

An aerial photograph of a mountain resort development. The foreground shows a cluster of buildings, including a large central lodge and several smaller chalets, surrounded by parking lots. The middle ground is a vast, green, forested slope. In the background, a large, rugged mountain peak with a rocky, grey face rises against a clear blue sky. The text "Castle Mountain Resort Master Development Plan" is overlaid in white, sans-serif font across the center of the image.

Castle Mountain Resort Master Development Plan

SEPTEMBER 2026

PREPARED FOR:



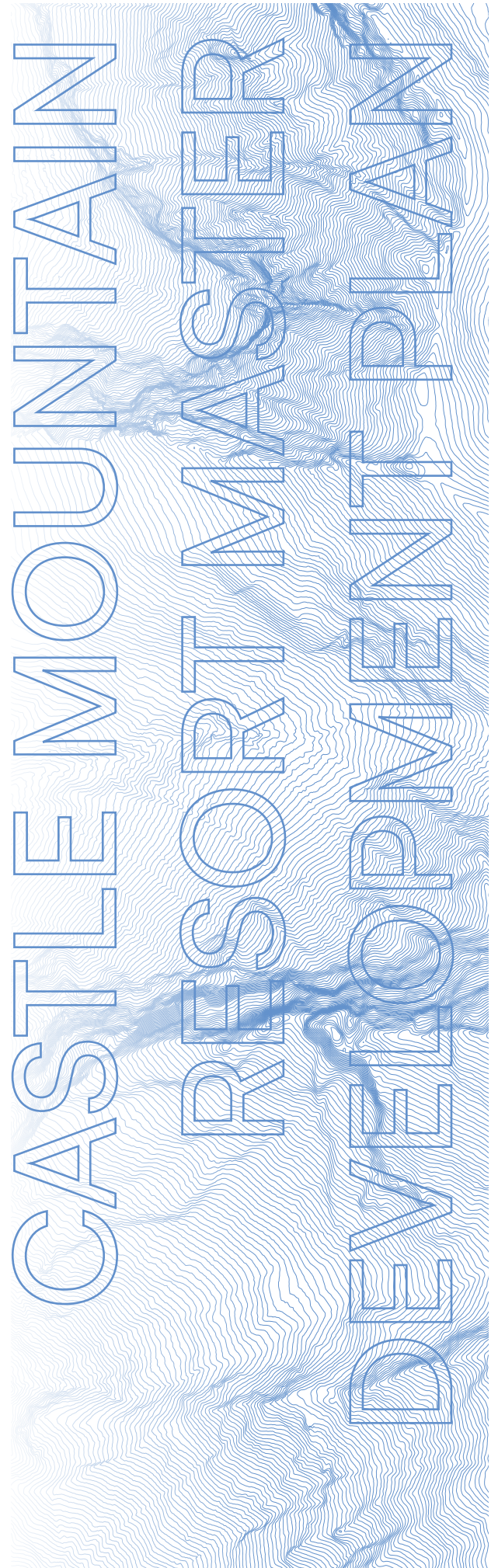
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PLANNERS



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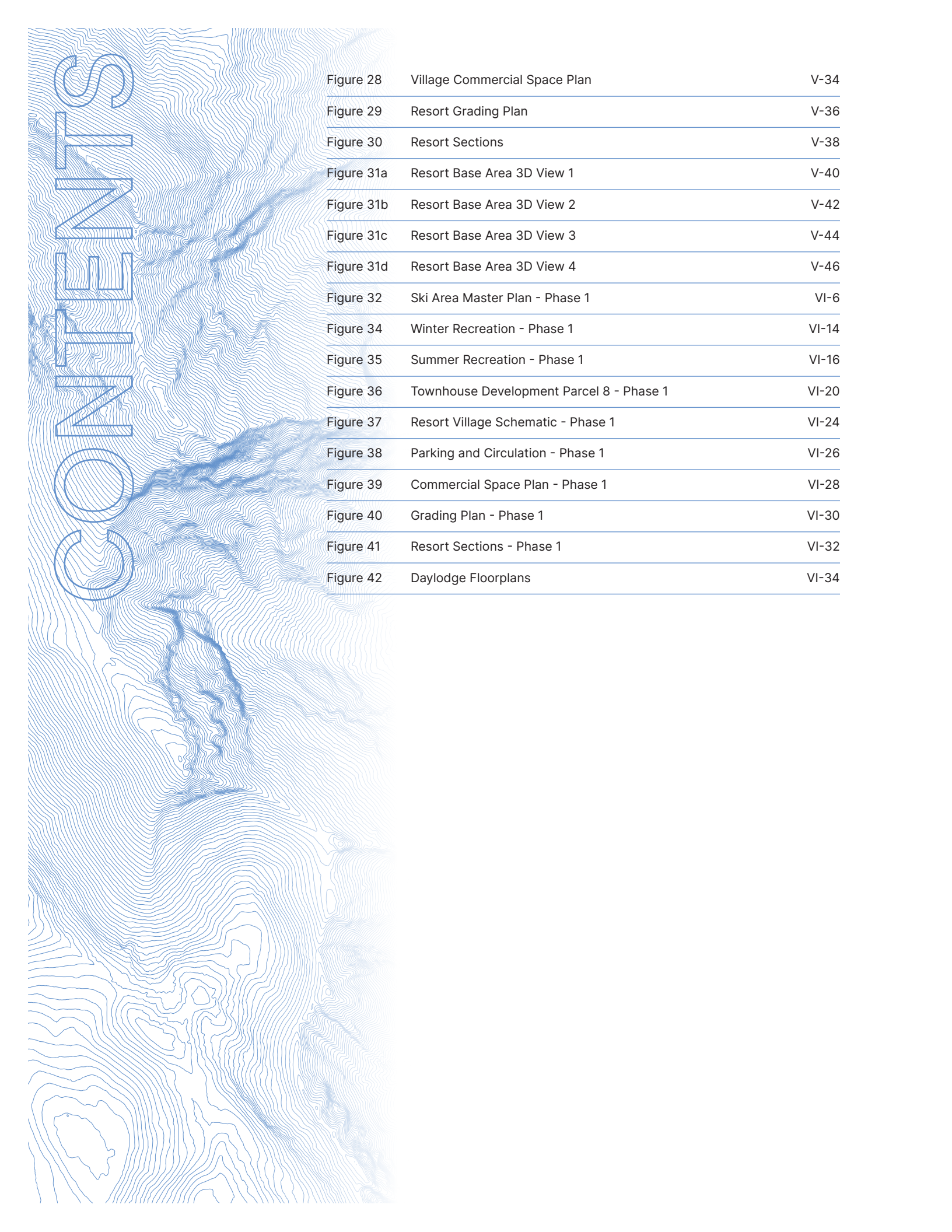
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Sketch Zone



STANTON

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Executive Summary

In February 2024, the Government of Alberta released its Higher Ground: Tourism Sector Strategy, setting a goal to grow the province's visitor economy from approximately \$11 billion in 2022 to \$25 billion by 2035. Central to this strategy is a commitment to foster world-class, year-round nature-based tourism experiences, creating sustainable economic opportunities and increasing tourism revenues across Alberta. One of the plan's key tactics is to designate all-season resort development zones and progressively convert existing seasonal recreation areas into full-year resorts.

In alignment with Alberta's policy direction, Castle Mountain Resort (CMR) initiated a Master Planning process in February 2025 to transform the existing winter-only resort into a year-round destination.

CMR currently operates on private land and public land under a Department License of Occupation (DLO) in the Municipal District of Pincher Creek No. 9. Its expansion plan remains bounded by these tenure constraints.

Over a 9-month planning period, CMR, Ecosign Mountain Resort Planners, Travel Alberta, and the provincial All-Season Mountain Resorts branch collaborated to develop the CMR Master Development Plan. The Master Development Plan outlines a vision for a world-class, year-round mountain resort anchored by:

- A pedestrian-oriented destination village
- Diverse all-season amenities and recreation offerings
- Supporting employee housing and service infrastructure

The Plan includes a comparative analysis of program elements and capacities between the current day-skier model and the fully built-out 2025 Master Development Plan (see Table 1). The resort build-out is illustrated in plan view (Figure 18a) and in a 3D rendering (Figure 19a).

ON MOUNTAIN IMPROVEMENTS: Proposed mountain development at CMR will follow a phased approach, designed to preserve the resort's reputation for exceptional expert fall-line skiing while enhancing facilities for beginners and intermediates. The Master Development Plan includes exciting new terrain expansions to the south, beginning with the Stagecoach Express detachable quad, scheduled to open in winter 2025/26. Subsequent phases envision further expansion onto the east-facing slopes of Mount Haig, adding terrain variety and capacity to the resort. Existing lift infrastructure will be upgraded with modern installations as equipment reaches the end of its service life, while also providing the additional staging capacity needed to support future terrain expansions. At the same time, the beginner area will be redesigned to create a significantly improved learn-to-ski environment, and a mix of new and reconfigured trails will enhance the intermediate skiing experience. Overall, the Master Development Plan positions CMR to evolve into a true destination resort that maintains its rugged, extreme character while offering a well-rounded experience for skiers of all ability levels.

BASE AREA IMPROVEMENTS: The compact village design is thoughtfully integrated with the existing residential community that has been central to the resort's development over the past four decades. The layout minimizes the impact on existing lots and emphasizes modest building density while achieving the critical mass of guests required to support a vibrant, sustainable commercial and recreational hub at the mountain base.

The village will feature a maximum of four-storey buildings, including a signature hotel and condominium residences, arranged to provide open pedestrian circulation free of vehicle traffic and to preserve clear views of the surrounding mountain peaks.

A diverse mix of commercial, recreational, and accommodation offerings will establish the base village as an inviting destination in its own right, creating a lively atmosphere and enhancing the overall resort experience.

ALBERTA TOURISM: The Government of Alberta's long-term strategy to expand the provincial tourism economy relies on the development of distinctive, high-quality visitor experiences. CMR is particularly well placed to contribute to this vision. Situated in the southern Rocky Mountains and in close proximity to Waterton Lakes National Park, the resort offers direct access to some of Alberta's most dramatic natural landscapes. This setting provides an ideal foundation for a medium-scale, all-season resort that differentiates itself through authentic big-mountain terrain and experiences tailored to adventurous families and individuals.

In partnership with Travel Alberta, the All-Season Resorts Branch, and Ecosign, CMR has developed the 2025 CMR Master Development Plan. This plan presents a comprehensive program and long-term vision for evolving the resort into a modern, year-round destination while maintaining the mountain's distinctive character.

The Master Development Plan establishes a framework for a vibrant resort community supported by sustainable real estate development and best practices in design. Key principles include sensitive site planning, pedestrian-oriented circulation, energy-efficient building standards, and the incorporation of fire-smart materials. Together, these measures ensure environmental stewardship, resilience, and a cohesive architectural identity.

With these initiatives, CMR is uniquely positioned to emerge as a leading model of sustainable, year-round mountain tourism in Alberta showcasing the province's spectacular landscapes while providing an exceptional guest experience.

Table 1 Existing & Planned Facilities

	WINTER	SUMMER	YEAR TOTAL	DEVELOPMENT SUMMARY		
PHASE	Active Users / Season*	Active Users / Season*	Active Users / Year	Day Visitor Parking Stalls	Over-night Pillows	GUEST CAPACITY (PARKING & ACCOM.)
Existing Capacity (2024-25 Season)	93,600	1,500	95,100	754	237	2,570
PHASE 1 1-8 yrs Transition to All-Season Resort	129,240	41,400	170,640	955	2,414	4,110
PHASE 2 8-25 yrs Build-out of DLO Area	195,760	53,400	249,160	1,170	3,546	5,530

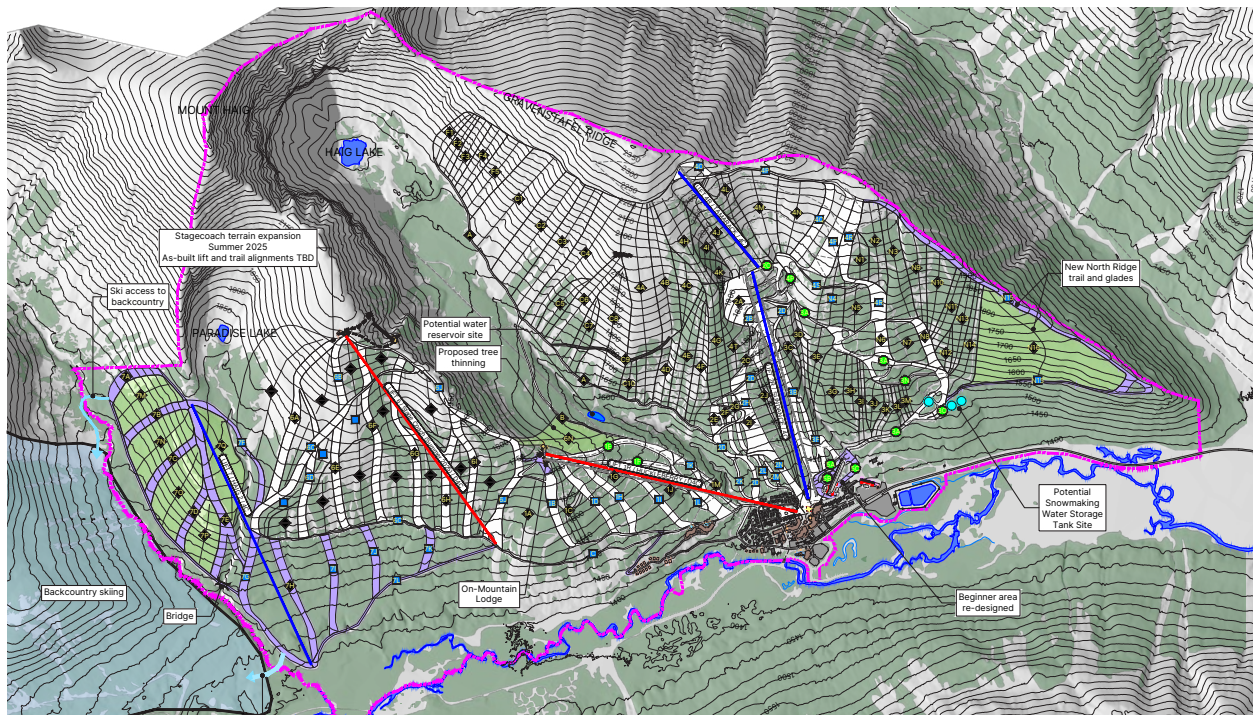


Figure 18a Overall Resort Master Development Plan



Figure 19a Mountain 3D View 1

T.O. INTRODUCTION



1.0 Introduction

Castle Mountain Resort (CMR) engaged Ecosign in early 2025 to update its Master Development Plan (MDP) in alignment with the Government of Alberta's objective of promoting world-class, all-season, nature-based tourism experiences.

