committee of the SLRD, charged with the task of determining the feasibility of developing a regional trail in the Sea to Sky Corridor. SLRD funding, supplemented from the DoS and the RMOW was used to engage Cascade Environmental Services Ltd to develop a master plan. The Standing Committee's mandate was fulfilled with the production of the master plan which was presented to the SLRD Board of Directors in March 2006. The master plan was then circulated to stakeholders in local government, the provincial government and 1st nations for technical review.

In October 2006 members of the Standing Committee were approached by a member of the Trans Canada Trail Board of Directors, Jim Bishop, expressing interest in having the Sea to Sky Trail become part of the Trans Canada Trail network. An ad hoc committee was formed to explore this idea further. Additional funding opportunities came with this prospect. The need for a dedicated project manager was identified. The need to tender for improvements to the first section of trail in the SLRD, from the Squamish boundary at the Jack Webster Bridge to Highway 99 at Godfrey Lookout, was identified. In the fall of 2007 an RFP for this construction and an EOI for the project manager's position were issued by the SLRD. In December 2007 Valhalla Trails Ltd was tentatively short listed for the construction and Rainbow Retreats Management Ltd (Gordon McKeever) was engaged as the project manager.

Current Committee Structure:

The current committee directing the project needs to be reviewed and ratified as a Standing Committee of the SLRD, with terms of reference revised to reflect the role of building the Sea to Sky Trail. The committee currently consists as follows:

Jim Bishop (Chair) – Trans Canada Trail Foundation
Allison Macdonald – Manager of Administrative Services – SLRD
Chris Bishop (Secretary) – Planner – District of Squamish
Todd Pope – Trails Co-ordinator – District of Squamish
Dave Patterson – Manager of Park Operations – RMOW
Frank Savage – Planner – Resort Experience – RMOW
Liz Jones – Village of Pemberton (no longer employed by VoP – needs to be replaced)
Lucinda Phillips – Land & Resources Director – Mt. Currie Indian Band and/or Daniel Cindric – Recreation Director – Lil'wat Nation
Larry Nahanee – Squamish Nation
Tim Hoskin – Recreation Officer - Ministry of Tourism, Sports & the Arts
Vicki Haberl – Regional Planner and Olympic Liaison – Ministry of the Environment (BC Parks)
Leon LeBrun – (acting) President – Hike BC (provincial coordinating agency for the TCT)
Gordon McKeever – Rainbow Retreats Management Ltd – Project Manager

Meetings are currently held monthly, with an executive group consisting of Allison Macdonald, Dave Patterson, Frank Savage and Todd Pope directing day to day

activities in consultation with the project manager. The executive group makes recommendations for expenditures with final approval from the SLRD.

Fundraising:

In most cases fundraising, as with construction, is linked to securing tenure. Government and foundation grant applications both list the legitimate right to construct the trail as a prerequisite. Private sector funding requires a clear understanding of sponsorship recognition. Tenure and establishing an approved sponsorship recognition hierarchy are necessary precursors to successful fundraising.

Sponsorship recognition opportunities exist in three forms; the web site www.SeaToSkyTrail.ca, the trail signage program and printed material such as maps or a periodic newsletter.

The web site could recognize financial support on the home page, on a specific supporters page and in logos embedded in down-loadable maps. Web site development is still pending.

The signage required can be divided into six categories:

Major Trailheads – the Trans Canada Trail has developed a “pavilion” concept to mark major trailheads such as, in our case, Squamish, Whistler, Pemberton, D’Arcy, etc. The pavilion provides trail and regional route information. In addition, plaques inside the open pavilion recognize sponsorship. Supporting this concept would increase the probability that the Trans Canada Trail could assist with securing significant corporate sponsorship

Minor Trailheads – permanent 6” x 6” wooden posts secured in a concrete base would provide route information for sections of the trail. Small (i.e. 2” x 2”) logos could provide recognition for major sponsors that contributed to the development of the local section.

Trail Intersections – smaller permanent 4” x 4” wooden posts would identify intersections with other trails. It is not recommended that these signs would carry any sponsorship recognition.

Wayfinding signage – small markers indicating the rider is still on the correct route. It is not recommended that these signs would carry any sponsorship recognition.

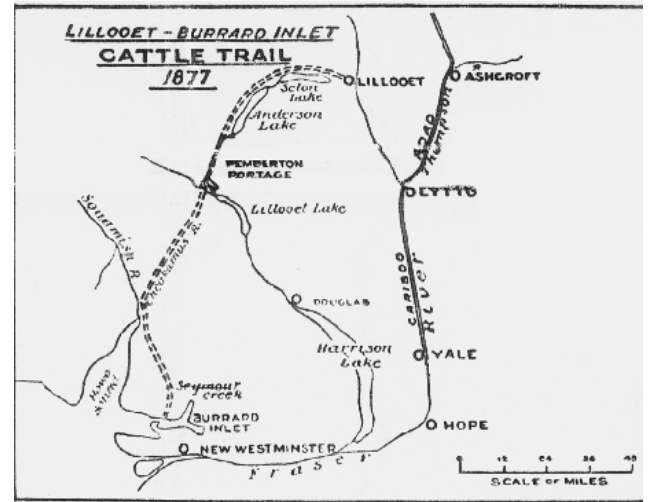
Highway / Road Access signage – working with the Ministry of Transportation, highway signs would identify access points to the Sea to Sky Trail. These signs would have to conform to ministry requirements and would play no role in sponsorship recognition.





Interpretive signage – a key component of the project has been a program of interpretive signage, highlighting the flora, fauna, geology and human history of the land. These features would add significant value to the trail experience and provide opportunities to increase awareness of the natural and cultural environment. A particular opportunity exists to highlight the local 1st Nations culture and history. These signs would tend to be larger than other on-trail signage and could present opportunities for discrete sponsorship recognition.

Maps and brochures would tend to be produced by the private sector. Any advertising, etc featured in these products would be for the benefit of the producer. Producing our own periodic (i.e. quarterly) newsletter regarding the trail has been discussed by the committee. This vehicle could serve to increase public awareness and act as a press release vehicle. Opportunities for sponsorship recognition would exist in this publication. Production costs and distribution logistics have yet to be addressed in this recent concept.



Vancouver Province, August 14th, 1948, Magazine Section, page 3.

Lillooet-Burrard Inlet Cattle Trail — 1877

Funding efforts to date include:

Agency	Program	Secured Funding	Tentative Funding	Status
District of Squamish	Corridor Trail capital budget	\$824000		
District of Squamish	Provincial LocalMotion grant application		\$824000	Application submitted 15 Mar 08
Resort Municipality of Whistler	Sea to Sky Trail capital budget & other trail budgets	\$820000		
Resort Municipality of Whistler	Provincial LocalMotion grant application		\$820000	Application submitted 15 Mar 08
Resort Municipality of Whistler	Sea to Sky Trail built in 2006 & 2007	\$125200		Already spent of recent construction
Squamish Lillooet Regional District	Pemberton Highway 99 Trail	\$52111		
Squamish Lillooet Regional District	Provincial LocalMotion grant application		\$52111	Application submitted 15 Mar 08
Whistler Blackcomb Foundation	Grant	\$300000		Funding available pending finalization of business plan
Trans Canada Trail Foundation	Support for registered trail construction costs		Up to 20% of costs	Registration and funding applications in process
Other funding applications	Grants		\$300000	Applications in process for decision by year-end

Significant effort was put into the Provincial LocalMotion funding applications to present the Sea to Sky Trail as a comprehensive, corridor-wide community project. Our model was the successful Spirit Trail application from last year (submitted jointly by West Vancouver, North Vancouver City & District to connect Deep Cove to Horseshoe Bay along their waterfront). If successful, the additional funding would be adequate to complete the Sea to Sky Trail from border to border within the communities of Squamish and Whistler and to construct the Pemberton Highway 99

Trail. Other funds secured or in process would likely represent sufficient resources to complete the trail between Squamish and Whistler by the end of 2009.

Successful completion of the southern portion of Phase 1 would provide a lot of fundraising momentum to allow us to carry on north. Additional opportunities exist through amenity zoning for developments such as the Squamish waterfront, Green River Estates, etc.

Construction:

The communities of Whistler and Squamish are proceeding apace with planning and construction of the trail within their boundaries. Capital funding has been committed in both cases, hopefully augmented by successful LocalMotion grant applications.

With the WhistlerBlackcomb Foundation grant sufficient funds exist to complete the section from Paradise Valley to Highway 99 at Godfrey Lookout. Valhalla Trails Ltd are planned to be engaged to develop the construction strategy for this challenging segment, in concert with steering committee members and the project manager. The process of construction will be determined by this plan. The right to work on this section has been secured through a letter from the Ministry of Tourism, Sports and the Arts authorising improvements to an existing trail.

A rail crossing and an encroachment on the rail right-of-way have yet to be resolved for this section. Establishing the heritage value of the historic Lillooet Burrard Inlet Cattle Trail (see image on a preceding page) may assist this process, as actually the rail encroached on an existing public thoroughfare constructed in the 1880s. It would be interesting to understand to what extent this route is recorded in Victoria. The heritage value of remnant routes around Pemberton and between D'Arcy and Lillooet may also be valuable to establish and preserve through the Sea to Sky Trail.

Building a safe route along Highway 99 from Godfrey Lookout to the Chance Creek Bridge exit, between the highway and the Cheakamus River will be a challenging task. The Ministry of Transportation expects us to be exploring this aspect of the trail out of concern for introducing an increased number of riders onto the shoulder of the road. In many cases expensive engineered solutions will be required. Determining the options along this section of the route will be a task for this summer.

From the Chance Creek Bridge to Pinecrest Village will consist of making improvements to existing trail. Some preferred alternate routes, employing existing old road beds, have been plotted and a map will shortly be submitted to BC Hydro for their approval.

The existing highway from Pinecrest to Doug McDonald's road will be downgraded to a secondary road with the construction of a new highway section in this area. It is intended that the trail run along the east side of the (old) highway easement, occasionally meandering into the forest as the geography allows, until the

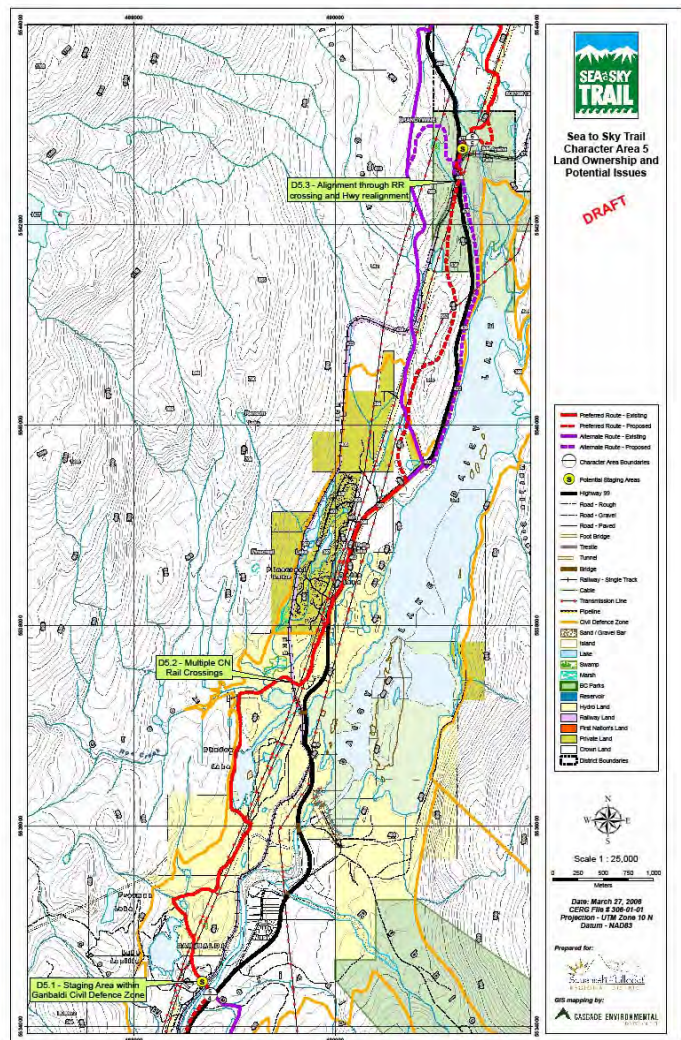
intersection with the new highway. Some new trail would be constructed along this route, where possible, to remove the trail from the shoulder of the road.

From Doug McDonald's road a route has been plotted using BC Hydro right-of-ways and Crown Land which would take the trail to intersect with the road to the Brew Creek Lodge. Existing road beds would be used where possible but some new trail would be built in this area.

Residual funds from the Whistler Blackcomb Foundation grant and the (potential) grant from the Ministry of Transportation, combined with funding support from the Trans Canada Trail, should be sufficient to complete trail to this point. Tenure should be easily achievable as the route this far would only require approvals from BC Hydro, the Ministry of Transportation and the Crown and involves one, currently used, rail crossing. The first two parties have indicated support for the project, subject to a review of the exact route.

The trail section from the Brew Creek Lodge road to Brandywine Park is the last piece of the puzzle to solve. The route involves challenging geography, at least one rail crossing and a very challenging intersection where the highway, the railway and Brandywine Park meet. Route finding will be a task for the summer of 2008 with construction (hopefully) in 2009. The UBC Varsity Outdoor Club maintains the trail to Brew Lake. Traditional access to this trailhead (north-west of Brew Creek Lodge) has been along the railway from Brandywine Park. The club is interested in building a new, safer route and synergies have been identified between our two projects. They too will be route-finding this summer and hope to construct in 2009. We will be working together where possible. It is also hoped that BC Parks will see value in opening up new areas of Brandywine Park to the public, in particular to access a beautiful little lake in the very south-west corner of the park.

In summary, it is felt that connecting the communities of Squamish and Whistler by the end of 2009 is achievable. Whistler should be able to complete construction between the new



neighbourhood of Cheakamus Crossing (the athletes' village) and Brandywine Park in this period. The timing of Squamish's Corridor Trail is undetermined at present but much of the Sea to Sky Trail route exists on the ground.

Community Engagement:

Due to the length of time the Sea to Sky Trail concept has been in existence there has been extensive community endorsement over the years. The following letters of endorsement and support are on file:

- Squamish Lillooet Regional District (x4) – dated 25 February 2008, 18 March 2005, 17 June 2003 & 31 August 1992.
- District of Squamish (x3) – dated 04 March 2008, 17 June 2003 & 18 August 1992.
- Resort Municipality of Whistler (x4) – dated 03 March 2008, 07 July 2003, 05 February 1996 & 24 August 1992.
- SLRD/Squamish/Whistler – LocalMotion application approved 29 February 2008.
- Village of Pemberton – dated 03 June 2003 & 09 September 1991.
- Anderson Lake Indian Band Council – dated 20 April 1993.
- Lil'wat Nation – dated 14 March 2008.
- Federal MP Blair Wilson – dated 12 March 2008.
- Provincial MLA Joan McIntyre – dated 25 February 2008.
- Federal MP Mary Collins – dated 22 May 1993.
- Provincial MLA David Mitchell – dated 05 April 1994.
- City of Vancouver Councillor Gordon Price – dated 24 September 1994.
- BC Parks (x2) – dated 02 June 1994 & 20 August 1991.
- Squamish Forest District – dated 15 June 1994.
- Royal Canadian Mounted Police – dated 16 September 1991.
- Squamish Chamber of Commerce(x2) – dated 9 September 1991 & 13 May 1991.
- Whistler Advisory Parks and Recreation Committee – dated 04 September 1991.
- Sea to Sky Enterprise Centre – dated 16 August 1991.
- International Mountain Bicycling Association – dated 21 February 1991.
- Outdoor Recreation Council of British Columbia – dated 15 August 1991.
- Bicycling Association of British Columbia – dated 14 April 1991.
- Squamish Trails Coalition – dated 16 September 1991.

More public oriented community engagement is focused on acceptance and routing in individual communities. The Friendship Trail project, connecting Pemberton and Mt. Currie, would form part of the route. The community of Whistler has had multiple public engagements as they developed their trail strategy and entrenched the concept of the Sea to Sky Trail in their community plan, Whistler 2020. An open house is pending in the near future to engage the Squamish community in the Corridor Trail project, which will also be part of the Sea to Sky Trail. In addition, an

information exchange on the Sea to Sky Trail was held with the communities of Pinecrest & Black Tusk on February 2, 2008.

The Sea to Sky Trail Master Plan and additional documents have been provided to the land and resource departments of the Squamish Nation and the Mt. Currie Indian Band. A letter is now on file from Mt. Currie endorsing the concept of the Sea to Sky Trail. No formal support has been issued from the Squamish Nation yet. This support is clearly understood to be crucial and is being actively pursued. The Anderson Lake Band has not been approached yet as, due to funding opportunities, the focus has been on the southern portions to date. It is hoped that all three 1st Nations groups will recognize the social and economic benefits of the trail for their communities and see value in the potential of the interpretive signage program to promote their culture and history.

After this update to the SLRD Board it is intended that a similar update be provided to the councils of Squamish, Whistler & Pemberton, scheduled between the 15th and 21st of this month. Similar presentation opportunities are being sought with Mt. Currie and the Squamish Nation. After updating the local governments, the intention is to take the information to other community forums such as the various Chambers of Commerce, service clubs, etc. This would be the formal start of community fundraising efforts.

Summary:

The Sea to Sky Trail is an ambitious and challenging project, as evidenced by the many years and multiple iterations of the undertaking to date. The enormous benefits to the citizens of the Squamish Lillooet Regional District, socially, environmentally and economically, justify facing the challenge of the task. The progress made in the last few years validates the effectiveness of the local government driven model currently employed. It is a big project. Much has been done and momentum is building, but there are years more work ahead. In the end the corridor will long celebrate the benefits of such a world class community amenity and each section, as completed, will immediately yield rewards.

To move forward effectively it is requested that the SLRD Board of Directors dissolve the existing Sea to Sky Trail Standing Committee charged with the task of determining the feasibility of the project and strike a new Standing Committee charged with the task of constructing the trail. Beyond that the project places few demands on the SLRD aside from some staff time. The most significant role the Board members can play is to support and promote the Sea to Sky Trail at every opportunity as increased awareness and excitement greatly increases the surety of timely completion.

Allison Macdonald

Gordon McKeever
Rainbow Retreats Mgmt Ltd
Project Manager



REPORT TO COUNCIL

Date: April 8th, 2008
From: Lori Pilon, Administrator
Subject: International Year of the Potato Banners

Received by Council _____
Meeting No. _____
Date _____

RECOMMENDATIONS

For discussion.

BACKGROUND AND COMMENTS

Council has requested Staff to investigate options for using the International Year of the Potato logo (right) to create streetlight banners for Pemberton for the remainder of 2008.

The logo of the International Year of Potato (right) was created by Italian graphic designer Giancarlo de Pol. The main graphic elements - above, a bowl with harvested potatoes and below, in the earth, a golden tuber - symbolize the intimate link between humanity and agriculture. The slogan, "Hidden Treasure", highlights the often overlooked importance of the potato for rural people, the economy and global food security.



Individuals and organizations wishing to reproduce the IYP logo - in printed form or on websites - must first obtain permission from the IYP Secretariat at the Food and Agriculture Organization of the United Nations. This is done by completing a formal application. There does not appear to be a cost involved. Our use of the logo would fall under the non-commercial use category: use of the logo IYP logo that is aimed primarily at raising awareness of the International Year of the Potato and/or to raise money to pay for activities related to IYP. Such uses may only be undertaken by non-commercial, not-for-profit entities.

DISCUSSION

The current streetlight banners along Portage Road were produced in June 2007. These 96 single-sided, digitally printed banners are scheduled to be replaced in June 2009. Staff will be developing a formal banner program/selection process similar to Whistler's to facilitate the selection of the 2009 banners. Banners typically are expected to be replaced every two years.

If the Village were to purchase IYP streetlight banners, the current banners would be taken down and stored for the remainder of 2008, to be put back up in January 2009. The replacement schedule could therefore be bumped forward to the end of 2009. This schedule would coincide well with the 2010 Winter Olympics.

Street Banners however represent a moderate financial investment for the Village, as well as staff time/ladder truck costs to install and take down. As the IYP banners will only be relevant for the remainder of 2008 (7-8 months, depending on production turn around time), it may be more economical to pursue other options if Council chooses to promote the International Year of the Potato.

Additional options are described in more detail below and include:

- “Dakota” style banners (freestanding)
- A Gateway Banner across Portage Road

OPTION ONE: Street Light Banners (the Flag Shop, Vancouver)

32" x 62" single sided (mirror image on the reverse side), acid dye printed on White Tackle II (210 denier) high tenacity nylon, in 7 colours (Black, Orange, Green, Light Green, Brown, Dark Brown and Red), complete with 3.5" sleeves across the top and bottom (open on the inside edges, sewn shut on the outside edges), with gussets and brass grommets at the top and bottom inside edges, away from the sleeves, for banner anchoring purposes. Double fold hems, double needle stitching, sewn with White Poly Bonded thread.