This updated MDP builds upon the 2017 plan (prepared by BHA), recognizing the substantial framework and baseline data established in that document. The implementation of the All-Seasons Resort Act, new information, revised priorities, and updated development strategies have guided the evolution of the plan. The MDP forms the foundation from which the CMR vision, goals, and objectives can be achieved.

Key changes from the 2017 MDP include:

- Winter Build-out Resort Capacity (BRC): Adjusted from 4,330 (3,950 from skiing) to 5,500 (3,610 from skiing).
- Summer Build-out Resort Capacity (BRC): Increased from 1,035 to 2,850.

The primary goal of this updated MDP is to transition CMR from a primarily day-use ski area with limited overnight accommodations into a regional destination resort offering high-quality, year-round tourism experiences.

The report provides a detailed inventory of the existing ski area, outlines the technical site analysis, and presents the resulting Resort Master Development Plan. As part of the planning process, extensive consultation took place through online and in-person meetings with CMR, Travel Alberta, Alberta Forestry & Parks, and the All-Seasons Branch to ensure collaboration, alignment, and consistency with planning objectives.

The CMR All-Seasons Resort MDP outlines a clear road-map for the next 25 years, guiding the transformation of the resort into a sustainable, successful operation with modern accommodations and recreational amenities that enhance Alberta's collection of world-class, all-season resorts.

MDP Timeline

- **FEBRUARY 2025.** Ecosign was retained and data package transferred
- **MARCH 2025.** Completed a trip to the site mid-March to present findings of the Technical Assessment and Inventory and to verify data onsite.
- **APRIL 2025.** Draft Concepts were presented.
- **JUNE 2025.** The Preferred Concept was presented in person to CMR, and representatives from Travel Alberta and the All-Seasons Branch.
- **JULY - SEPTEMBER 2025.** Ongoing online meetings, reviewing draft MDP plans and data.
- **OCTOBER 2025.** In-person presentation of the draft MDP.
- **NOVEMBER 2025.** Final MDP completed.

Previous Visioning Statements

Throughout the previous MDP process and leading up to the MDP update, CMR held various visioning sessions to determine and clarify the goals and vision for the future of CMR.

By 2035, we aim to establish ourselves as a sustainable, financially self-sustaining, all-season resort that generates year-round cash flow and creates welcoming spaces with activities for every season. As facilitators of the enjoyment of our unique area, we are dedicated to understanding our capacity while maintaining strong community connections. Our commitment as stewards of this landscape will guide us as we balance growth with environmental sustainability, ensuring that guests can enjoy a memorable experience any time of year.

CMR visioning workshop October 22nd, 2024.

Participating stakeholders representing CMR, the CMR Community Association, Alberta Forestry and Parks, and the Government of Alberta expressed a wide range of ideas on the path forward to coordinate and collaborate with other stakeholders outside of the workshop including the MD of Pincher Creek and First Nations, with the goal of CMR developing into one of Alberta's premiere All-Season resorts known for its spectacular mountain setting, winter terrain and snow, welcoming community, exceptional experiences and commitment to sustainability.

EDG Planning and Design, Final Visioning Report, Leighton, December 13, 2024

1.1 Historical Context

CMR first opened its doors in the winter of 1966, launching operations with two T-bars and a base lodge. Over the following decade, additional lifts were added, the parking area was expanded, and accommodation was built “on-hill” to serve overnight guests. In 1975, CMR proudly hosted the Alpine events of the Canada Winter Games, helping to put the resort on the map. However, just two years later a catastrophic fire destroyed the main ski lodge. Financial pressures following that event led to the sale of the resort to the Municipal District and Town of Pincher Creek. During the 1980s there were several attempts to redevelop and expand the resort, but those efforts were repeatedly held back by political disagreements and environmental concerns.

In 1995, a turning point came. A community-based group of local skiers, residents, and advocates known as the Westcastle Supporters Association (WSA) acquired the resort and formed CMR Inc. Their goal was to revive the resort, address past challenges, and sustain CMR as a viable regional ski destination.

Since then, substantial investments have been made. Between 1996 and 2018, CMR installed the Sundance triple chair, followed by the Tamarack, Green Chair and Huckleberry Chair, as well as the first snowmaking system. During this period, upgrades included improvements to the drinking water systems, installation of wastewater treatment facilities, and the development of both resident and visitor accommodations. A new day lodge was constructed around 1999, and additional land near the base area was acquired to allow further base-area development and housing lots. These improvements were guided by an Area Structure Plan (ASP) developed in 2001 that established a clear vision for CMR: an alpine ski resort offering a high-quality experience, with a family-oriented character.

More recently, the resort has initiated another major upgrade: the installation of the Stagecoach Express, a refurbished Poma detachable high-speed quad chairlift (formerly from Sunshine Village) to be active for the 2025-2026 season. This lift will open up terrain previously used for cat-skiing on Mt. Haig, increasing the lift-serviced skiable area by over 25%, reducing congestion at the base, and adding runs that cater to beginner, intermediate, and advanced riders.

1.2 Location

CMR is situated in the Westcastle Valley of southwestern Alberta, Canada, within the Municipal District of Pincher Creek. Geographically, the resort lies about 40 km southwest of the Town of Pincher Creek, 140 km southwest of Lethbridge, and roughly 250–260 km south of Calgary. The southern Alberta region has approximately 300,000 residents.

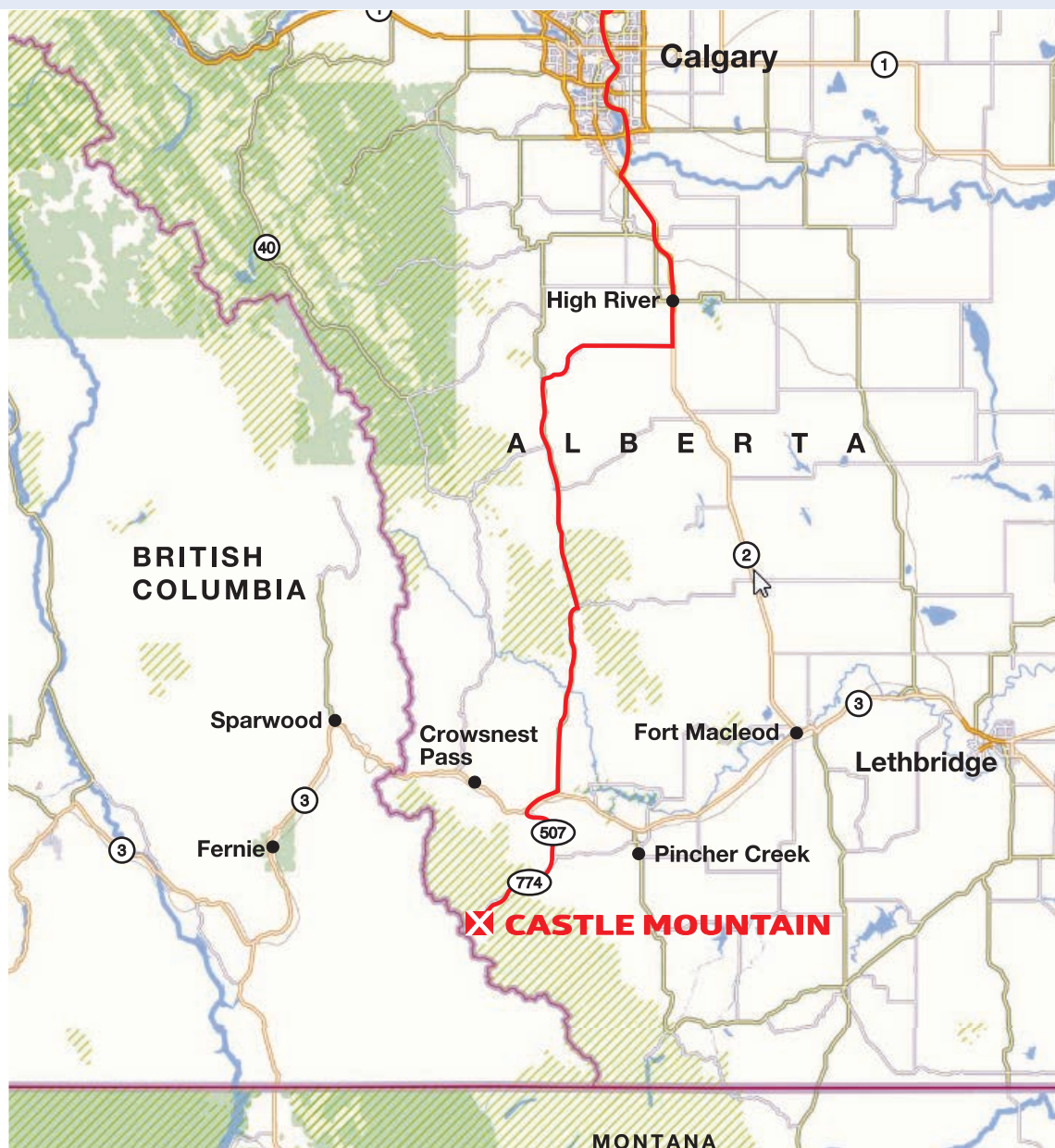
Set along the Continental Divide in the Canadian Rockies, CMR is surrounded by striking mountain features: Gravenstafel Ridge/Peak to the west/northwest, Mount Haig which forms part of the divide, and Barnaby Ridge / Southfork Mountain across the valley.

Just over 1450 metres in base elevation, the resort offers terrain across both Gravenstafel Peak ($\approx$ 2,391 m) and Mount Haig ($\approx$ 2,610 m), giving a wide vertical relief and extensive skiable acreage.

The region is not only scenically dramatic, but ecologically rich, falling adjacent to or within areas of Castle Provincial Park and the Castle Wildland Provincial Park, where glaciated ridges, alpine meadows, and subalpine forests combine to support diverse wildlife, clean watershed systems, and recreational trails.

The ecology is vibrant, supporting species such as elk, cougar, and numerous other mammals and birds that thrive where mountain, foothill, and prairie habitats intersect. The area's environmental importance has been recognized through the establishment of several provincial and national parks and protected areas, which aim to conserve natural features while providing opportunities for nature-based recreation.

Figure 1 Area Location



1.3 Regional Context

CMR is surrounded by Castle Provincial Park, Castle Wildland Provincial Park, and the West Castle Wetlands Ecological Reserve—three protected areas that together shape the ecological, recreational, and conservation context of the region.

Castle Provincial Park was officially designated in February 2017 under the Provincial Parks Act. The park encompasses about 25,500 hectares ($\approx$ 63,000 acres) and was created out of what had been the Castle Special Management Area. Its establishment incorporated several previous Provincial Recreation Areas, including Castle Falls, Syncline, Beaver Mines Lake, Lynx Creek, and the Castle River Bridge sites. The park is bounded to the northeast of CMR, and is connected via Alberta Highway 774. Castle Provincial Park has dual goals: to offer a broad array of recreation opportunities compatible with conservation, and to protect its rare species, watersheds, and the character of its mountain and alpine landscapes.

Castle Wildland Provincial Park lies to the north, west, and south of CMR. Covering approximately 79,678 hectares, it was also designated in 2017. Its purpose is to maintain largely intact, functioning ecosystems and to protect wildlife corridors, especially those that link up with Waterton Lakes National Park to the south and with Castle Provincial Park. Wilderness-style recreation, such as backcountry hiking, snowshoeing, and non-motorized touring is encouraged where consistent with the park's conservation objectives.

West Castle Wetlands Ecological Reserve, immediately to the east of the resort, is much smaller ($\approx$ 94 hectares), and it safeguards wetland ecosystems that are important habitat for species such as beaver, native trout, and amphibians.

A significant development in recent years has been the ongoing implementation of the Castle Parks Management Plan (2018). This plan sets out policies for protecting watersheds, preserving habitat for rare and at-risk species (including grizzly bear, westslope cutthroat trout, bull trout, whitebark pine, etc.), and managing human use in the Castle landscape in a way that balances recreation and conservation. Among its actions are efforts to phase out certain motorized trails, restore disturbed terrain, and develop sustainable trail networks and infrastructure in both Castle Provincial Park and Wildland Provincial Park.