Prices dependant on quantity: quoted on quantity of 96.

\$6,835.36 = \$71.41 each (tax, shipping extra)

OPTION TWO: “Dakota” Style Banners (the Flag Shop, Vancouver)

Product includes an anodized aluminum display pole which comes in three sections, fitting into each other and blocked with a “click” system (overall pole height for the 5’ banner is 6’-10”, overall pole height for the 12’-2” banners is 15’), a rigid top horizontal arm to guarantee permanent brand visibility, system slips into a 3” sleeve on the banner hoist, a cord sewn into the bottom of the banner and is tied to a hook on the bottom segment of the Dakota system. System includes a carrying case and the Oslo round shaped above ground base (15 kg. Ballast base).

Advantages: lightweight, portable, indoor/outdoor. Could be moved around to various Village locations/events, such as the Visitor Info Centre, Canada Day Celebrations, Slow Food Cycle, Community Centre opening, Equifest, Lily Paddle, etc. Banner can be easily changed, therefore display structure is usable for years to come.

Disadvantages: could be subject to vandalism if left outdoors overnight.

Prices dependant on quantity. Prices do not include tax, shipping.

5’ Dakota, 1 unit: \$ 415.71 each

5’ Dakota, 2 units: \$ 365.34 each

12’-2” Dakota, 1 unit: \$ 712.78 each

12’-2” Dakota, 2 units: \$ 616.28 each



- Ideal for temporary events, sponsorships and vertical awareness signage.
- Structure similar to the Montana Banner.
- Our rigid Horizontal Arm guarantees permanent brand visibility.
- 2 models available (aluminium structure can be used with other banners).
- Banner is easily interchangeable.
- Quick and easy assembly (2 - 3 minutes).
- Very Mobile (max weight 5.5 lbs + travel bag).

OPTION THREE: Gateway Banner (Cutting Edge Signs)

30' x 3' banner of sturdy material with grommets along the top at 30cm intervals and along the bottom at 60 cm intervals. Wind holes of 7-10cm in diameter per 0.9m² (1sq. ft) of banner. 3/8" rope sewn along top and bottom, with 3' beyond the length on both ends. 7 colours.

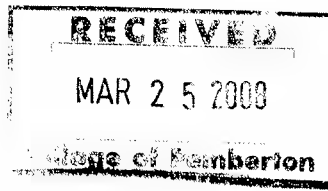
Advantages: prominent, durable. No current bookings for the overhead banner space so could be left up and taken down if any bookings come in.

Disadvantages: Still some outstanding MoT permit issues with respect to the guide wire for the overhead banner system. Staff is working to finalize.

\$750.00 (tax extra)



The Best Place on Earth



Call

Surrey Regional Office
 Suite 200 – 10428 153rd Street
 Surrey BC V3R 1E1
 Phone: (604) 586-4400
 Fax: (604) 586-4434

Referral Request For Land

TO: Village of Pemberton Ministry of Environment (Water Stewardship Division) - Jennifer Guay Vancouver Coastal Health Authority - Cindy Watson	You are invited to comment on the enclosed Application for Crown Land Tenure Copy of the application attached. <p style="text-align: center;">Referral responses must be received by this office by: April 21, 2008</p> If we do not hear from you by that date, we will move forward with the adjudication process. If you require additional information on the proposal(s), please contact the applicant. Please Note: If the client is required to comply with any laws, by-laws or requirements etc., you must advise the client.
---	---

APPLICANT'S NAME Regional Power Inc.	REF MAP No. 92J 046, 92J 036, 92J 026	DATE SENT March 20, 2008
LAND CONTACT Shana Bow, Natural Resource Officer Shana.Bow@gov.bc.ca	CONTACT PHONE NO (604) 586-4406	LAND FILE NO 2409789

LAND APPLICATION	
LOCATION OF CROWN LAND Northwest of Pemberton	PARCEL SIZE 962 ha +/-
LEGAL DESCRIPTION That parcel or tract of land in the vicinity of DL1549, Lillooet District, together with that part of DL8693, Lillooet District, together with that part of DL1549, Lillooet District.	
INTENDED LAND USE Utility	LAND USE PROPOSED TERM As long as required
LAND PROPOSED TENURE TYPE Statutory Right of Way	LAND USE PURPOSE Powerline

RESPONSE COMMENTS:
1. Does either proposal relate to your agency's legislated responsibilities? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please identify the relevant legislation (including section).
2. If the proposal proceeds, will the proponent require approval or a permit from your agency? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No
3. Will compliance monitoring be required by your agency if these proposals go ahead? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No
4. If the Land application proposal is implemented, in your opinion, would public use of the area be impacted? Explain.

For Municipal/Regional Government Use Only: Is the area for the Land application zoned for the proposed purpose? If no, what is the current zoning?
What is the estimated time required for a decision on an application to re-zone the area should the applicant wish to pursue this option?

Village of Pemberton
 Planning Committee
 Monday, April 15, 2008
 3 of 3



Applying for a Crown Land Tenure

All applications must include completed application form, general location map, local detail map, appropriate fees and attachments as indicated below.

INFORMATION REGARDING APPLYING FOR CROWN LAND AVAILABLE AT
www.al.gov.bc.ca/clad/land_prog_services/programs.html

PART 1. NAME(S) AND MAILING ADDRESS

Applicant Name:
FULL LEGAL NAME of Individual(s), Company or Society,
Ministry or Government Agency Your File: _____
REGIONAL POWER INC. (ON BEHALF OF
RYAN RIVER JOINT VENTURE)

Are you an Agent submitting this application on behalf of your client?

Yes No

Letter of Agency attached Yes No

Contact Name for Company or Ministry Applicants:
JAMES CARRIER

Agent Name & Mailing Address:

Applicant Mailing Address:
40 UNIVERSITY AVENUE, SUITE 710
TORONTO, ONT
postal code M5J 1T1

_____ postal code _____

Applicant Contact Numbers: Phone: 416-593-4717
Daytime Phone: _____ Fax: 416-593-4925

Agent Contact Numbers:

Phone: _____ Fax: _____

Applicant Email Address:
JAMESC@REGIONALPOWER.COM

Agent Email Address:

For applications made by more than one individual: Joint Tenants or Tenants in Common
For your information: Joint Tenants: on the death of one tenant the interest passes to surviving tenant.
Tenants in Common: on the death of one tenant the interest passes to the beneficiaries of the estate.

BC Inc. #, BC Registration # or Society #: 396529-5

GST Registration #: 894015882RT0001

Age: 19 or over Yes No

Canadian Citizen or Permanent Resident Yes No

Do you hold another Crown land tenure? Yes No If yes, provide File Number: 6407586, 87,88,90

Period of Projected Use:

Two years or less Two to five years Five to ten years Ten to thirty years More than thirty years

Application Type: new application replacement application – file number _____
 investigative permit application amendment application – file number _____

Proposed Use/Tenure Type: (e.g. powerline right of way, gravel quarry licence): POWER LINE RIGHT OF WAY

FOR OFFICE USE ONLY

(date/time received) RECEIVED MAR 11 2008 \$ 1050.00 BY <u>RG</u>	File Number: <u>2409789</u>	Project Number:
	Disposition ID:	Client Number:

log # 19635 NRO.



PART 2. PURPOSE, LOCATION, AREA

PLEASE SELECT APPROPRIATE PROPOSED LAND USE

Proposed Land Use Program Area	New Application Fees (Including GST)	Program Specific Requirements Website
<input type="checkbox"/> Aggregates & Quarry	\$1,050.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Agriculture – Intensive	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Agriculture - Extensive	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Airport – private	*\$50 per hour process time	Contact FrontCounter BC
<input type="checkbox"/> Alpine Skiing	Type 1 (minor) \$1,050.00 Type 2 (major) contact FrontCounter BC	www.tsa.gov.bc.ca/resorts_rec/tenure/skiing
<input type="checkbox"/> Aquaculture – Fin fish	\$5,171.25	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Aquaculture – Shellfish	\$1,260.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Commercial - General	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Commercial - Film	\$525.00 fee plus \$262.50 rental	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Commercial Recreation	Non-Motorized \$262.50 Motorized \$3,465.00	www.tsa.gov.bc.ca/resorts_rec/tenure/commercialrecreation
<input type="checkbox"/> Communication Site	\$1,050.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Community/ Institutional	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Federal Reserves	\$3,465.00	Federal Government Only – Contact FrontCounter BC
<input type="checkbox"/> Ferry Terminals	*\$50 per hour process time	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> General Industrial	\$ 525.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Golf Course	\$3,465.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Grazing	\$ 262.50	http://www.for.gov.bc.ca/hra/grazing/
<input type="checkbox"/> Head Lease	\$50 per hour process time	Contact FrontCounter BC
<input type="checkbox"/> Log Handling	\$1,050.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Marina	\$ 525.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Mining	\$ 525.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Ocean Energy	Investigative Permit \$525.00 Licence for Equipment \$525.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Oil and Gas	\$ 525.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Private Moorage	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Provincial Reserves	For Provincial Government Ministries Only	
<input checked="" type="checkbox"/> Utilities (Linear Use)	Less than 25 Km \$1,050.00 More than 25 Km *\$50 per hour	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Residential	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Roadways – Public	\$ 262.50	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Roadways – Industrial	\$1,050.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Water Power	\$3,465.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html
<input type="checkbox"/> Wind Power	Investigative Permit \$525.00 Monitoring Towers (max 5) \$525.00 Wind Farm *\$3,465.00	www.al.gov.bc.ca/clad/land_prog_services/programs.html

Note: Investigative Permits (available for all program areas): **\$525.00** (including GST)
Replacement Application Fees: 50% of above fee or \$210.00 (including GST), as a minimum.
Amendment Fees: Contact FrontCounter BC

* To be paid at a later date



PART 2 (continued)

General Location of Crown land (i.e. distance from nearest community, Indian Reserve or significant geographic location such as a lake or mountain; location on a named road; etc.):

NEAR PEMBERTON BC (15KM NORTH WEST)

Please provide a shape file if available.

Area in Hectares: _____ OR length (km/m): 30Km width (km/m): 100m

PART 3. LEGAL DESCRIPTION OR BOUNDARY DESCRIPTION

If surveyed, give legal description: as provided by the local Land Title Office (e.g., Lot 1 of Section 31, Township 12 W6M Kamloops Division of Yale District Plan 18411). A legal description is found in the Certificate of Title (CofT). A copy of the CofT must be attached to the application. A copy of your Registered Survey Plan, if available, will confirm the dimensions of the place of use.