From the perspective of CMR, its role within this larger protected landscape is affirmed as a gateway and staging area, with visitors currently utilizing CMR's surface parking lots to access nearby wilderness, backcountry, and protected natural areas. The resort's owners and management have committed to protecting and enhancing the recreation and conservation values of adjacent public lands. They aim for tourism and public recreation opportunities to coexist and mutually reinforce each other, working with user groups, stakeholders, and government agencies.

Figure 2 Regional Context

1.4 Study Area

Figure 3 illustrates the study area and identifies the Department License of Occupation (DLO), including CMR's private land. For the purposes of this MDP, the assessment also considered surrounding lands to better understand the broader development potential and limitations of the area.

Figure 3 Study Area

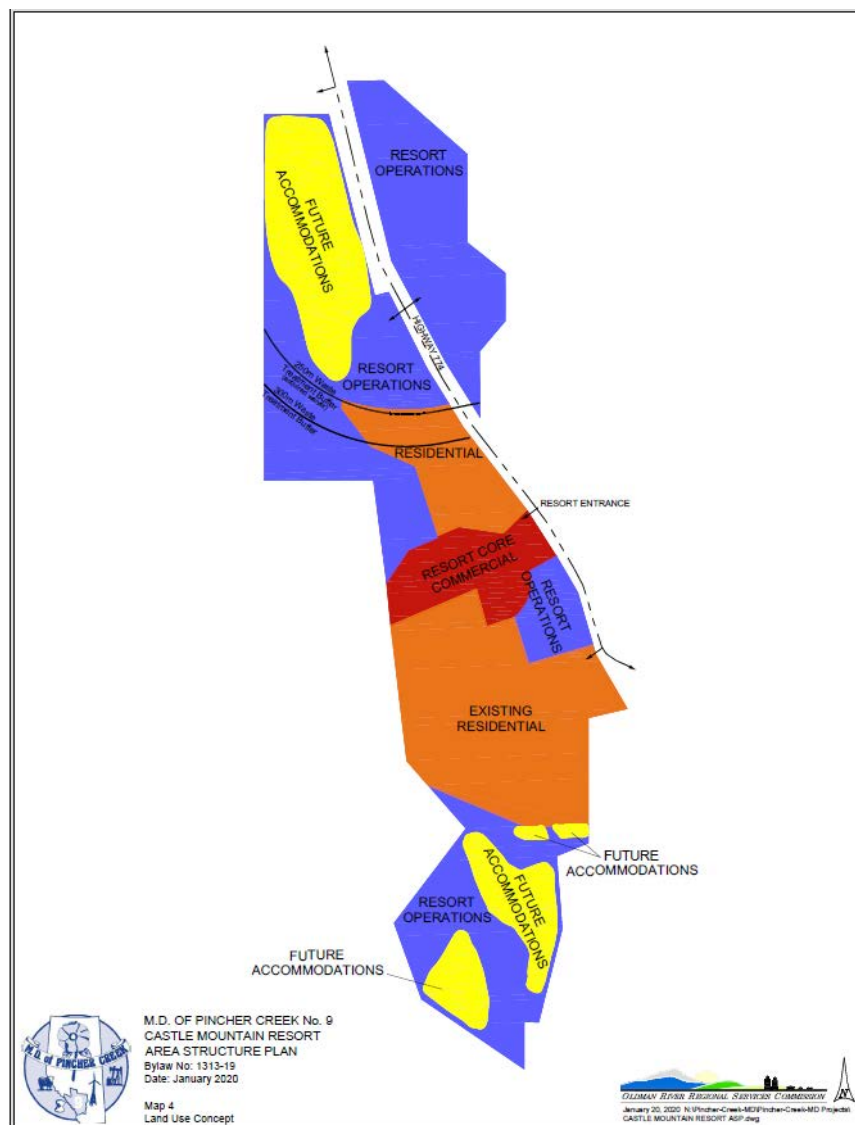


1.5 Provincial Legislative Framework

The Area Structure Plan (ASP) provides the long-term framework for guiding the physical, economic, and social development of CMR. As a municipal bylaw under Alberta's planning system, it ensures new development proceeds in an orderly and cost-effective way, while protecting environmental integrity and community character.

The first ASP, prepared in 2001 and adopted by the Municipal District of Pincher Creek, established the types and scale of development expected at the resort and set goals for building a sustainable alpine community. The plan laid the groundwork for residential expansion, infrastructure upgrades, and base-area improvements.

In 2020, the plan was comprehensively updated through Bylaw 1313-19. The new ASP reinforces CMR's vision as a year-round, family-oriented resort and provides clearer policies on land use, design standards, and environmental management. The ASP integrates considerations such as avalanche and wildfire risk, snow and water management, and architectural guidelines to maintain design quality. The update also clarifies the relationship between the ASP and CMR's Master Development Plan, strengthens requirements for infrastructure planning, and outlines transparent procedures for subdivision and development approvals. Importantly, it commits to regular review every five years to ensure the plan adapts to changing needs while balancing tourism growth with environmental stewardship.

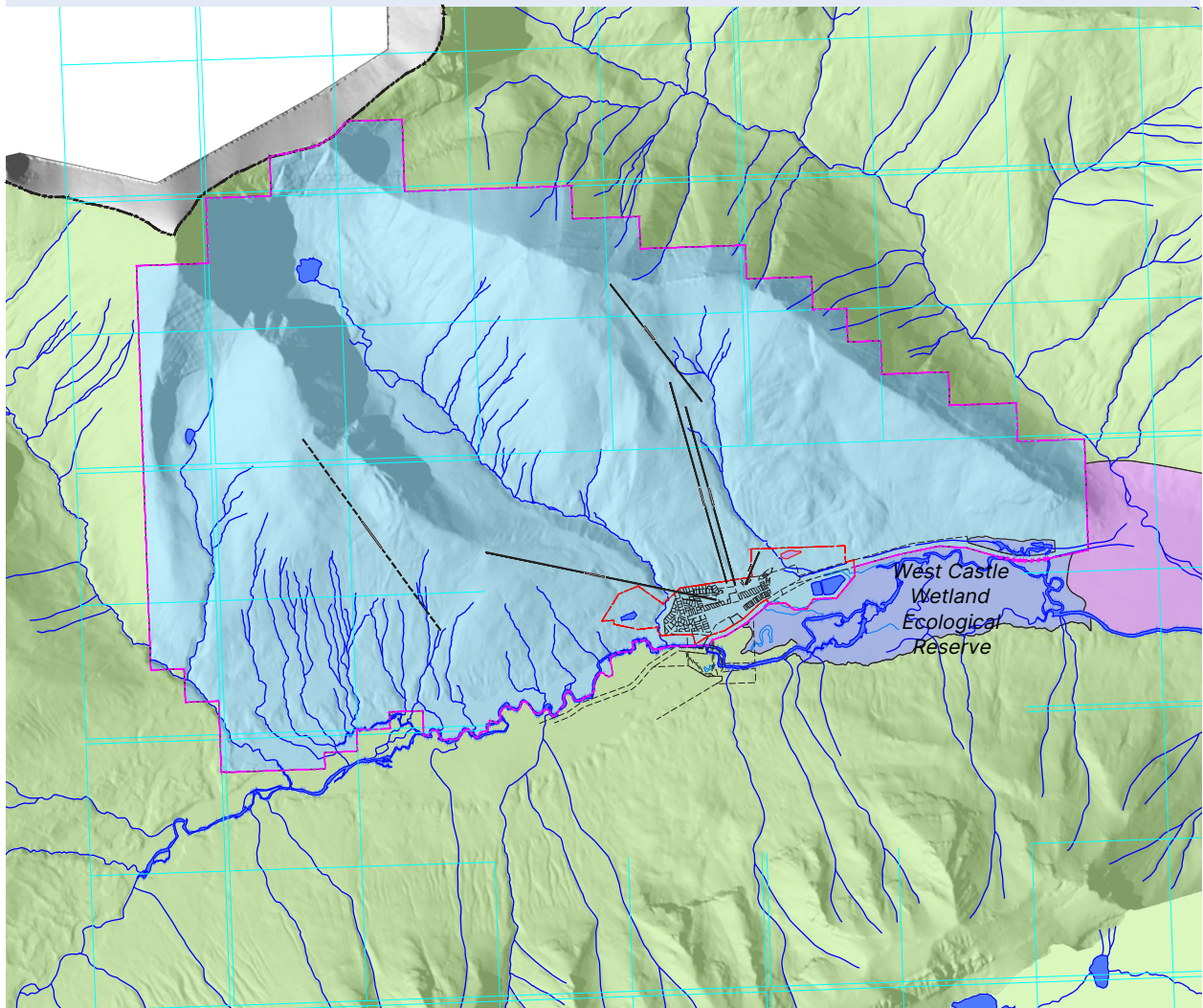


1.6 Department License of Occupation

CMR operates under a Department License of Occupation (DLO) issued by the Province of Alberta pursuant to the Public Lands Act. The license provides for the use of Crown lands primarily for recreational purposes, including skiing and snowboarding. The current DLO encompasses a total area of 1,634.3 hectares (4,038.4 acres).

Figure 4 illustrates the extent of the existing DLO lands in relation to the surrounding ecological zone, provincial park, and wildland areas.

Figure 4 Existing DLO and Park Boundaries



1.7 Land Ownership

CMR holds fee simple ownership over approximately 44.65 acres, located within its base-area boundary. Within this area, a number of residential and commercial lots exist as leasehold parcels. These leasehold lots support mixed-use village development at the base of the ski hill, providing accommodation, retail, and guest services that complement the resort's core operations.

1.8 Market Context

Population & Driving Market

Calgary is the primary urban catchment for CMR. As of 2024/2025, Calgary's population is approximately 1.6 million in the city proper.

The driving distance from Calgary to CMR is approximately 250-km by road, which typically takes between 2.5 to 3 hours depending on route and conditions. This positions Calgary as being within a reasonable weekend or short-trip market for CMR for both seasonal tourism (winter skiing) and summer/ shoulder season visitors.

In addition to Calgary, other regional centres that contribute to the market include:

- Pincher Creek and Crowsnest Pass, population >9,000, located close to CMR and act as a local hub for services.
- The city of Lethbridge has over 100,000 in its city proper. Lethbridge can be a source of both day-trippers and longer stays.
- Smaller mountain towns (e.g. Fernie) also attract tourists and have some spillover potential, though they are located further away.

Waterton Lakes National Park

Waterton Lakes National Park is a significant tourism asset in the region covering over 500 km² and with a diverse ecosystem that combines prairie, mountain, lakeside terrain.

- In 2022-2023 Waterton Lakes National Park recorded over 475,000 visits.
- Waterton Lakes National Park is accessible by road, with the closest international airport in Calgary, approximately 270 km away.

Waterton benefits from both domestic tourism (from Alberta and neighbouring provinces) and some international visitors, especially during peak summer months. The park has infrastructure for lodging, trails, visitor centres, trails of various difficulty, interpretive experiences, etc.

The driving distance from CMR to Waterton Lakes National Park is approximately 90kms or 1 hour so there is a clear opportunity to develop more visitor accommodation (beds) at CMR to tap into seasonal tourism overflow to Waterton National Park.

Opportunity:

CMR could provide an alternative experience for those market segments that may not want the premium rates in established areas (Banff, Canmore & Waterton). If Castle can offer a more accessible, value option, or a differentiated experience (ski + backcountry + summer recreation), that could be a unique draw.

1.9 Master Development Plan Goals

Transition to All-Season Operations

- Establish CMR as a year-round destination by diversifying activities and developing lodging ("hot and warm beds") that boost overall and mid-week visitation, supporting long-term financial sustainability.

Develop a Resort Village Centre

- Create a village core that is authentic to the location, integrates with the surrounding landscape, and delivers memorable guest experiences. The design will accommodate a range of building sizes and unit types to attract diverse investors and developers.

Expand Lodging & Employee Housing

- Plan for additional ski-in/ski-out or nearby accommodations and provide a variety of employee housing options to support recruitment and retention.

Optimize Ski Facilities & Infrastructure

- Assess the ski area's comfortable carrying capacity in relation to actual visitation and infrastructure, and provide recommendations to maximize efficiency.

Address Core Development Challenges

- Tackle key constraints such as power and wastewater capacity, parking and circulation, and employee housing, while ensuring measures for FireSmart protection, erosion control, and minimizing human-wildlife conflict.

Ground the Plan in Realism

- Prepare a phased Master Development Plan that is financially viable, implementable in stages, and supported by order-of-magnitude cost estimates.

Embed Sustainability & Resilience

- Balance environmental considerations with growth needs, and design for flexibility so the resort can adapt to changes in market, climate, and investment conditions.

Strategic Guidance & Collaboration

- Use the Master Development Plan to inform short, medium, and long-term strategy, supported by strong collaboration between the client, consultants, and stakeholders throughout the design process.



Historic Photos Source: <https://www.skicastle.ca/our-story/>

1.10 Glossary

The glossary of terms below provides an explanation of a number of ski industry terms and technical jargon specific to ski area development.

Skier

Refers to all snow sliders, including skiers, snowboarders, snow bladers, etc. who purchase a lift ticket

Skier Visit

One person visiting a ski area for all or part of a day or night for the purpose of skiing or snowboarding. This is the total number of day lift tickets issued and passes scanned. Skier visits include a person holding a full-day, half-day, night, complimentary, adult, child, season, or any other ticket type that gives a skier the use of an area's facilities.