If unsurveyed: enter description of unsurveyed Crown land and description of boundaries.

SEE ATTACHED DRAWING.

Instructions to Describe Unsurveyed Crown Land

- The point of commencement, for unsurveyed parcels, should be described in terms of an existing survey post (e.g., 18 metres west of the S.E. corner of the parcel) or a readily identifiable geographic feature (e.g., a prominent point of land or intersection of two roads) to enable accurate location of the parcel.
- Boundary lines of the area must be, as much as possible, astronomically true north, south, east and west so that a rectangular lot is formed.
- Where the topographic features of the area do not allow for rectangular boundary lines running true north, south, east and west, then boundaries will be permitted in other directions as long as they do not interfere with the orderly survey of other surrounding land.
- The side lines of small parcels fronting on lakes, rivers, tidal waters and on certain surveyed highways shall, where possible, be parallel to each other and perpendicular to the general trend of the features on which the small parcel fronts.
- The sidelines for unsurveyed foreshore shall, as a general rule, be laid out at right angles to the general trend of the shore. This may be varied to suit special conditions, but encroachment on the foreshore fronting adjoining lands shall be avoided. The outside or waterward boundary shall be a straight line or series of straight lines joining the outer ends of the side boundaries. On narrow bodies of water the outside boundary shall not normally extend beyond the near edge of the navigable channel.

1 hectare = 2.471 acres

1 metre = 3.281 feet

100 metres x 100 metres = 10,000 square metres or 1 hectare

PART 4. APPLICATION CERTIFICATION

All applications must be complete. Incomplete applications will be returned to applicant.

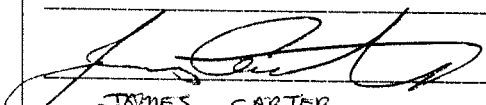
Please refer to the specific program requirements (e.g., Aggregates, Commercial, Residential) for information that must be submitted with this application.

All of the following **must** be attached to or enclosed with this application form:

- Fees** (in the amount indicated in Part 2) to **Minister of Finance** (cheque or credit card authorization form attached or pay in person with debit card or cash)
- General Location Map(s)** at a scale of 1:50,000 to 1:250,000 indicating general location of the area under application and the location of access roads, watercourses and other major landmarks.
- Detailed Site Map(s)** outlining in detail the area under application, showing the exact perimeter boundaries of the application area including the dimensions (in metre) and area (ha), including watercourses, district lots etc.
- Program Specific Requirements** (i.e. communication site, agriculture, industrial). Program specific requirements can be confirmed at http://www.al.gov.bc.ca/clad/land_prog_services/programs.html

PLEASE NOTE: Additional items may be required (e.g. Advertising, Security Deposit, Proof Of Insurance, Letter Of Consent) Please consult Program Policies or contact FrontCounter BC for further information. Some items may have additional associated costs or require additional processing time.

Applicant or Agent signature(s):



 JAMES CARTER.

Date: MARCH 10, 2008

PLEASE RETAIN A COPY OF THIS APPLICATION FOR YOUR RECORDS

NOTE: The information you provide will be subject to the Freedom of Information and Protection of Privacy Act. If you have any questions regarding the treatment of your personal information, please contact the Manager, Privacy, Information Access and Records Management.

The submission of this form does not in any manner convey any rights to use or occupy Crown land.

FRONTCOUNTER BC OFFICE LOCATIONS
www.frontcounterbc.gov.bc.ca OR Call Toll-Free 1-877-855-3222

Cranbrook 1902 Theatre Road Cranbrook BC V1C 7G1	Fort St. John Ste 100, 10003 110 th Avenue Fort St John BC V1J 6M7	Kamloops Ste 210, 301 Victoria Street Kamloops BC V2C 2A3
Nanaimo Ste 142, 2080 Labieux Road Nanaimo BC V9T 6J9	Prince George Ste 200, 1488 Fourth Avenue Prince George BC V2L 4Y2	Smithers 1 st Floor, 3726 Alfred Avenue Smithers BC V0J 2N0
Surrey Ste 200, 10428 – 153 rd Street Surrey BC V3R 1E1	Victoria Ste G7, 1001 Douglas Street Victoria BC V8W 2C5	Williams Lake Ste 201, 172 North 2 nd Avenue Williams Lake BC V2G 1Z6



Location of the Project

The Ryan River is located in the lower mainland region of British Columbia approximately 6 km northwest of the Village of Pemberton (Figure 1). The Ryan River watershed lies within the Coast Mountains of western British Columbia, approximately 120 km from the Georgia Strait coastal fringe. Ryan River originates in the Pemberton Ice field and flows eastward into the Lillooet River.

Access from Vancouver is via the Sea-to-Sky highway (Highway 99) to Pemberton, and then northwest along Pemberton Meadows Road, which passes over Ryan River near its confluence with the Lillooet River. Approximately 15 km from Pemberton, a gated private road, the principal vehicular access route into the project area, departs the Pemberton Meadows Road, leading westward across a private farm property and adjoins the start of the Ryan River Forest Service Road (FSR). The FSR then more or less parallels the river, crossing it several times, and reaches the Ryan River Hydro Project area as well as the upper watershed. Flooding during mid-October 2003 resulted in bridge wash-outs along the FSR, precluding vehicular access to the upper reaches of the river and to the project intake area.

General Background Information

The RRJV is proposing to develop a run-of-river hydro project that will utilize flows of up to 45 cubic meters per second from the Ryan River to produce electricity at a generation plant with a nameplate capacity of approximately 145 MW. The determination of an appropriate flow diversion regime (and accordingly, the ultimate size and production capacity of the generating facility) will derive from a detailed examination of the hydrology of the Ryan River system with regulators during the course of the review process, and further technical, environmental and socio-economic evaluation. All of the water diverted for power generation will be returned back to the Ryan River main stem just below the powerhouse location. A general plan of the proposed project layout is shown on Figure 3. The Ryan River Hydro Project is intended to be submitted for "EcoLogo™" certification under Canada's *Environmental Choice Program* for qualifying "green" generating facilities and subsequently to apply for Natural Resources Canada's (NRCan) Eco-Energy program.

A low profile intake and diversion structure will be constructed immediately below the confluence of Petersen Creek and the upper Ryan River. The diversion weir will be operated to maintain a Full Service Level (FSL) of approximately 696 mASL (meters Above Sea Level) and would create a headpond of approximately 3.67 ha area. The headpond is designed to provide adequate submergence of the intake and tunnel transition on the south side (right bank) of Ryan River. The general arrangement of the proposed intake works is shown on Figure 4 and the geo-referenced coordinates in NAD 83 – UTM Zone 10 are 50° 27' 08.40"N, 123° 05' 10.32"W. The intake will feed a 9,540 m (±) long power tunnel that will develop approximately 432 m of head, and convey the diverted flows to the powerhouse. The tunnel and penstock are anticipated to be between 4.0 to 5.0 m in diameter and are to be determined as the geotechnical investigations of the route are advanced. The general arrangement of the proposed power tunnel alignment is shown on Figure 7.

All water withdrawn at the intake will be returned to Ryan River at the powerhouse tailrace and spawning channel outlets. The powerhouse (50°26'50.58"N, 122°57' 20.31"W) will be located on the southwest side of Ryan River at an approximate elevation of 264 mASL (see Figure 8).

The powerhouse site is located a short distance upstream from the 1 Km branch road and a bridge crossing washed out in October 2003, a location particularly suitable for spawning channel development. Provisionally, the powerhouse will contain three to five turbine-generator units and the ancillary mechanical and electrical protection and supervisory control equipment commonly found in a contemporary hydroelectric installation. The proposed layout of the site includes a new powerhouse, flood protection berm, tailrace, and spawning channel with juvenile salmonid rearing ponds.

A switchyard will be constructed near the powerhouse that will contain a step-up transformer, disconnect switch, and circuit breaker constructed to BC Hydro and BC Transmission Corp. requirements complete with adequate fencing. About 26.5 km of new transmission line, provisionally operating at 230 kV, will link the project to a three ring bus and substation (50°15'21.40"N, 122°52'04.02"W) near the confluence of Rutherford Creek and the Green River, in the vicinity of the existing Rutherford Creek Hydro Project powerhouse, approximately 12 km south of Pemberton, just off Highway 99. This proposed transmission route (shown on Figure 2) was selected through a visual quality review process and makes use of "mid-country" terrain rather than a Pemberton Meadows Valley bottom route (with its attendant aesthetic and land tenure concerns) or "back-country" lands (where wildlife and wilderness values could be compromised).

Road access to both the intake area in the upper Ryan valley and the powerhouse site will be re-established through repairs and improvements to existing forestry roads and bridges. As the project is expected to have a 50-year lifetime or longer, road and bridge construction will be consistent with regulatory standards for long-term operation. Along the transmission line, a significant portion of the route follows existing logging access roads or logged areas – where new road development and clearing is required, a thorough examination of routing alternatives will be conducted so as to minimize visual impact and environmental footprint.

The plant is designed as a run-of-river type. In late spring and early summer months, natural flow in the Ryan River generally exceeds the maximum design flow for the generating facility; surplus flows continue downstream past the intake. When Ryan River inflows fall below the design flow capacity, output of the generating facility is automatically reduced to ensure the release of instream flows appropriate to sustain downstream habitat.

Schedule

Subject to EAO approval, the project is expected to be developed and constructed over the next four years with commissioning targeted for the late spring of 2012. The proponents are planning to submit the Project to an anticipated Call for Proposals from B.C. Hydro, scheduled for 2008.

Current and Planned Land Use

The RRJV acknowledges a variety of past and present uses of land within the Ryan River valley, and is committed to ongoing dialogue and consultation with other land users during the course of the permitting and development process for the Project.

By using a tunnel for water conveyance, utilizing existing road corridors wherever possible, and locating surface facilities within areas previously impacted by logging activities, the proponent has attempted to minimize the Project footprint and use of land. During construction a suitable laydown area will be required and then remediated upon commissioning. The laydown area and construction activities themselves are not expected to expand the environmental footprint of the project beyond the scope of impacts herein described.

Currently, access to the Ryan River Forest Service Road ("FSR") and the project area is afforded only by way of privately held access roads, and all vehicular access is at the discretion of private landowners. While a public right-of-way to the FSR has been gazetted, it has not yet been developed into a serviceable road or trail. However, the proponent has obtained permission from the landowner to utilize the principal access road connecting to the FSR.