Visitor / Guest

Visitor or Guest are terms that can be used interchangeably, defined as one person visiting the resort who participates in alpine skiing or snowboarding, other recreation activities that require a ticket or other unpaid amenities. A visitor or guest includes individuals who spend time in the village shopping, attending events or eating in restaurants.

Day Skier or Visitor

One person arriving by vehicle at the resort for some or all of the day. Day skiers or visitors do not stay in overnight accommodation.

Overnight Skier or Visitor

One person who spends the night at the resort in any type of overnight accommodation.

Active User

A visitor who actively participates in on-mountain or resort based recreational activities

Non-Participant

One visitor or guest who does not purchase a ticket for on-mountain activities including snow tubing or other ticketed activities.



Skier Visit



Non-skier Visitors



Resort Overnight Accommodation

Rated Uphill Capacity

The manufacturer's rated number of skiers per hour a lift can transport to the top of the lift. An area's hourly capacity is the sum of the individual lifts.

Skiers At One Time (SAOT)

Skiers At One Time (SAOT) is a density measurement of skier per hectare on ski trails. This metric takes into consideration skiers in lift queues, riding lifts, in restaurants and skiing on ski trails. "On-Slope" skier densities take into account only those skiers actually on the ski trails at any given time, roughly one third of SAOT densities.

Vertical Transport Metres Per Hour / VTM/ Hour(000)

The number of people lifted 1,000 vertical metres in one hour (vertical rise of a lift, times the lift capacity per hour, divided by 1,000). An area's total VTM, is the sum of the VTM for all lifts.

VTM Demand per Skier per Day

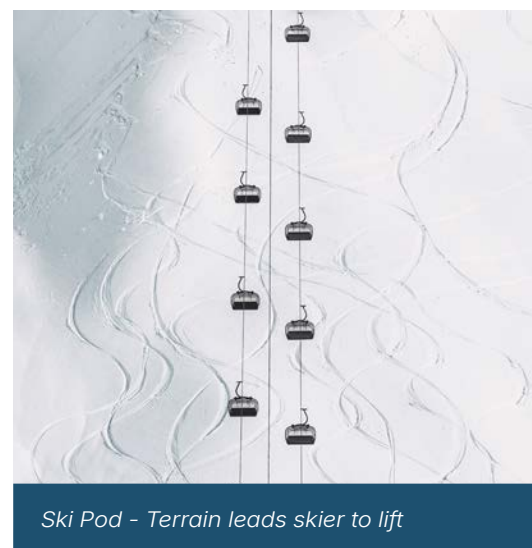
The amount of vertical skied (demanded) each day by each skill class of skier. More experienced skiers expect to ski more vertical in a day.

Skier (Comfortable) Carrying Capacity (SCC)

The number of skiers that a given ski area can comfortably support on the slopes and lifts without overcrowding, or those that may be accommodated at one time and still preserve a congenial environment. A ski area's comfortable carrying capacity is a function of VTM demand per skier, VTM supplied per hour, difficulty of terrain and scope of support facilities. The Skier Carrying Capacity is expressed in terms of Skiers per Day.

Terrain Pod

A contiguous area of land deemed suitable for ski lift and trail development due to its slope gradients, exposure and fall line characteristics.



Loading Efficiency

The ratio between the manufacturer's rated hourly capacity and the actual delivered hourly capacity expressed as a percentage. The ability of a lift to reach the manufacturer's rated hourly capacity is reduced if carriers are not fully occupied and due to mis-loads and mis-unloads which result in lift stoppages or slowdowns and, therefore, a reduced actual capacity.

Lift Maze

Queuing area at the base of the ski lift. The queuing area can be organized to maximize loading efficiency.

Seasonal Lift Utilization

Seasonal utilization of a resort's lift system is calculated by dividing annual skier visits over number of operating days by the ski area's Skier Carrying Capacity (SCC), expressed as a percentage.

Lift Staging

The access point into the ski area facilities for skiers. The staging lift is the first lift that a skier rides at the beginning of the day.

Comfortable Skier Walking Distance (SWD)

The comfortable skier walking distance is calculated starting with 450 horizontal metres away from the lift staging area. For every 1 metre of elevation gain, 4 metres are subtracted from the comfortable skier walking distance.

Snowfront

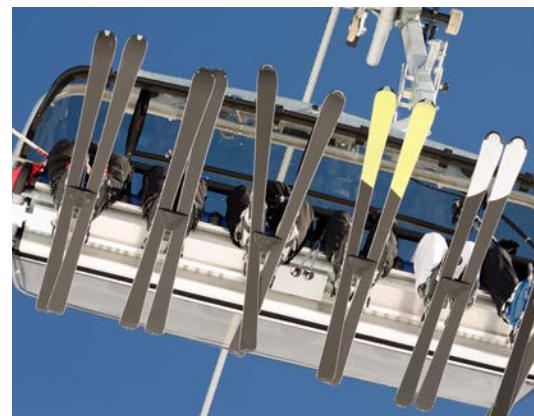
The flat or gently sloping snow surface at the interface between the Village and the ski area facilities.

Condotel

A condotel is a multi unit residential building within the resort that functions both as a hotel and a condominium. Units are individually owned by investors, which can either be owner-occupied or added to a rental pool. Condotels include similar amenities to hotels, with housekeeping, a gym/spa, lobby, and a commercial ground level.



Lift Maze / Lift Staging / Snowfront



Loading Efficiency



On-Slope Skier Densities

Master Development Plan Comfortable Capacity

The combined daily capacity of all existing and planned recreation facilities at the resort including lifts and other recreation facilities such as snow tubing, mountain coaster, snow play and recreation trails. The Master Development Plan Comfortable Capacity (MPCC) may also take into account Non-Participants who visit the resort but do not participate in recreational activities on the mountain or in the base area.

Design Day

“Design Day” is a parameter used to evaluate and plan existing and future skier services at a resort that reflects a typical theoretical busy day. For existing facility analysis, historic visitation can be used to establish the theoretical Design Day utilizing the average of the top 10 or top 15 days. The Design Day for a long term Master Development Plan can be set based on 80% of the mountain’s skier carrying capacity. Planning for Design Day business levels ensures that services are not overbuilt but can meet visitors expectations on most busy days during the season.

Gross Floor Area (GFA)

The total finished area inside the building envelope measured in square metres or square feet including internal walls, storage, circulation and mechanical, electrical and plumbing space. Underground parking is not included in the gross floor area of a building. Gross Floor Area may be calculated per floor or over all levels of a building.

Floor Area Ratio (FAR)

The relationship between a building’s Gross Floor Area and the size of its lot or land parcel. Floor Area Ratio is calculated by dividing total Gross Floor Area by total lot size in square metres or square feet. Zoning regulations control density through destination Floor Area Ratio standards combined with required setbacks and building height limits.



Master Development Plan Comfortable Capacity



Gross Floor Area within Resort Base Area



Design Day



2.0 INVENTORY

2.0 Introduction

To establish a foundation for the Master Development Plan, the existing facilities at Castle Mountain Resort (CMR) are catalogued and analyzed against current patterns of daily and seasonal use. This assessment covers all major components of the resort, including lift infrastructure, alpine trails, snowmaking systems, and recreation trails, as well as base area elements such as parking capacity, guest service facilities, and available indoor dining.

The purpose of the Inventory section is to document and evaluate the existing situation at CMR through the following steps:

- **Analyze Business Levels & Visitation:** Review operating and visitation data from the past six winter seasons to establish trends and baseline performance.
- **Assess Facilities & Infrastructure:** Inventory base area structures and on-mountain infrastructure (e.g., lifts, snowmaking, guest services) to understand how they support current operations and the visitor experience.
- **Evaluate Capacity & Standards:** Establish baseline standards specific to CMR and compare existing facilities against these benchmarks, with particular attention to peak operating periods.
- **Review Access & Circulation:** Document parking capacity, shuttle services, and vehicle arrival patterns, and analyze guest circulation flows to identify potential bottlenecks.
- **Assess Accommodation Supply:** Record current bed capacity to understand staging limitations within the base area.

At the conclusion of this assessment, findings will be summarized with recommendations for targeted improvements and efficiency gains.

2.1 Existing Business Levels

CMR operates on a season length of approximately 120–130 days. Accurate visitation data from the past six seasons (2018–2024), collected primarily through hand scans at the base of the main staging lifts, provides a clear picture of business levels across this period.

Visitation patterns show strong peaks on weekends and holidays, with notable declines during mid-week periods. Table 2 summarizes season length and total skier visits for each year, along with the skier counts for the top 10 busiest days.

Two key visitation metrics are used in the analysis:

- **Peak Day** – identifies the single busiest day of the season, providing a snapshot of maximum demand
- **Top 10 Average (TOP10)** – calculates the average visitation across the 10 busiest days of each season. This is an industry standard for sizing and assessing service facilities, as it reflects the demand level that infrastructure should be designed to accommodate.

Table 2 Winter Season Overview

TOP10 Day Visitation	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Average of 6 seasons
Days in Operation	134	105	132	122	131	126	125
Total Skier Visits	74,180	79,412	114,105	100,034	104,771	78,293	91,799
1st Peak Day	1,929	2,230	2,292	2,148	2,213	2,220	2,172
2nd	1,926	1,870	2,189	2,138	2,155	1,930	2,035
3rd	1,903	1,867	2,183	2,050	2,002	1,781	1,964
4th	1,760	1,780	2,177	2,049	1,950	1,670	1,898
5th	1,747	1,687	1,947	2,012	1,929	1,656	1,830
6th	1,581	1,686	1,918	1,850	1,902	1,645	1,764
7th	1,576	1,680	1,881	1,845	1,898	1,626	1,751
8th	1,565	1,679	1,835	1,814	1,870	1,601	1,727
9th	1,477	1,667	1,827	1,728	1,847	1,588	1,689
10th	1,472	1,608	1,826	1,717	1,790	1,556	1,662
Average of TOP10 Days	1,694	1,775	2,008	1,935	1,956	1,727	1,849

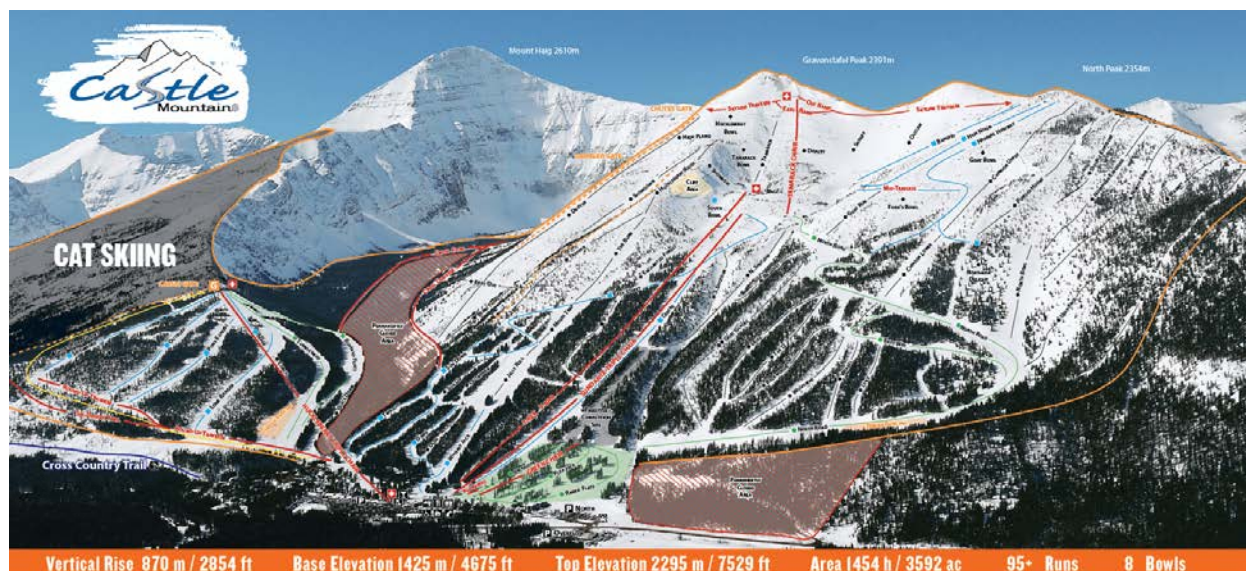
Existing Visitation Standards

A key step for the future planning work is to establish the existing visitation standards which will form the main metrics that facilities will be compared to. Table 3 shows the visitation standards selected for CMR. These standards are based on data in Table 2.

- The Peak Day is 2,360 visitors and consists of 2,170 skiers and snowboarders and approximately 120 guests using other recreational activities (totaling 2,290 “Active Users”) and 70 non-participating users.
- The TOP10 day is 2,010 and consists of 1,850 skiers, 100 guests using other recreational activities (totaling 1,950 “Active Users”) and 60 non-participating users.
- The standard for the total seasonal visitation of Active Users is 100,000 and 3,000 non-participating to total 103,000.