Upper reaches of the project area were made inaccessible in 2003 due to flood destruction of key bridges at 8 km (Ryan crossing), 12 km (Wasp Creek Crossing) and 14 km (Peterson Creek Crossing) of the Ryan River FSR. Given that long term access will be re-established to the upper Ryan River valley, the proponent will seek guidance from the regulatory review process with respect to future access rights.

The planned project transmission corridor traverses some working forest, forest roads, and existing rights-of-way for the Miller Creek and Rutherford Creek hydro projects and two district lots designated as License of Occupation. While attempting to accommodate the concerns over visual impact on behalf of Pemberton Valley residents and tourists, the proponent has selected a transmission route which attempts to minimize back-country visual impacts and impingements on sensitive ecological zones. The proposed transmission line route and capacity were carefully selected to facilitate sharing of the line's capacity by other developers in the area in order to minimize multiple transmission corridors in the region. At its southern terminus, the proposed line interconnects to a major transmission line, owned by BC Hydro, located near the mouth of Rutherford Creek.

The proponent acknowledges the potential for commercial and recreational fishery values in the project area, and is strongly committed to preserving and restoring the fisheries habitat capabilities of the Ryan River system. Additionally, it is recognized that some kayaking occurs in certain reaches of the project area. Based on preliminary inquiry, the area is not believed to be a major kayak destination, and is paddled infrequently even by dedicated experts due to logjams, lack of pull-outs and rescue opportunities, continuous drops with high pinning potential, and complicated access. Dialogue will be maintained with the recreational whitewater paddling community to examine whether the Project could offer features and facilities which would enhance kayaking opportunities on the Ryan River.

The proponent has previously submitted applications for land tenure (Integrated Land Management Bureau File No. 2408263) and a water licence (BC Ministry of Environment - Water Stewardship Division -- Application No. Z102125, File No. 2000946) in support of the Project. It is anticipated that the proponent will seek "concurrent approvals" under the provisions of the Concurrent Approval Regulation of the *Environmental Assessment Act*.

Environmental Considerations

The project footprint is located within an active commercial area characterized by extensive timber resource development and harvesting over the past several decades.. Below the project outflow, Ryan River generally follows the southwestern fringes of the Lillooet valley, where development for human settlement and agricultural activities has extensively altered the original floodplain habitat.

Preliminary studies have indicated the presence of fish within the diversion reach, however no fish have been observed above a steep cascade situated a short distance upstream from the Wasp Creek confluence with Ryan River. Fisheries values will continue to be studied and reviewed. It is anticipated that the potential for a harmful alteration of fish habitat will trigger a review by the federal Department of Fisheries and Oceans under the provisions of the *Canadian Environmental Assessment Act*.. Mitigation of impacts where possible, and compensation for potential loss of habitat are considered to be an important aspect of the project. Grizzly bear and mountain goat movements through and above the project area are also recognized and will be studied further. Other species and 'species at risk' will be assessed through the review process and consideration will be made for any such species encountered.

First Nations

The proponent first engaged the Mt Currie Band/Lil'wat Nation in 2003 when a series of informal meetings were held between the proponent and Lil'wat representatives to discuss the proposed project. Creekside Resources, a Band-owned business, was subsequently engaged by the RRJV in 2003 & 2007 to conduct various fisheries investigations in the Ryan River. Additionally, the proponent made a public presentation at the 2003 Lil'wat Watershed Council conference. Ongoing informal consultations and exchanges with several Band members, administrators and elected officials have taken place through the present.

The proponent believes the proposed project will satisfy the goals of the Lil'wat Cultural Heritage and Resource Protection Plan (CHLRPP) and the Lil'wat Land Use Plan (LLUP) in several ways;

- meaningful long-term benefits and job opportunities would flow to the Lil'wat communities as a result of the project being sited on their traditional territory,
- fish species would see no net losses through a well designed and conceived spawning and rearing program, and
- the project itself will create significant environmental sustainability benefits to the region and beyond.

The proponent is presently in discussions with the Lil'wat Nation regarding an Impact & Benefit Agreement. RRJV believes that the project exemplifies a clear vision of how the site can be developed into a sustainable natural resource development that can integrate the interests of the Lil'wat First Nations.

Stakeholder Engagement

Relationships with representative local stakeholders have been developed and maintained since 2003. These include individuals involved in fish habitat enhancement, kayaking, back-country recreation, farming, logging, tourism, and motorized recreation, and with groups such as the

chamber of commerce, service organizations, and the local trails association. Additionally, informal talks have been held regularly over these years with key decision-makers and elected officials in local governments including the Village of Pemberton, and the Squamish-Lillooet Regional District. This lengthy and continuous engagement with stakeholders has provided the proponent with a clear understanding of local and regional issues, community wants and needs, and its future vision. Values assessed by the proponent as key considerations include local economic development, recreation values including kayaking, and scenic/tourism values.

Documents referenced in this work include the Sea to Sky LRMP (<http://ilmbwww.gov.bc.ca/lup/lrmp/coast/s2s/index.html>), and the Winter Backcountry forum (<http://www.backcountryforum.org/>)

The proponent feels that the proposed project will play a transformational role in community sustainable development for Pemberton and region.

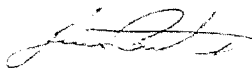
In addition to the access to project plans and materials afforded through the Environmental Assessment Office public referral process (ex. Project Information Centre at <http://www.eao.gov.bc.ca/>), the proponents will maintain an internet website where stakeholders may obtain details, provide feedback, and share their views on the Project. Additionally, a number of Open House presentations and consultation sessions are planned for the Pemberton / Whistler area in which Project plans will be available for review with the proponents and their consultants.

Statement of Intention

Based on the project description included herein, Regional Power Inc., on behalf of the RRJV hereby states its intention to apply for an Environmental Assessment Certificate under BCEAA. The Ryan River Hydro Project, as currently envisaged, will have production capacity of approximately 145 MW, which we understand would be reviewable under BCEAA. We look forward to working with your office throughout the development of this Project.

Yours truly,

REGIONAL POWER INC.



James Carter
Vice-President, Operations & Development

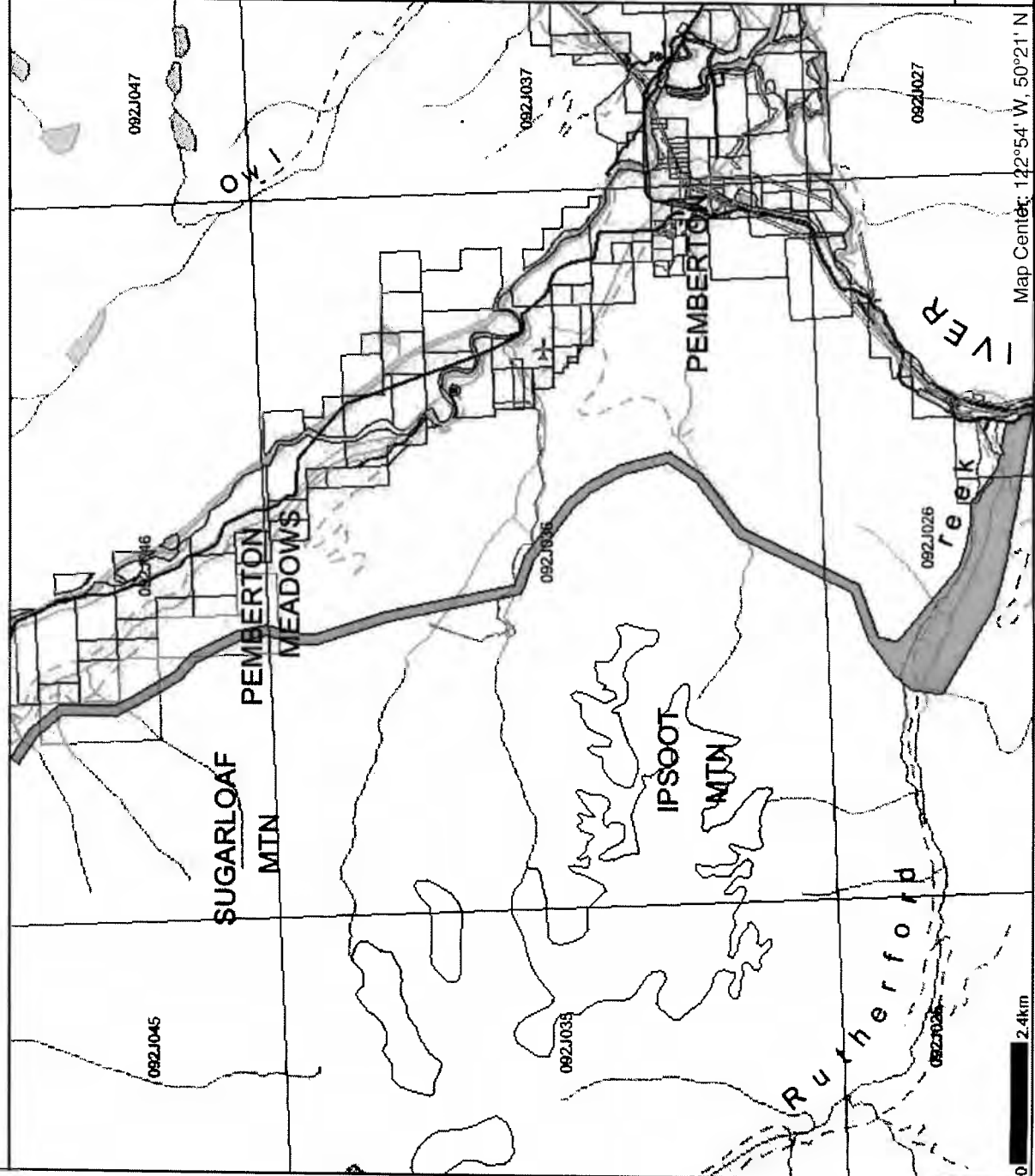
Attachments:

- Figure 1 (Project Location Plan)
- Figure 2 (Proposed Transmission Line Layout)
- Figure 3 (Project General Arrangement)
- Figure 4 (Ryan River Intake)
- Figure 5 (Intake Structure Plan View)
- Figure 6 (Intake Structure Section View)
- Figure 7 (Tunnel Arrangement)
- Figure 8 (Ryan River Powerhouse Layout)

Distribution:

- Lil'wat Nation
- Miller Creek Hydro
- Pemberton & District Chamber of Commerce
- Pemberton Farmer's Institute
- Pemberton Snowmobile Club
- Pemberton Sports and Wildlife Association
- Pemberton Valley Trails Association
- Rutherford Creek Hydro
- Squamish Lillooet Regional District
- Terminal Forest Products
- Village of Pemberton
- Whistler Heli-Skiing
- Whitewater and Kayak Association of BC

2409789 Rat Shape Mar 19/08



Legend

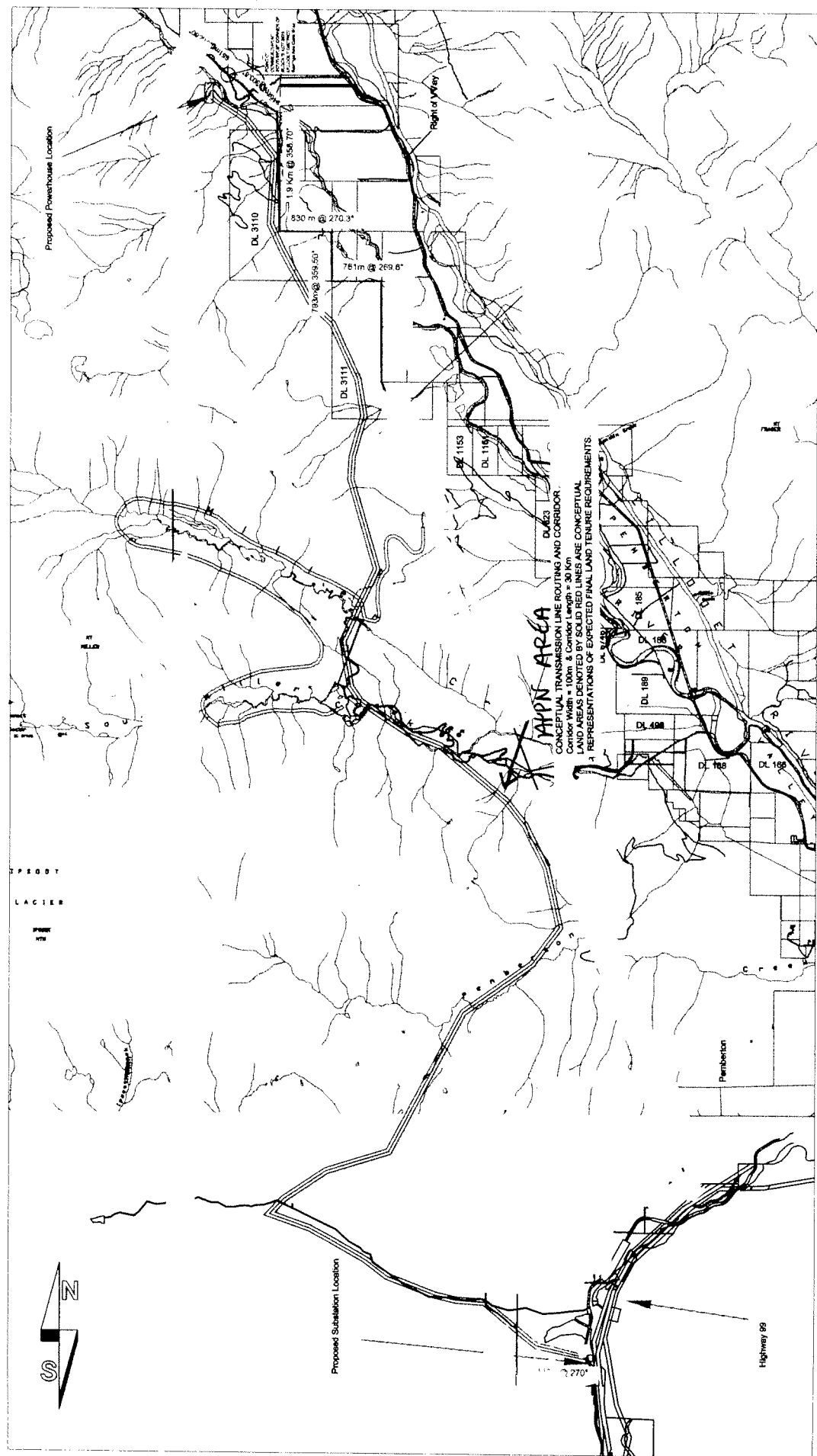
- Unsurveyed Roads
- Surveyed Tractate
- Survey Parcels
- Primary
- Indian Reserves Primary
- Mineral Claim
- Timber Licence
- Subdivision
- Indian Reserves Subdivision
- Right of Way
- Unknown
- BCGS Grid
- Annotation (1:250K)
- Transportation - Points (1:250K)
- Airfield
- Assesorage - Seaplane
- Ferry Route
- Helipart
- Seaplane Base
- Air Field
- Airport
- Air Feature - Condition Unknown
- Airport/Abandoned
- Transportation - Lines (1:250K)
- Ferry Route
- Aerial Cableway
- Road (Gravel Undivided) - 1 Lane
- Road (Gravel Undivided) - 3 Lanes
- Road - Paved, lanes, 3 or More, Divided
- Road (Paved Undivided) - Not Elevated - 1 Lane
- Road (Paved Undivided) - Not Elevated - 2 Lanes
- Road - Paved, lanes, 3 or More, Undivided
- Road (Unimproved)
- Road - Lanes, access Dry Weather
- Road (Water Road)
- Road - Paved, lanes, 2, Undivided
- Road - Paved, lanes, 2, Undivided, L/C
- Road - Paved, Divided, access, Non Standard
- Track - Cart/Tractor
- Caseway (Railway)
- Cut (Roadway)
- Trail
- Tunnel
- Bridge
- Rail Line - Narrow Gauge - Single Track
- Rail Line (Multiple Track)
- Rail Line (Single Track)
- Rail Line - Abandoned Track
- Cable - Telephone
- Cable - Underwater
- Line (Transmission) - Electrical
- Line (Transmission) - Electrical - Primary

Scale: 1:123,484

DO NOT USE FOR NAVIGATION

Map Center: 122°54' W, 50°21' N





Ryan River Hydro Project
 Proposed Transmission Line Layout
 Site Specific Map

PROJECT NUMBER: 133
 DRAWING NUMBER: 105
 SCALE: A2

Ryan River Joint Venture
 POWER DEVELOPMENT INC.
 REGIONAL POWER INC.

SCALE: 0 500 1000 1500 2000 2500 METERS

DATE	BY	CHK	APP

D

RECEIVED
APR 07 2008
 Village of Pemberton

Referral Request For Land

TO: Village of Pemberton - Lori Pilon Squamish Lillooet Regional District - Steve Olmstead Ministry of Agriculture & Lands (ILMB, Squamish) - Bob Cunneynworth Ministry of Forests & Range (Squamish Forest District) - Dave Hails Ministry of Tourism, Sports and the Arts (Adventure Tourism) - Scott Shaw-Maclaren Ministry of Tourism, Sports and the Arts (Rec Sites & Trails) - Tim Hoskin NOTE: please submit all Referral responses to Philip Morris via email or by phone to be considered.	You are invited to comment on the enclosed Application for Crown Land Tenure Copy of the application attached. Referral responses must be received by this office by: <b style="background-color: #cccccc;">April 10, 2008 If we do not hear from you by that date, we will move forward with the adjudication process. If you require additional information on the proposal(s), please contact the applicant. Please Note: If the client is required to comply with any laws, by-laws or requirements etc., you must advise the client.
--	--

APPLICANT'S NAME Lincoln Ferguson	REF MAP No. 92J 035	DATE SENT April 1, 2008
LAND CONTACT Philip Morris Philip.Morris@gov.bc.ca	CONTACT PHONE NO (604) 586-4438	LAND FILE NO 2409788

LAND APPLICATION	
LOCATION OF CROWN LAND Appa Glacier Area, Pemberton Icefields	PARCEL SIZE 119.26 ha +/-

LEGAL DESCRIPTION That parcel or tract of land in the vicinity of Sisqa Peak, Lillooet District.	
INTENDED LAND USE Commercial - General	LAND USE PROPOSED TERM Short Term (two weeks max.)
LAND PROPOSED TENURE TYPE Temporary Permit - Short Term Event	LAND USE PURPOSE General - One Day Event

RESPONSE COMMENTS:
1. Does either proposal relate to your agency's legislated responsibilities? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please identify the relevant legislation (including section).
2. If the proposal proceeds, will the proponent require approval or a permit from your agency? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No
3. Will compliance monitoring be required by your agency if these proposals go ahead? Land Application: <input type="checkbox"/> Yes <input type="checkbox"/> No
4. If the Land application proposal is implemented, in your opinion, would public use of the area be impacted? Explain.

For Municipal/Regional Government Use Only: Is the area for the Land application zoned for the proposed purpose? If no, what is the current zoning?

What is the estimated time required for a decision on an application to re-zone the area should the applicant wish to pursue this option?

<input type="checkbox"/> Approval Supported <input type="checkbox"/> Approval Supported Subject To Conditions Outlined On Reverse <input type="checkbox"/> Interests Unaffected	<input type="checkbox"/> Approval Not Supported For Reasons Outlined On Reverse (Indicate what mitigation measures, if any, would address your concerns)
---	--

Signed By (if non-electronic version of form used):	Phone Number:	Date:
Please Print Name: _____ Title: _____	Agency: _____	



Applying for a Crown Land Tenure

All applications must include completed application form, general location map, local detail map, appropriate fees and attachments as indicated below.

INFORMATION REGARDING APPLYING FOR CROWN LAND AVAILABLE AT www.al.gov.bc.ca/clad/land_prog_services/programs.html

PART 1. NAME(S) AND MAILING ADDRESS

Applicant Name:
FULL LEGAL NAME of Individual(s), Company or Society,
Ministry or Government Agency Your File: _____
LINCOLN FERGUSON

Contact Name for Company or Ministry Applicants:
LINCOLN FERGUSON

Applicant Mailing Address:
Box 887 PEMISICTON
B.C.
postal code V0N 2L0

Applicant Contact Numbers:
Phone: 604 894 6840 Fax: 604-894-6848
Applicant Email Address:
VISION.MS@DIRECT.NA

Are you an Agent submitting this application on behalf of your client?
 Yes No
Letter of Agency attached Yes No

Agent Name & Mailing Address:

postal code _____

Agent Contact Numbers:
Phone: _____ Fax: _____
Agent Email Address:

For applications made by more than one individual: Joint Tenants or Tenants in Common
For your information: Joint Tenants: on the death of one tenant the interest passes to surviving tenant.
Tenants in Common: on the death of one tenant the interest passes to the beneficiaries of the estate.