Table 3 Existing Visitation Standards

GUEST TYPE	EXISTING PEAK DAY STANDARD	TOP10 STANDARD	TOTAL SEASONAL VISITS STANDARD
Active Users	2,290	1,950	100,000
Non-Participating Visitors (est. 3%)	70	60	3,000
TOTAL VISITATION (Winter)	2,360	2,010	103,000



CMR Trail Map 23/24 season

2.2 Castle Mountain Resort - Resort Overview

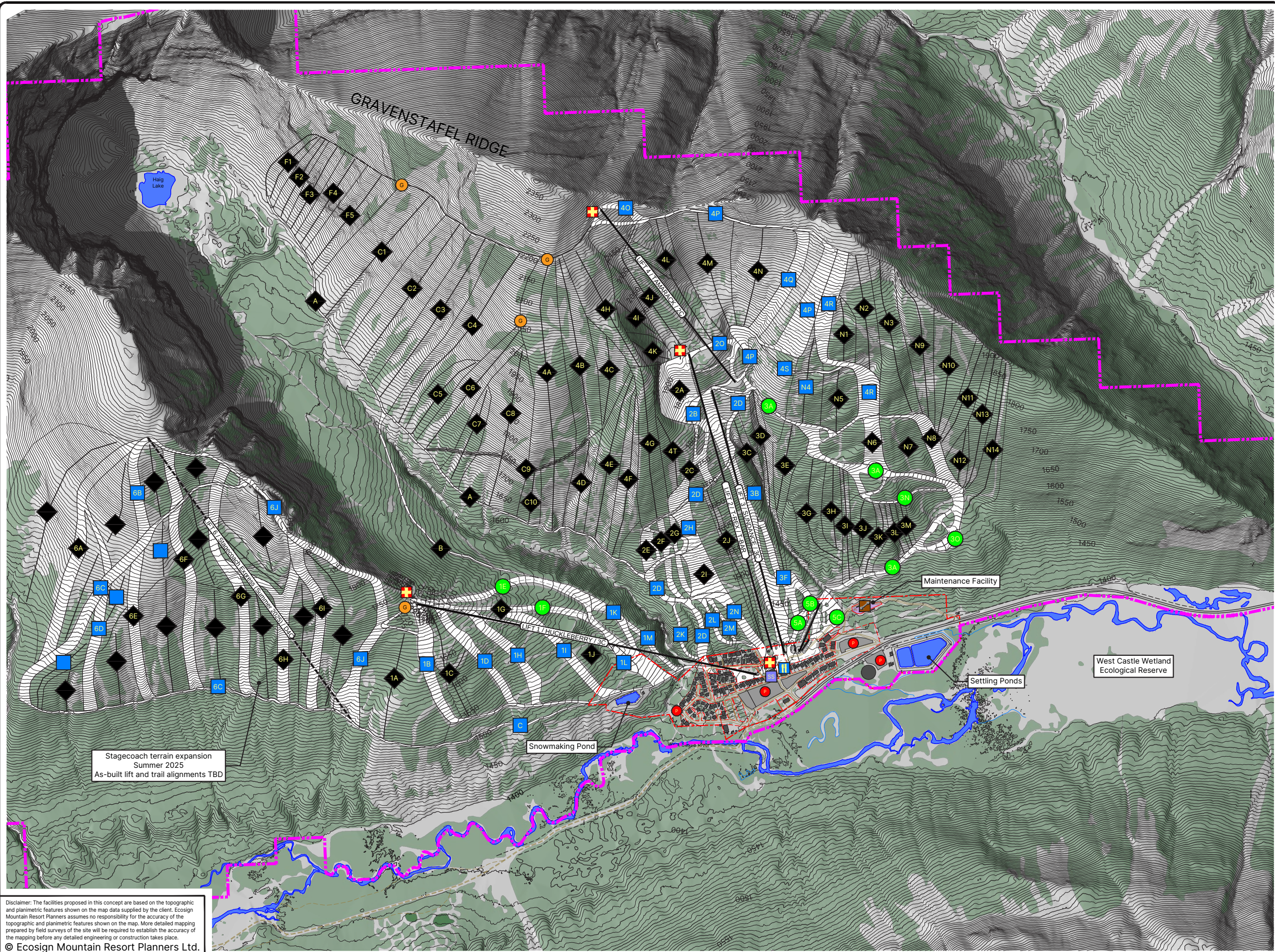
CMR is a hidden gem nestled in the southwestern corner of Alberta, offering an authentic, no-frills ski experience for those who prioritize exceptional terrain and deep powder. The resort operates five chairlifts, along with one T-bar and one Magic Carpet which were sourced second-hand from other resorts and rebuilt to suit Castle's rugged and demanding landscape. These lifts provide access to some of the most challenging and rewarding ski terrain in the province.

Covering approximately 1,450 hectares (3,592 acres) of skiable terrain, CMR boasts one of the largest vertical drops in Alberta at 870 meters (2,845 feet). The resort is well-known for its steep and demanding runs, glades, and natural fall-line skiing, making it a favorite among advanced and expert skiers. Over the years, CMR has built a reputation for having a higher-than-average difficulty level compared to other Canadian ski resorts, attracting a core community of experienced skiers and riders who seek a true mountain challenge.

Recognizing the need to broaden its appeal, CMR has made efforts to expand its offerings for lower-intermediate and beginner skiers. A significant step in this direction was the installation of the Huckleberry Chairlift in 2006, which opened up more accessible terrain on Haig Mountain. This expansion will continue with the planned installation of the Stagecoach Express Chair, slated to open in December 2025, further enhancing terrain options for less experienced skiers and families.

Situated at a base elevation of 1,414 meters and a summit elevation of 2,273 meters, CMR enjoys consistent snowfall, often exceeding 910 cm annually. The resort is renowned for its light, dry powder, a hallmark of the region's unique geography and weather patterns. Unlike many commercialized resorts, Castle maintains an authentic ski culture, with minimal crowds, no high-rise hotels, and a commitment to preserving a true mountain experience.

CMR's existing ski area facilities can be seen in Figure 5 – Existing Ski Area and Mountain Facilities. As the resort continues to evolve, it remains committed to delivering a premier skiing experience while expanding opportunities for a wider range of abilities, ensuring that Castle's legendary terrain can be enjoyed by both seasoned experts and newcomers alike.



Client:

Castle Mountain®

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 150 300 450 600

Legend:

SKI TRAIL ABILITY LEVEL

Easiest ●

More Difficult ■

Most Difficult ◆

LEGEND

Existing Lifts ▬

Existing Trails ▬

Department License of Occupation ▬

CMR Owned Property Boundary ▬

Existing Land Parcels ▬

Road ROW ▬

Mountain Restaurant ■

Ski Patrol / First Aid +

Maintenance Facility ■

Skier Services SS

Parking P1

Terrain Access Gate G

Figure Name:

EXISTING SKI AREA & MOUNTAIN FACILITIES

Figure Number: 5

2.3 Existing Ski Area - Planning Parameters

Ski terrain and trails are classified in concert with the International Ski Trail Standards (Table 4), as well as the seven skier skill classification levels exhibited in Table 5.

Table 4 International Ski Trail Standards

SYMBOL	PISTE DESIGNATION	SKIER ABILITY LEVEL
	Easier	Beginner & Novice Skiers
	More Difficult	Intermediate Skiers
	Most Difficult	Advanced & Expert Skiers

Each trail at CMR has been classified into one of the seven skier skill class levels after an evaluation of the following parameters: ski trail width, average gradient and the steepest 30-metre vertical pitch. Since the average slope gradient of a trail is generally much lower than the steepest 30-metre vertical pitch, the trails are usually classified to ensure that the steepest 30 metres fall within the acceptable terrain gradients listed in Table 5. This method of classification ensures that each trail is skiable from top to bottom by the skill class level assigned to it. For example, if a trail has an average slope in the range of 15–25% acceptable for novice, but has a very steep section in the middle, then such a trail cannot be classified as a novice trail. We have used the skill level classification system shown in Table 4 to rate the ski terrain within the CMR study area.

Table 5 Skier Skill Classification Slope Gradients

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

Skier/Snowboarder Densities

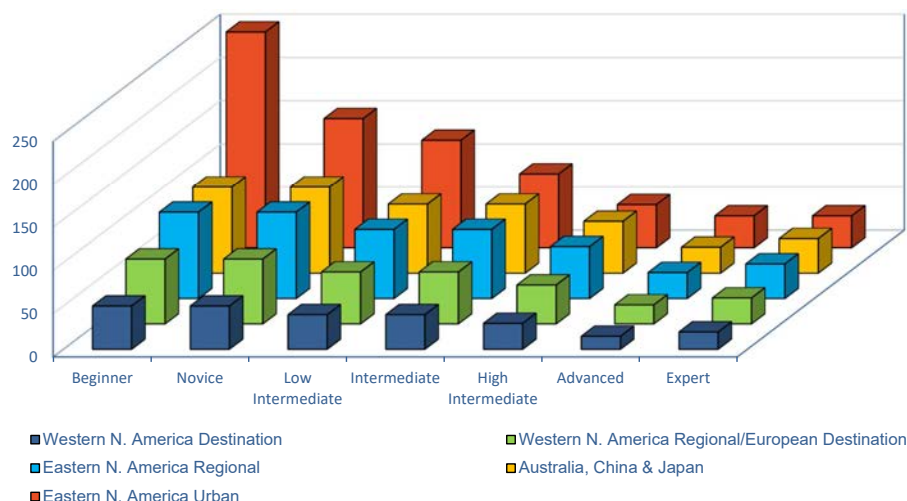
Ecosign has performed on-site research to determine comfortable and safe skier densities at ski areas in many parts of the world. Densities used in planning ski areas in different parts of the world are listed in Table 6 and Plate 1 graphically illustrates the “SAOT” (Skiers at One Time) densities and the “On-Slope” densities.

Table 6 Worldwide Comparison Of Ski Trail Densities Per Hectare

Skill Classification	1 Beginner	2 Novice	3 Low Intermediate	4 Intermediate	5 High Intermediate	6 Advanced	7 Expert
Western N. America Destination							
SAOT (skiers/ha.)	50	50	40	40	30	15	20
On-Slope (skiers/ha.)	20	20	15	15	12	7	10
Western N. America Regional/European Destination							
SAOT (skiers/ha.)	75	75	60	60	45	22	30
On-Slope (skiers/ha.)	30	30	22	22	18	10	15
Eastern N. America Regional							
SAOT (skiers/ha.)	100	100	80	80	60	30	40
On-Slope (skiers/ha.)	40	40	30	30	24	14	20
Australia, China & Japan							
SAOT (skiers/ha.)	100	100	80	80	60	30	40
On-Slope (skiers/ha.)	40	40	30	30	24	14	20
Eastern N. America Urban							
SAOT (skiers/ha.)	250	150	125	86	50	37	37
On-Slope (skiers/ha.)	110	67	54	37	22	17	17

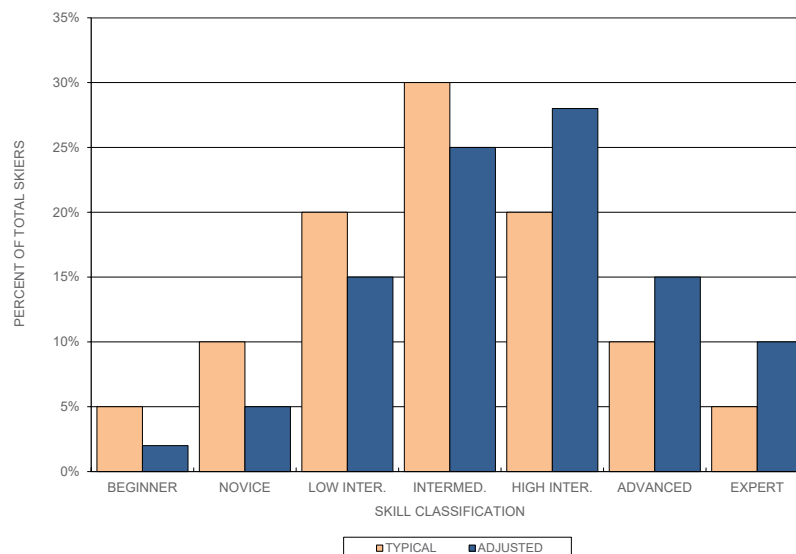
The SAOT is based on the total number of skiers/snowboarders at the area, including those in lift queues, riding lifts, in restaurants and on the trails. The “On-Slope” densities take into account only those skiers and snowboarders actually on the trails at any given time. As shown, acceptable skier/snowboarder slope densities tend to decrease as the proficiency of the skier increases.

The lower density for better skiers occurs due to their increased speed, and therefore, longer stopping distances and the general increase in space needed to avoid obstacles and other skiers. As listed, the exception to this rule is that slope densities increase slightly on expert terrain since these steep, ungroomed slopes dictate controlled turns. Under these conditions, expert skiers have slower speeds and require less space for safe skiing.

Plate 1 Worldwide Skier Densities

During the past several years, Ecosign has undertaken and reviewed substantial research on skier skill class distribution and skier densities worldwide. This research, combined with observations of the skiing and snowboarding population, indicates that the global market generally conforms to a bell-curve distribution of skier skill levels. In certain regions, such as Japan and Korea, where skiing and snowboarding have experienced rapid growth, the curve is skewed toward lower skill levels due to the large number of new participants entering the sport. In contrast, regions with more mature skiing populations, such as Europe, show a slight skew toward the advanced skill levels.

For the CMR master planning process, the “ideal” balance will be intentionally adjusted toward the higher skill classes. This approach reflects Castle’s well-established reputation for high-quality extreme skiing and its strong appeal to advanced and expert skiers, while still providing opportunities for progression at lower skill levels. Plate 2 illustrates the standard North American bell-shaped distribution typically used for planning purposes, alongside the modified distribution, skewed toward higher skill classes that will guide planning and analysis at Castle.

Plate 2 Skier Skill Class Distribution

Skier Demand - Vertical Transport Metres

Each skier ability level places different demands upon an area's lift and trail system. Empirical observations have determined that each skier ability level will ski a relatively constant number of vertical metres per day. As the proficiency of the skier increases, the demand for vertical metres also increases. In Europe, Scandinavia, Canada and the United States, we use the industry high VTM demand to ensure a quality, uncrowded sliding experience for the better-conditioned, more aggressive skiers. In urban markets and the emerging markets, we select the average levels of demand for use in planning. We believe that the CMR skier market falls into the high level of demand. Table 7 lists the Skiing Demand by Skill Classification.

Table 7 Skiing Demand By Skill Classification

Skill Classification	Planning Goals	Skier Demand VTM/Day		
		Low	Average	High
1 Beginner	2%	610	705	940
2 Novice	5%	1,370	1,595	2,120
3 Low Intermediate	15%	1,830	2,125	2,825
4 Intermediate	25%	2,440	2,830	3,770
5 High Intermediate	28%	3,290	3,840	5,080
6 Advanced	15%	3,840	4,460	5,935
7 Expert	10%	5,485	6,370	8,475
Weighted Average		2,582	3,001	3,988

The planning parameters used for the analysis of the terrain for the CMR study area are summarized in Table 8.

Table 8 Summary of the CMR Study Area Planning Parameters

Skill Classifications	Skill Mix	Acceptable Terrain Gradients	Skier Demand VTM/Day	Skier Densities skiers/ha.	
				At Area	On Trail
1 Beginner	2%	8 - 15%	940	50	20
2 Novice	5%	15 - 25%	2,120	50	20
3 Low Intermediate	15%	25 - 35%	2,825	40	15
4 Intermediate	25%	30 - 40%	3,770	40	15
5 High Intermediate	28%	35 - 45%	5,085	30	12
6 Advanced	15%	45 - 60%	5,935	15	7
7 Expert	10%	60% +	8,475	20	10

2.4 Existing Ski Area - Lifts

The technical specifications for each lift at CMR are listed in Table 9. The existing lifts at CMR consist of two fixed-grip three-passenger chairlifts, two fixed-grip two-passenger chairlifts, one T-Bar, one moving carpet surface lift and one handle tow. These lifts have a total rated capacity of approximately 6,797 passengers per hour (pph), generate 1,654,000 VTM/hr and can comfortably accommodate approximately 1,850 skiers at one time. This data is prior to and does not include the Stagecoach lift.

Table 9 CMR Existing Lifts

Lift Number Lift Name	1 Huckleberry	2 T-Rex	3 Sundance	4 Tamarack	5 Green Chair	MC Buckaroo	HT Handle Tow	
Lift Type	3C	Tbar	3C	2C	2C	MC	HT	TOTAL
Year Constructed	2006	1965	1996	1998	2002			
Top Elevation m.	1,744	1,932	1,866	2,257	1,452	1,397	1,398	
Bottom Elevation m.	1,414	1,414	1,412	1,861	1,410	1,395	1,394	
Total Vertical m.	330	518	454	396	42	2	4	1,746
Horizontal Distance m.	1,404	1,261	1,108	884	210	25	55	
Slope Distance m.	1,442	1,363	1,197	969	214	25	55	5,266
Average Slope %	24%	41%	41%	45%	20%	8%	7%	
Rated Capacity	1,397	645	1,180	710	865	1,000	1,000	6,797
V.T.M./Hr.(000)	461	334	536	281	36	2	4	1,654
Rope Speed m/sec.	2.0	2.0	2.0	2.5	1.5	0.6	0.8	
Trip Time min.	12.00	11.50	10.00	6.50	2.50	0.50	1.00	
Operating Hr./Day	7.0	7.0	7.0	6.0	7.0	7.0	7.0	
V.T.M. Demand/Day	3,940	6,106	6,561	6,658	2,120	940	940	
Loading Eff. %	85%	90%	85%	95%	70%	90%	80%	
Access Reduction	0%	4%	3%	0%	0%	0%	0%	
SCC Skiers/Day	700	330	470	240	80	15	15	1,850
Cumulative Total	700	1,030	1,500	1,740	1,820	1,835	1,850	

2.5 Existing Ski Area - Trails

To determine the skier carrying capacity of the existing ski terrain at CMR, we have utilized the planning parameters established in Section 2.4 of this report.

We have identified 99 numbered return-cycle ski trails at CMR covering approximately 394 hectares, over a total combined length of 55 kilometers, as listed in Table 10. The existing ski trail network at CMR could comfortably support approximately 1,720 skiers at one time, based on ideal skier densities.

Table 10 Existing Ski Trail Inventory

			Elevation		Total	Horz.	Slope	% Slope		Avg.	Horz.	Slope	Skiers	
Trail Name	Trail No.	Skill Class	Top (m.)	Btm (m.)	Vert. (m.)	Dist. (m.)	Dist. (m.)	Avg.	Stp.	Width (m.)	Area (ha.)	Area (ha.)	p/ha.	Total
Lift 1 Huckleberry														
Ghostrider Glades	1A	6	1689	1543	146	435	459	34%	42%	319	13.87	14.63	1.4	20
Sidewinder / Round Up Traverse	1B	5	1730	1441	289	1346	1,377	21%	46%	26	3.44	3.52	12	40
Ambush Glades	1C	6	1723	1542	181	487	520	37%	40%	63	3.07	3.28	1.4	5
Outrider	1D	5	1709	1518	191	490	526	39%	49%	37	1.82	1.95	12	20
Buffalo Flats	1E	2	1730	1400	330	1636	1,669	20%	27%	30	4.98	5.08	20	100
Tumbleweed	1F	3	1711	1548	163	619	640	26%	31%	23	1.40	1.45	15	20
Stage	1G	6	1660	1595	65	210	220	31%	32%	18	0.37	0.39	7	3
Pony Express	1H	5	1678	1503	175	492	522	36%	47%	42	2.05	2.18	12	30
Lone Ranger	1I	5	1632	1458	174	549	576	32%	47%	40	2.18	2.29	12	30
Coach	1J	6	1576	1505	71	223	234	32%	45%	21	0.46	0.48	7	3
Buffalo Flats - Steep Line	1K	4	1558	1481	77	267	278	29%	37%	33	0.88	0.92	15	10
Terrain Park Tumbleweed	1L	4	1501	1464	37	138	143	27%	28%	36	0.49	0.51	15	8
Quick Draw	1M	5	1520	1429	91	280	294	33%	39%	21	0.58	0.61	12	7
Total Lift 1	13						7,457					37.29		296
Lift 2 T-Rex														
South Bowl	2A	6	1918	1835	83	250	263	33%	48%	137	3.43	3.61	2.1	10
	2B	5	1848	1723	125	386	406	32%	50%	52	2.02	2.12	12	30
Enchanted Forest	2C	6	1813	1666	147	339	369	43%	49%	49	1.67	1.82	7	10
Easy Street	2D	4	1846	1417	429	1679	1,733	26%	45%	18	3.10	3.20	15	50
Sun down	2E	6	1627	1553	74	149	166	50%	58%	58	0.87	0.97	7	10
Sun Up	2F	6	1648	1498	150	328	361	46%	64%	27	0.87	0.96	1.4	1
Outrigger	2G	7	1653	1550	103	326	342	32%	56%	21	0.70	0.73	2	1
Mouse Trap	2H	6	1662	1583	79	164	182	48%	56%	68	1.12	1.24	7	10
Jelly Roll	2I	6	1583	1489	94	184	207	51%	58%	116	2.14	2.40	7	20
9-5	2J	6	1691	1406	285	662	721	43%	56%	32	2.12	2.31	1.4	3
Twilight	2K	3	1502	1425	77	263	274	29%	34%	15	0.40	0.42	15	10
Dawn	2L	3	1490	1408	82	328	338	25%	33%	16	0.53	0.55	15	10
Dusk	2M	4	1487	1421	66	194	205	34%	38%	18	0.35	0.37	15	6
Whiskeyjack	2N	4	1495	1397	98	477	487	21%	39%	38	1.82	1.86	15	30
	2O	3	1918	1847	71	377	384	19%	38%	23	0.85	0.86	15	10
Total Lift 2	15						6,438					95.65		391
Lift 3 Sundance														
North Road	3A	2	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	20	20
North Road	3A	4	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	15	20
North Road	3A	5	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	12	10
North Road	3A	6	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	7	10
North Road	3A	7	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	10	10
Centre	3B	5	1724	1397	327	845	906	39%	59%	50	4.25	4.56	12	50
South Shotgun	3C	7	1788	1610	178	275	328	65%	65%	63	1.73	2.06	2	4
North Shotgun	3D	7	1826	1488	338	752	824	45%	57%	47	3.50	3.84	2	8
Ricochet	3E	7	1783	1575	208	350	407	59%	68%	90	3.16	3.68	2	7
Beaver / Freestyle Site	3F	5	1586	1430	156	411	440	38%	48%	45	1.87	2.00	12	20
Goat Glades	3G	7	1713	1484	229	480	532	48%	72%	104	5.00	5.54	2	11
Duke	3H	7	1697	1504	193	337	388	57%	73%	75	2.53	2.92	2	6
The Q	3I	6	1686	1448	238	448	507	53%	60%	41	1.84	2.08	1.4	3
Backwoods	3J	7	1624	1475	149	249	290	60%	60%	88	2.19	2.55	2	5
Wolverine	3K	7	1615	1456	159	298	338	53%	79%	52	1.54	1.75	2	4
Weasel	3L	7	1607	1477	130	211	248	62%	75%	49	1.03	1.21	2	2
Lynx	3M	7	1600	1487	113	185	217	61%	70%	40	0.74	0.87	2	2
Easy Way	3N	2	1652	1566	86	470	478	18%	20%	11	0.53	0.54	20	10
Terrain Park North	3O	2	1516	1495	21	131	133	16%	17%	18	0.24	0.24	20	5
Total Lift 3	15						8,150					95.05		364
Lift 4 Tamarack														
Drifter	4A	6	2214	1592	622	1118	1,279	56%	78%	135	15.10	7.76	2.1	20
High Plains	4B	6	2213	1803	410	732	839	56%	63%	106	7.78	4.00	2.1	10
Showdown	4C	6	2057	1833	224	360	424	62%	67%	95	3.43	1.81	2.1	4
OK Corral	4D	7	1804	1583	221	372	433	59%	73%	88	3.29	1.72	3	5
Being There / Show Girl	4E	7	1981	1574	407	682	794	60%	78%	90	6.16	3.22	2	6
Sideshow	4F	7	1956	1565	391	662	769	59%	82%	70	4.62	2.41	2	5
Trapper	4G	7	1999	1647	352	618	711	57%	73%	95	5.86	3.03	2	6
Huckleberry Bowl / Huckleberry Rid	4H	6	2215	1999	216	538	580	40%	54%	119	6.38	6.87	2.1	10
Tamarack Bowl	4I	6	2084	1950	134	210	249	64%	64%	119	2.50	2.97	2.1	10
Tamarack	4J	6	2174	1921	253	611	661	41%	60%	91	5.53	5.99	2.1	10
Showboat	4K	7	2037	1923	114	169	204	67%	70%	86	1.46	1.76	3	5
Deputy	4L	7	2167	1911	256	557	613	46%	81%	116	6.46	7.11	3	20
Sheriff	4M	7	2152	1904	248	485	545	51%	74%	182	8.83	9.92	3	30
Outlaw	4N	6	2130	1906	224	407	465	55%	70%	199	8.11	9.26	2.1	20
Off Ramp	4O	5	2245	2174	71	182	195	39%	53%	35	0.63	0.68	12	10
Easy Ramp / Skyline Traverse / Hig	4P	4	2245	1847	398	1996	2,035	20%	45%	31	6.09	6.21	15	90
Bandito	4Q	5	2117	1905	212	460	507	46%	48%	55	2.52	2.77	12	30
Harker's Highway	4R	5	2104	1946	158	941	954	17%	55%	52	4.86	4.93	12	60
Mid-Traverse	4S	5	1902	1892	10	369	369	3%	5%	7	0.27	0.27	12	3
The Burn	4T	7	1902	1710	192	301	357	64%	70%	131	3.95	2.11	2	4