BC Inc. #, BC Registration # or Society #: _____ **GST Registration #:** _____

Age: 19 or over Yes No **Canadian Citizen or Permanent Resident** Yes No

Do you hold another Crown land tenure? Yes No If yes, provide File Number: _____

Period of Projected Use: ONE DAY EVENT
 Two years or less Two to five years Five to ten years Ten to thirty years More than thirty years

Application Type: new application replacement application – file number _____
 investigative permit application amendment application – file number _____

Proposed Use/Tenure Type: (e.g. powerline right of way, gravel quarry licence): _____

FOR OFFICE USE ONLY		
RECEIVED (date/time received) MAR 06 2008 INTEGRATED LAND MANAGEMENT BUREAU Ministry of Agriculture and Lands Log No. ...19548 N20	File Number: <u>2409788</u>	Project Number:
	Disposition ID:	Client Number:

\$ 262.50

PAY 604 586 4434



Randhawa, Sukhdev ILMB:EX

From: Vision Motor Sports [visionms@direct.ca]
Sent: March 18, 2008 11:23 AM
To: Randhawa, Sukhdev ILMB:EX
Subject: RE: Google Earth Image

Here is the mapping I sent to Hideki.
I will get the management plan to you right away.

Thanks
Lincoln

-----Original Message-----

From: Vision Motor Sports [mailto:visionms@direct.ca]
Sent: Monday, March 17, 2008 10:29 AM
To: 'hideki.eto@gov.bc.ca'
Subject: RE: Google Earth Image

Hey There, I don't know if you got this or not, but can you email me this at home at lincoln3@telus.net

Also I can give the corrodinates,
NW corner, 50 19'04.14" N
123 08'11.03" W

Sw corner, 50 18'30.91" N
123 07'53.09" W

SE corner 50 18'42.93" N
123 07'01.69" w

NE corner 50 19'18.01" N
123 07'22.64" W

LAT/LONG.
(APPLICATION AREA)

These are the corner points of the area plot, I'm hoping you got the original map. Email with your contact info thanks.

Thank you

Lincoln

-----Original Message-----

From: Vision Motor Sports [mailto:visionms@direct.ca]
Sent: Friday, March 14, 2008 4:26 PM
To: 'hideki.eto@gov.bc.ca'
Cc: 'Vision Motor Sports'
Subject: Google Earth Image

Google Earth streams the world over wired and wireless networks enabling users to virtually go anywhere on the planet and see places in photographic detail. This is not like any map you have ever seen. This is a 3D model of the real world, based on real satellite images combined with maps, guides to restaurants, hotels, entertainment, businesses and more. You can zoom from space to street level instantly and then pan or jump from place to place, city to city, even country to country.

Get Google Earth. Put the world in perspective.

(<http://earth.google.com>)

Here is a Google earth image, I hope you can open it.

Call me if this doesn't work.



From: Vision Motor Sports [mailto:visionms@direct.ca]
Sent: Friday, February 29, 2008 10:52 AM
To: 'Tim.Hoskin@gov.bc.ca'
Cc: 'tysonbc@telus.net'; 'shawn@bigdawg.net'
Subject: FW: Google Earth Placemark: default_myplaces.kml.kmz

Hi Sukhdev

MGT. PLAN

Here is a ~~Management Plan~~ for the Big Dawg Shoot Out

The event is on April 19th 2008 (9 am- 4:30 PM)

The event will consist of a drag race and Hill climb. The event will be held on the Appa Glacier area. (Google Map) We have carefully selected this area so as to eliminate spectator interference and liability. The drag race is an uphill race so the action is more visible, so there is no reason for people to go past the fencing.

The hill climb area was selected for its location because there is a natural amphitheater that is separated by a gully and the hill that Spectators sit on, the distance between the climb and the spectators is about ½ a kilometer or more. So any runaway sled would impossible to interfere with the spectators.

Some of the profits will be given out to the various clubs that participate in helping with the event.

The fee's haven't been established yet, as we don't have some of the cost that will incurred yet, but we expect this to cost 30-40 dollars per machine.
 This will cover grooming, parking lot plowing, and clean up.

For parking lot plowing, this may not need to be done as the lot is sometimes clear of snow by this time, however we are prepared to plow it, the area is about two acres in size. The lot is an old log sort and is located two kms off the highway so as not to effect highway traffic with a back up of vehicles.
 For parking, there will at least five parking attendants to make sure trail rules and waivers are issued, and parking is tight and organized.

On the topic of clean up, we will have a central garbage area that will be a tarp on the ground and at the end of the event, a clean up crew will inspect the site to collect any trash and put it in the tarp, which will be then flown out. The next day another clean trip will be performed to double check on trash and remove any trash that was missed.

We are not a non-profit group, however the groups we support are, and most all the money will end up staying in the community of Pemberton and it's clubs. (Lions, Legion, Rotary, Snowmobile club) The left money (if any) over goes back into making the event better. This is a huge economic generator for the community, the hotels are full, the restaurants are booming and the fuel stations are running through product. As well, this is becoming a huge return visitor attraction.

We expect about 4-500 spectators, not all will be coming up the trail, some come around the world from Brandy wine and Torrent Creek.

We will be doing this with the help of PVSC.

On the topic of safety, we have set out a comprehensive plan.

- There will a helicopter on site for the day
- If the weather is bad, there will be snow truck available on site
- We will set up a medic tent that will centrally located with big red cross' on the top
- We will have sat phone on site

We expect to run the groomer the night before and one during the day and again before the end of the day, there will be signs posted warning riders of a groomer on the trail and we will be demanding a 60kmh speed limit.

We don't advertise this event.

There will be absolutely no alcohol served or tolerated at this event, we are hoping to have an RCMP member

20/03/2008

✓

there as well.

We will have a volunteer paramedic on site, as well there will be a combination of a helicopter and a snowcat on site.

We are working hard to make this a successful event, we have insurance lined up and the town is behind the event.

Thank you

Lincoln Ferguson

Big Dawg Shoot Out Event

From: lincoln ferguson [mailto:lincoln3@telus.net]
Sent: Thursday, February 28, 2008 3:03 AM
To: visionms@direct.ca
Subject: Google Earth Placemark: default_myplaces.kml.kmz

You have been sent a Google Earth Placemark(tm).

If you have Google Earth installed, you can double-click on the attached Placemark file and it will fly you to a location. If not, you will need to install Google Earth first (available at <http://earth.google.com>).

Google Earth streams the world over wired and wireless networks enabling users to virtually go anywhere on the planet and see places in photographic detail. This is not like any map you have ever seen. This is a 3D model of the real world, based on real satellite images combined with maps, guides to restaurants, hotels, entertainment, businesses and more. You can zoom from space to street level instantly and then pan or jump from place to place, city to city, even country to country.

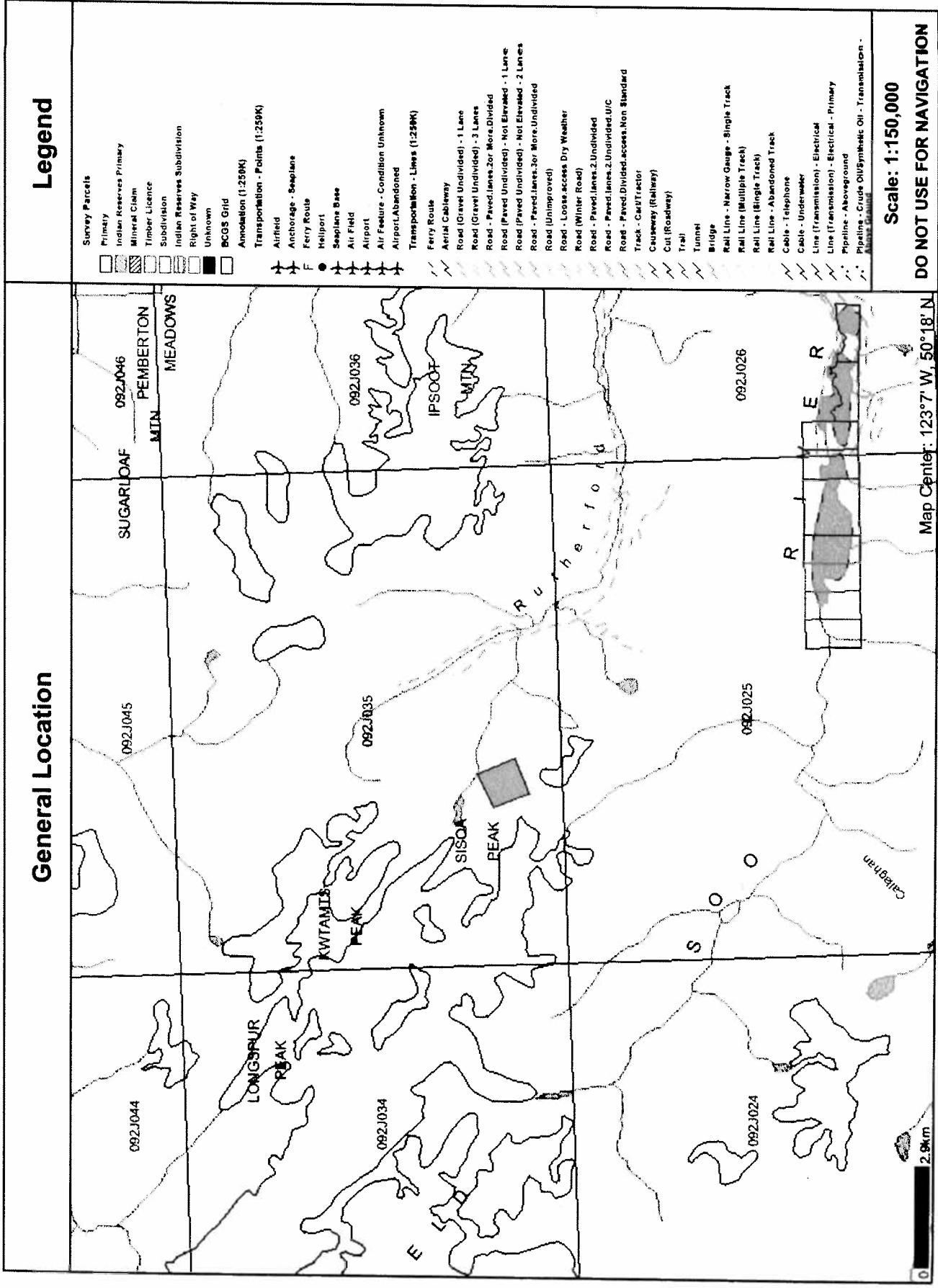
Get Google Earth. Put the world in perspective.