Table 10 (cont.) Existing Ski Trail Inventory

High Rustler	C1	7	2158	1782	376	650	751	58%	100%	232	15.11	7.84	3	20
Desperado	C2	7	2173	1749	424	712	829	60%	110%	169	12.02	6.28	3	20
Lone Star	C3	7	2184	1728	456	779	903	59%	86%	124	9.66	5.02	3	20
Blazing Saddles	C4	7	2201	1710	491	857	988	57%	72%	151	12.95	6.70	3	20
Saddle Up	C5	7	1907	1698	209	397	449	53%	61%	78	3.10	1.57	3	5
Gambler	C6	7	2049	1692	357	607	704	59%	77%	100	6.08	3.17	3	10
Gambler Glades	C7	7	1875	1657	218	393	449	55%	65%	76	2.97	1.53	3	5
Full House	C8	7	2023	1625	398	647	760	62%	69%	185	11.97	6.31	3	20
Easy Out	C9	7	1805	1689	116	706	715	16%	17%	11	0.81	0.37	3	1
Cinch Sluffs	C10	7	1743	1601	142	203	248	70%	80%	82	1.66	0.91	3	3
Minus 2	F1	7	2065	1828	237	325	402	73%	113%	68	2.21	1.23	3	4
Minus 1	F2	7	2067	1820	247	361	437	68%	117%	63	2.28	1.24	3	4
Zero	F3	7	2074	1816	258	384	463	67%	100%	76	2.90	1.57	3	5
Murphy's Law	F4	7	2096	1813	283	411	499	69%	104%	88	3.62	1.98	3	6
Haavy's Dream	F5	7	2119	1803	316	463	561	68%	96%	133	6.14	3.34	3	10
Goat Bowl	N1	7	2029	1899	130	256	287	51%	71%	93	2.39	1.20	2	2
Chinook Upper	N2	7	2102	1862	240	470	528	51%	97%	103	4.86	2.45	2	5
Powder Horns	N3	7	2075	1757	318	636	711	50%	84%	116	7.36	3.70	2	7
Goat Run	N4	6	1965	1775	190	352	400	54%	76%	109	3.82	1.95	1.4	3
Funk's Bowl	N5	7	1888	1748	140	249	286	56%	71%	134	3.33	1.72	2	3
Chinook Lower	N6	6	1774	1665	109	197	225	55%	69%	77	1.52	0.78	7	10
Northern Delight	N7	6	1764	1624	140	242	280	58%	71%	165	4.00	2.07	1.4	3
Bowl Access / North Bowl	N8	6	1772	1578	194	440	481	44%	62%	43	1.89	0.93	7	10
Double Exposure	N9	7	2048	1730	318	589	669	54%	75%	91	5.34	2.73	2	5
Northern Exposure	N10	7	1980	1688	292	457	542	64%	77%	120	5.49	2.92	2	6
North Star	N11	7	1925	1666	259	432	504	60%	79%	76	3.28	1.72	2	3
Ugly Face	N12	7	1732	1569	163	213	268	77%	82%	67	1.43	0.81	2	2
Wammy	N13	7	1904	1555	349	566	665	62%	79%	63	3.57	1.88	2	4
100 Last Turns	N14	7	1884	1528	356	661	751	54%	74%	73	4.84	2.47	2	5
Cinch Traverse	A	6	1829	1535	294	2352	2,370	13%	16%	8	1.85	0.84	7	10
Cinch Fork	B	7	1715	1612	103	1007	1,012	10%	14%	8	0.80	0.36	10	4
Total Lift 4		51					32,119				162.36			593
Lift 5 Green Chair														
Jackalope	5A	2	1435	1394	41	253	256	16%	21%	30	0.75	0.76	20	20
Flap Jack	5B	2	1436	1406	30	134	137	22%	24%	41	0.55	0.56	20	10
Rabbit Flats	5C	2	1436	1394	42	358	360	12%	16%	46	1.65	1.66	20	30
Total Lift 5		3					754				2.98			60
Buckaroo - MC														
Buckaroo	B1	1	1397	1395	2	32	32	6%	8%	19	0.06	0.06	20	8
Total MC		1					32				0.06			8
Handle Tow														
Rabbit Flats - Lower	5C	1	1398	1394	4	60	60	7%	8%	17	0.10	0.10	20	8
Total HT		1					60				0.10			8
Total All Lifts		99					55 km				393.49 Ha			1,720

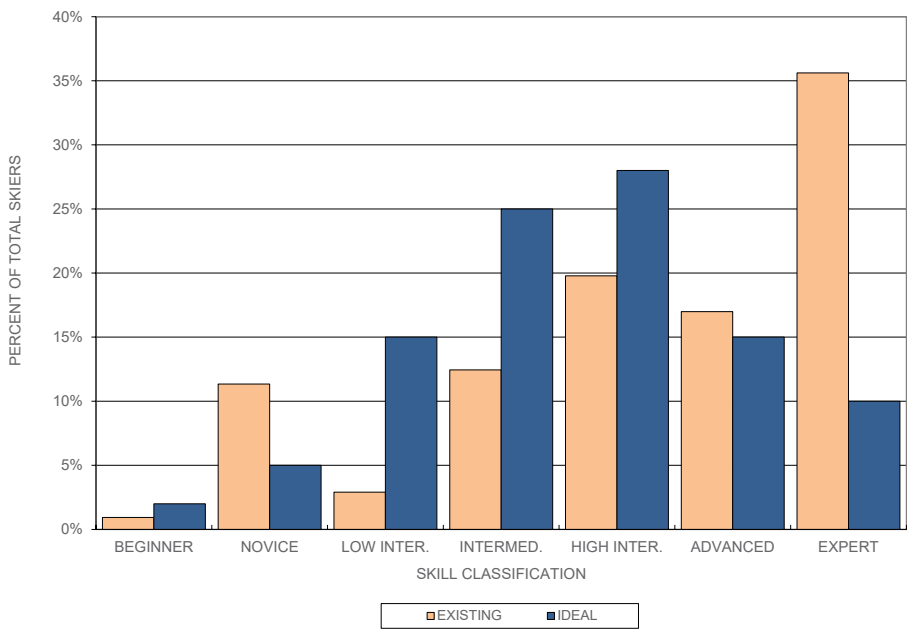
Ski Trail Balance by Skier Skill Class

Generally, an important part of the analysis of a ski area is the comparison of the variety of ski trails by the skier skill class with the target skier market. The Cumulative Ski Trail Balance Statement for all existing trails at CMR are listed in Table 11 and illustrated in Plate 3. The ski trail skill level distribution at CMR is weighted toward higher skill classes, with a significant surplus of expert terrain and a corresponding shortage of low-intermediate and intermediate terrain. It is also important to note that Castle is known for strong alpine winds, particularly on its upper-mountain, high-exposure slopes. These winds can lead to wind-scoured surfaces, variable snow quality, and occasional lift closures on the expert terrain, effectively reducing the reliability and availability of portions of that advanced terrain during windy periods.

Table 11 Cumulative Ski Trail Balance Statement

Lift SCC = 1,850				
Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	0.2	16	1%	2%
2 Novice	10.0	195	11%	5%
3 Low Intermediate	3.3	50	3%	15%
4 Intermediate	14.2	214	12%	25%
5 High Intermediate	29.0	340	20%	28%
6 Advanced	105.4	292	17%	15%
7 Expert	231.4	612	36%	10%
TOTALS	393.5	1,720	100%	100%
Average Density = 4.7 Skiers/Hectare				
Optimum Density = 11.9 Skiers/Hectare				
Weighted Demand = 5,832 VTM/Skier/Day				

Plate 3 Cumulative Ski Trail Balance Statement

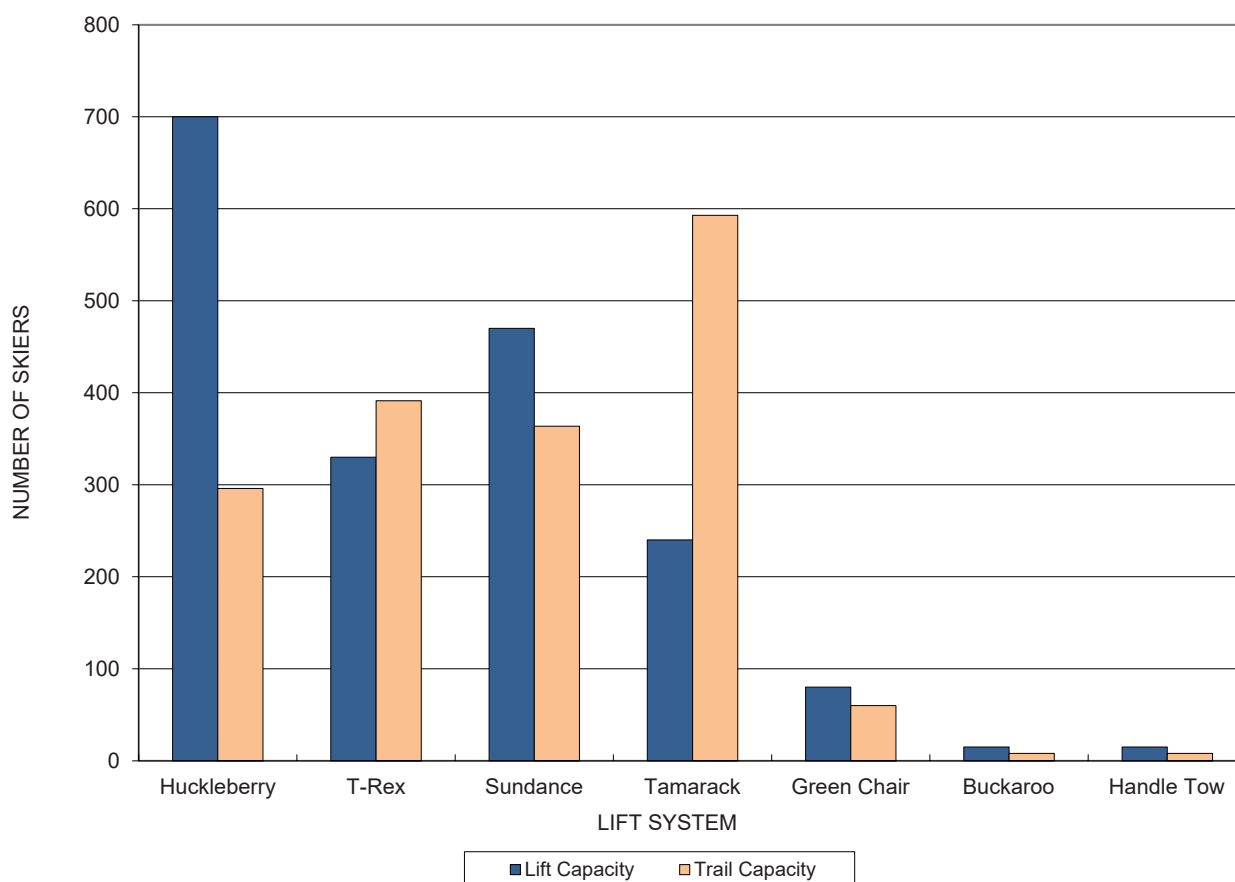


2.6 Existing Ski Area - Lift and Ski Trail Balance Statement

The ski trail balance by lift system, as illustrated in Plate 4 portrays the relationship of the skier capacities on each lift and trail system to graphically show where significant imbalances in lift and trail capacity occur. Large excesses in lift capacity result in overcrowded trails and possible safety concerns, whereas over-capacity of trails results in unnecessarily high grooming and trail maintenance requirements and therefore, higher costs. Lifts and trail systems that have capacities within 10% are considered well balanced.

Plate 4 illustrates that ski trails and lift capacities at CMR are generally well balanced, with the notable exceptions of the Huckleberry and Tamarack chairs. The Huckleberry chair has more lift capacity than the terrain it serves, while the Tamarack chair provides access to significantly more terrain than its lift capacity can adequately support.

Plate 4 CMR Lift vs Ski Trail Capacities



2.7 Existing Ski Area - Grooming Inventory

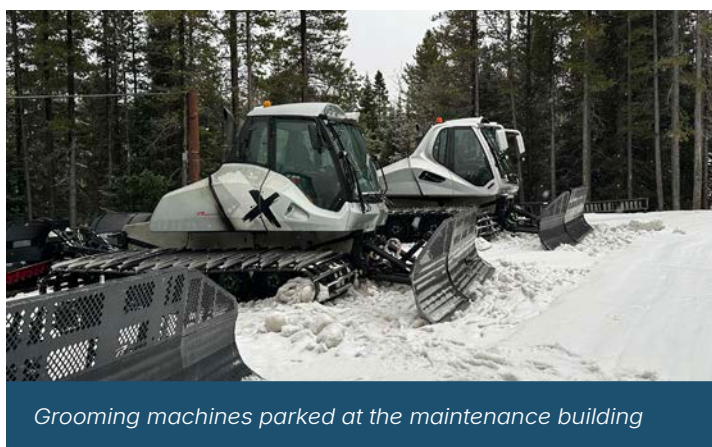
CMR currently owns 7 grooming machines with the specifications listed in Table 12.

Modern grooming machines are capable of grooming up to 25 hectares of ski terrain per night, however 20 hectares is more typical of a 300kW size machine. When using a winch anchor, it is reasonable to groom 5 hectares per night.

CMR's on-piste ski trails cover approximately 55 hectares, allowing the entire network to be groomed each night when all machines are available. Even with up to four units out of service for maintenance, the majority of the terrain can still be groomed. To ensure reliability, front-line grooming machines should ideally be replaced once they reach 10,000 operating hours with some resorts getting up to 20,000 hours with a more extensive maintenance program, with the average fleet age maintained between 6,000 and 6,500 hours. Beyond this range, repair and maintenance costs rise significantly. While a robust and proactive maintenance program can extend the service life of a grooming unit beyond 10,000 hours, operating in this range typically results in reduced reliability and higher downtime risk. The current grooming fleet at CMR averages about 9,800 hours, which is near the end of reasonable service life. In particular, the Bixon X and Bombardier BR275 units are well above this threshold and will likely require replacement soon to avoid costly ongoing repairs.