earth.google.com

20/03/2008

✓

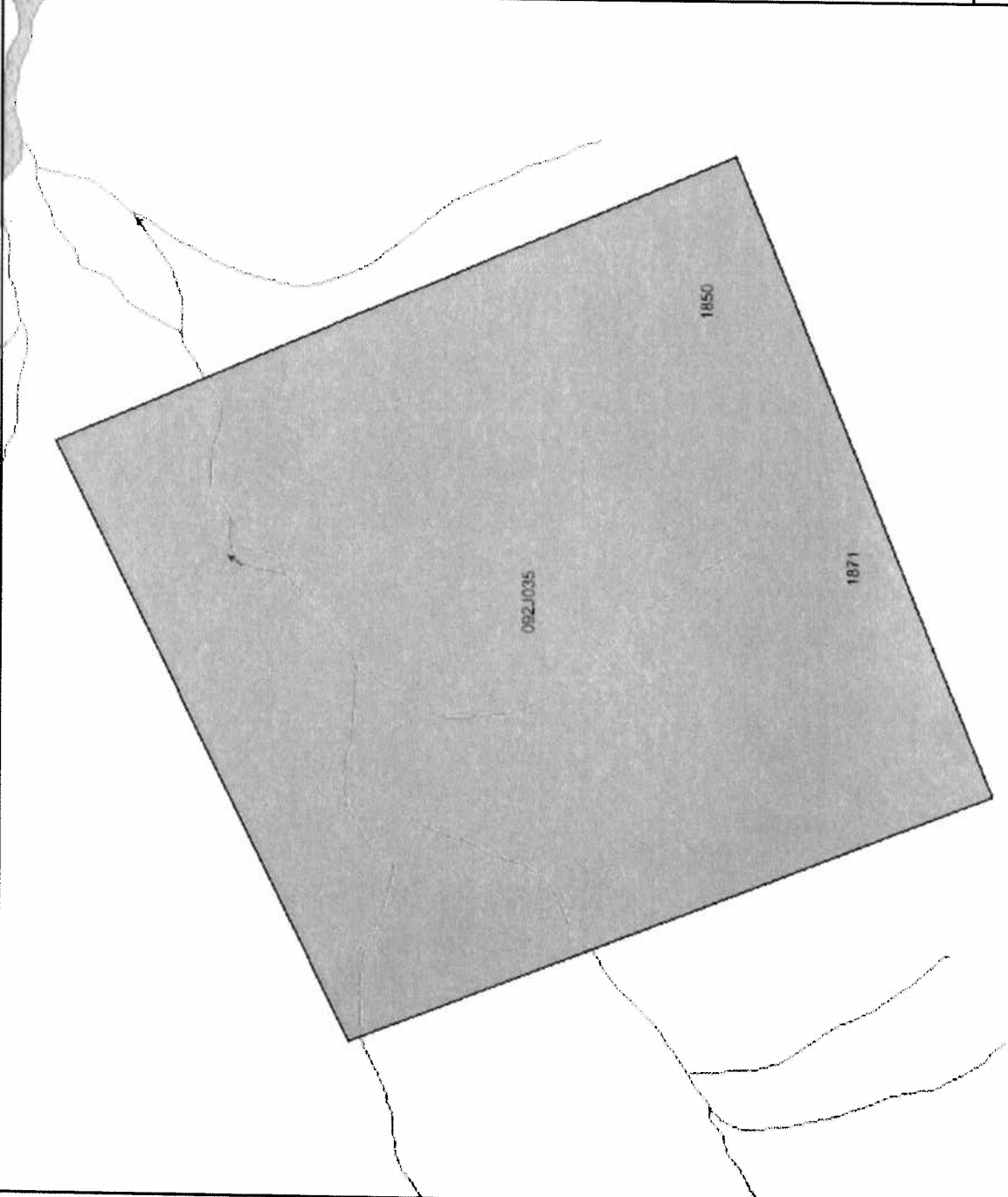
GV



Map created Wed Mar 26 08:19:03 PDT 2008

Legend

- Survey Parcels**
- Primary
 - Indian Reserves Primary
 - Mineral Claim
 - Timber Licence
 - Subdivision
 - Indian Reserves Subdivision
 - Right of Way
 - Unknown
 - BCGS Grid
 - Annotation (1:20K)
 - Water - Points (TRIM)
 - Rapids
 - Dam
 - Flooded Land - Inundated
 - Marsh
 - Swamp
 - Sand/Gravel Bar
 - Flow Arrow
 - Arrowhead
 - Inland - Definite
 - Inland - Position Approximate
 - Water Level
 - Sinkhole
 - Water - Lines (TRIM)
 - Canal
 - Dam
 - Dam - Beaver
 - Ditch
 - Falls
 - Flume
 - Rapids
 - River/Stream - Definite
 - River/Stream - Dry
 - River/Stream - Indefinite
 - River/Stream - Left Bank
 - River/Stream - Right Bank
 - Dam - section Base
 - Flooded Land - Inundated
 - Lake - Definite
 - Lake - Indefinite
 - Lake - Intermittent
 - Reservoir - Definite
 - Reservoir - Intermittent
 - Marsh
 - Swamp
 - Glacier
 - Icefield
 - Breakwater/Breastwater - Large
 - Dike/Levee
 - Island - Definite
 - Sand Bar



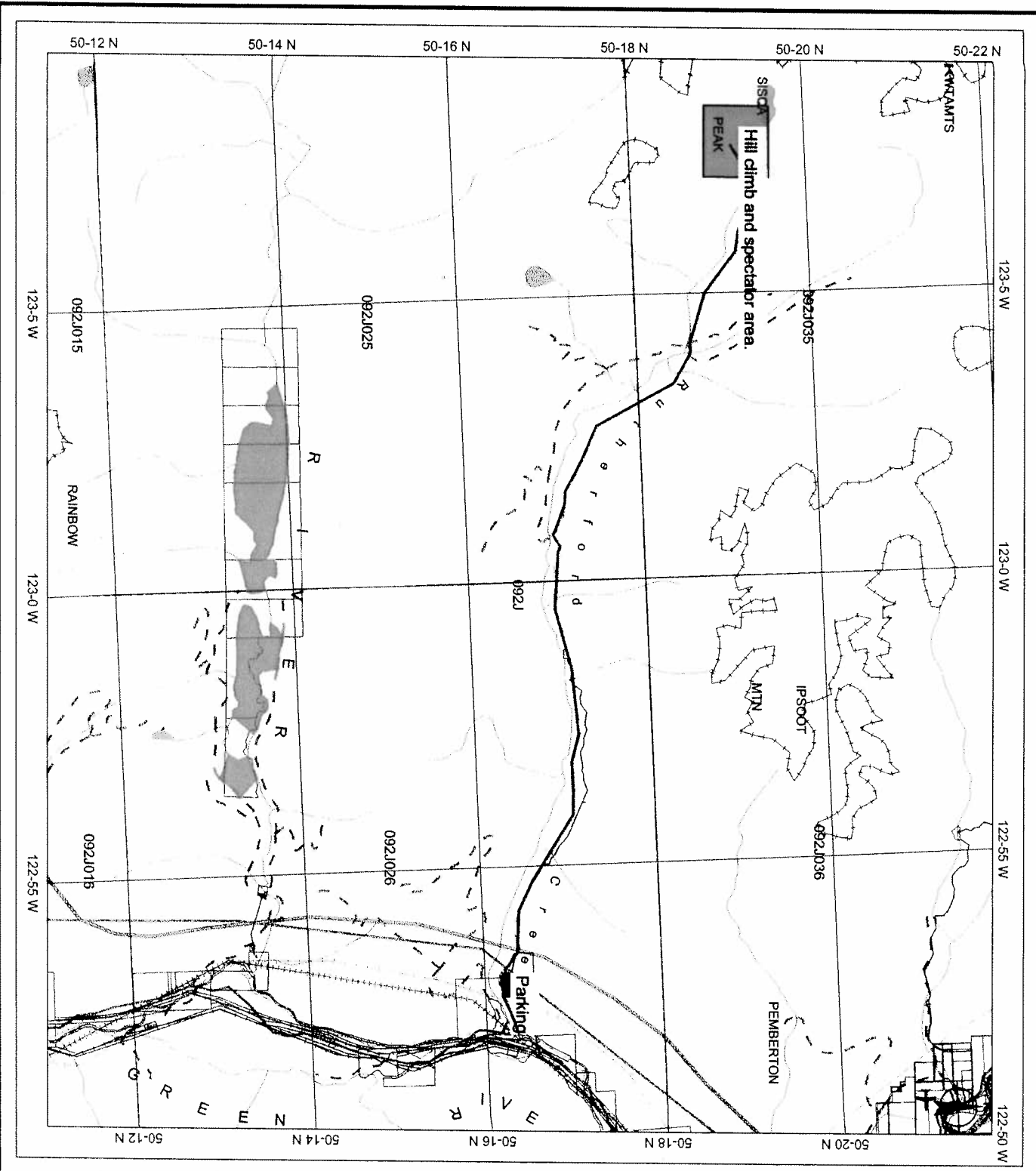
Scale: 1:10,000

Map Center: 123° 7' 36.3" W, 50° 18' 54.3" N

0 0.1 km

DO NOT USE FOR NAVIGATION

D ✓



Big Dawwg Shoot Out

Legend

- Highest Gold (1:20,000)
- Water - Lakes, Large Rivers, etc.
- Colour Tinted (1:20,000)
- ▨ River or Stream - Dashed
- ▨ Lake - Dotted
- ▨ Lake - Irregular
- ▨ Lake - Intersected
- ▨ Lake - Shaded
- ▨ Quarry (River-Bed)
- ▨ Reservoir - Dotted
- ▨ Flooded Land - Irregular Hatched
- ▨ Lake - Shaded Irregular
- ▨ Marsh
- ▨ Water - Lakes, Large Rivers, etc. - Outlined (1:20,000)
- ▨ River or Stream - Dashed
- ▨ Lake - Dotted
- ▨ Lake - Irregular
- ▨ Lake - Intersected
- ▨ Lake - Shaded
- ▨ Quarry (Water-Bed)
- ▨ Reservoir - Dotted
- ▨ Flooded Land - Irregular Hatched
- ▨ Lake - Shaded Irregular
- ▨ Marsh

Scale 1:24,000 - Outlined

0 1 2 3 4 5 6 7 8 9 10 Kilometers

0 0.2 0.4 0.6 0.8 1.0 Miles

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Datum/Projection: NAD83, Albers Equal Area Conic

Key Map of British Columbia