Table 12 Grooming Machine Inventory

Make	Model	Year	Hours	Implements / Notes
Prinoth	Tier 5 Winchcat	2023	1,050	Winch, tiller, blade
Prinoth	Tier 4 Winchcat	2017	6,050	Winch, tiller, blade
Prinoth	Beast	2016	5,150	Tiller, blade
Prinoth	Bixon X	2011	15,500	Tiller, blade
Bombardier	350	2014	10,760	Blade & Cabin
Bombardier	BR275 Snowcat	2000	20,325	Tiller, blade
LMC	3700 Passenger Snowcat	1990	lots	For Sale



Grooming machines parked at the maintenance building

2.8 Existing Ski Area - Snowmaking

CMR is located in the Westcastle Valley of southwestern Alberta, approximately 45 km west of Pincher Creek, on the eastern slopes of the Canadian Rockies near Waterton Lakes National Park. The resort benefits from some of the highest natural snowfall totals in Alberta, with average annual accumulations in the range of 8-9 metres. This natural advantage supports a long season, however, the resort's snowmaking system remains relatively modest in scale.

The current snowmaking infrastructure is anchored by a reservoir situated at the bottom of the Lone Ranger run in the Huckleberry zone. From this point, a pump house supplies water and power through an underground network of pipes, hydrants, and pedestals. Portable snow guns are positioned primarily along base area trails and Green chair trails, the Huckleberry zone, and select key runs on Gravenstafel. Recent capital upgrades have expanded this system, adding new pumps, additional water storage capacity, and a larger fleet of snow guns. These investments have extended snowmaking coverage upwards from the base, enhancing early and late season reliability. Even with these improvements, snowmaking at CMR functions mainly as a supplemental tool to natural snowfall rather than a resort-wide reliable system.

For a ski area to open and sustain significant skier traffic, ski trails require a minimum of 60 cm of packed snow over a groomed surface. Insufficient snow depth can expose vegetation, accelerate snow melt, and increase the risk of equipment damage. Accordingly, the water available for snowmaking should be sufficient not only to initially build a 60 cm base, but also provide the equivalent of an additional 30 cm of snow throughout the season to offset compaction, sublimation, and melt. While CMR's snowmaking capacity has improved in recent years, the resort remains heavily dependent on natural snowfall, which, though abundant on average can vary due to regional weather patterns and warm Chinook winds.



Snowmaking reservoir

2.9 Existing Resort Facilities - Base Facilities

The base area of the resort is accessed from the west side of Highway 774, with all vehicular traffic arriving from the north via the primary hubs of Pincher Creek, Lethbridge, and Calgary.

The main parking area contains approximately 410 stalls and is surrounded by various accommodations, RV sites, and residential homes. The day lodge and snowfront are highly visible from this parking area, allowing for convenient access to guest facilities, the snowfront, and the main staging lifts.

An additional parking area, located at the northern end of the base area, contains 214 stalls and serves as an overflow lot. A designated parking section on the southern side of the main lot is reserved for homeowners whose properties are inaccessible by vehicle during the winter months. The proximity of residential homes to the base area parking introduces considerations regarding privacy and access control.

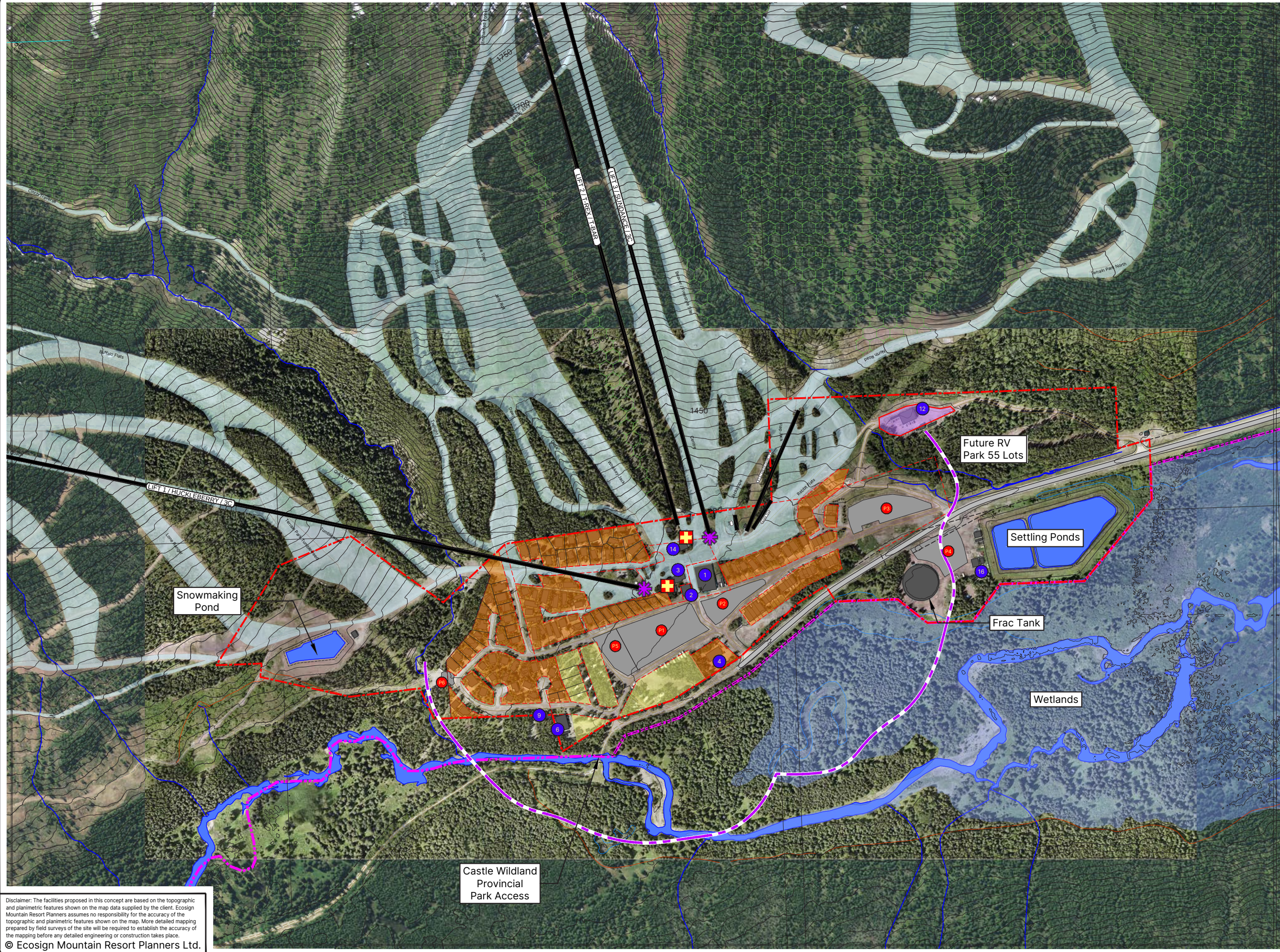
The primary guest service buildings at the base area include the rental shop and retail building, the T-Bar Pub, and the day lodge. Additional operational buildings, including ski patrol, first aid, employee facilities, and the ski club, are located in proximity to the main staging area. However, the maintenance facility is positioned in a remote location further north of the base area.

There are no skier facilities located on the mountain itself and all guest services are centralized at the base area.

An overall of the Base Area is shown on Figure 6, the Base Area Context Plan, and the key facilities and infrastructure are identified in Figure 7, the Existing Base Area Facilities.



View looking down base lodge

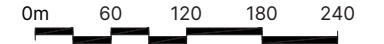


Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Contour Interval: 5 Meter Date: 11/2025



Legend:

Planimetric Data

- Department License of Occupation
- CMR Owned Property Boundary
- Existing Land Parcels
- Road ROW
- Private Lots
- RV Lots
- Existing Lifts
- Skier Walking Distance

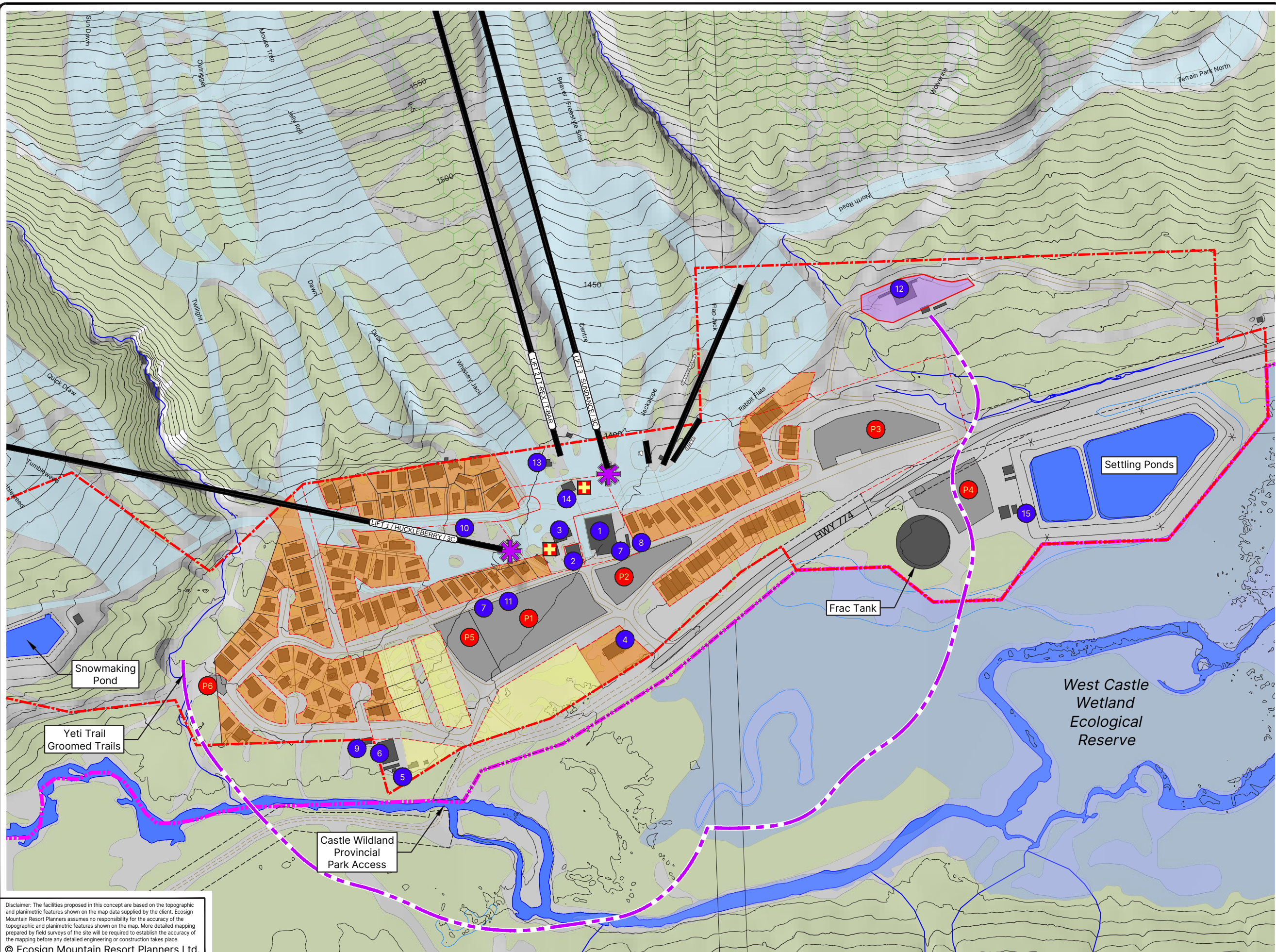
Building Key:

- Day Lodge (Tickets/Snow School)
- Alpenland (Retail/Rentals)
- T-Bar Pub
- Castle Ski Lodge (Hotel/Hostel)
- Tamarack Lodge/Staff Accom
- Fire Hall
- Maintenance Building
- Mountain Safety Shack
- Sand Shop
- Parking
- MSO/Infirmary

Figure Name:

EXISTING BASE AREA
CONTEXT

Figure Number:



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:

Consultant:

MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 40 80 120 160

Legend:

Planimetric Data

Department License of Occupation	
Private Lots	
RV Lots	
Existing Lifts	
Skier Walking Distance	
CMR Owned Property Boundary	
Existing Land Parcels	
Road ROW	

Building Key:

Day Lodge (Tickets/Snow School)	1
Alpenland (Retail/Rentals)	2
T-Bar Pub	3
Castle Ski Lodge (Hotel/Hostel)	4
Wash House/Sani-Dump	5
Tamarack Lodge/Staff Accom	6
Garbage	7
Returnable Bottle Recycling	8
Fire Hall	9
Playground	10
Cardboard Recycling	11
Maintenance Building	12
Race Shack	13
Mountain Safety Shack	14
Sand Shop	15
Community Vehicle Parking	CP
Parking	P
MSO/Infirmary	+

Figure Name:

EXISTING BASE AREA FACILITIES

Figure Number: 7

2.10 Existing Guest and Skier Services

To assess the operational efficiency of the existing guest and skier service facilities the total number of users using the facilities on average busy days must be identified. As outlined in 2.1 and Table 3, visitation standards were identified based on seasonal visitation data.

Ecosign uses a theoretical planning model that considers the actual guest visitation of the recreational activities (primarily the ski area but also other primary recreational activities) to determine their servicing needs using best practices and then compares this recommendation against actual facility space to identify excess and shortfalls in the operations.

TOP10 Day

It is important to ensure that service facilities are not designed for only the peak periods and underutilized during the remainder of the season. Therefore, Ecosign compares the existing facilities against the business levels of the average top 10 busiest days per season referred to subsequently as “TOP10”.

For CMR, the TOP10 day is noted as 1,900 active users which represents 85% of the Peak day of 2,270 active users.

Guest Types

The two primary guest types at CMR are defined as follows:

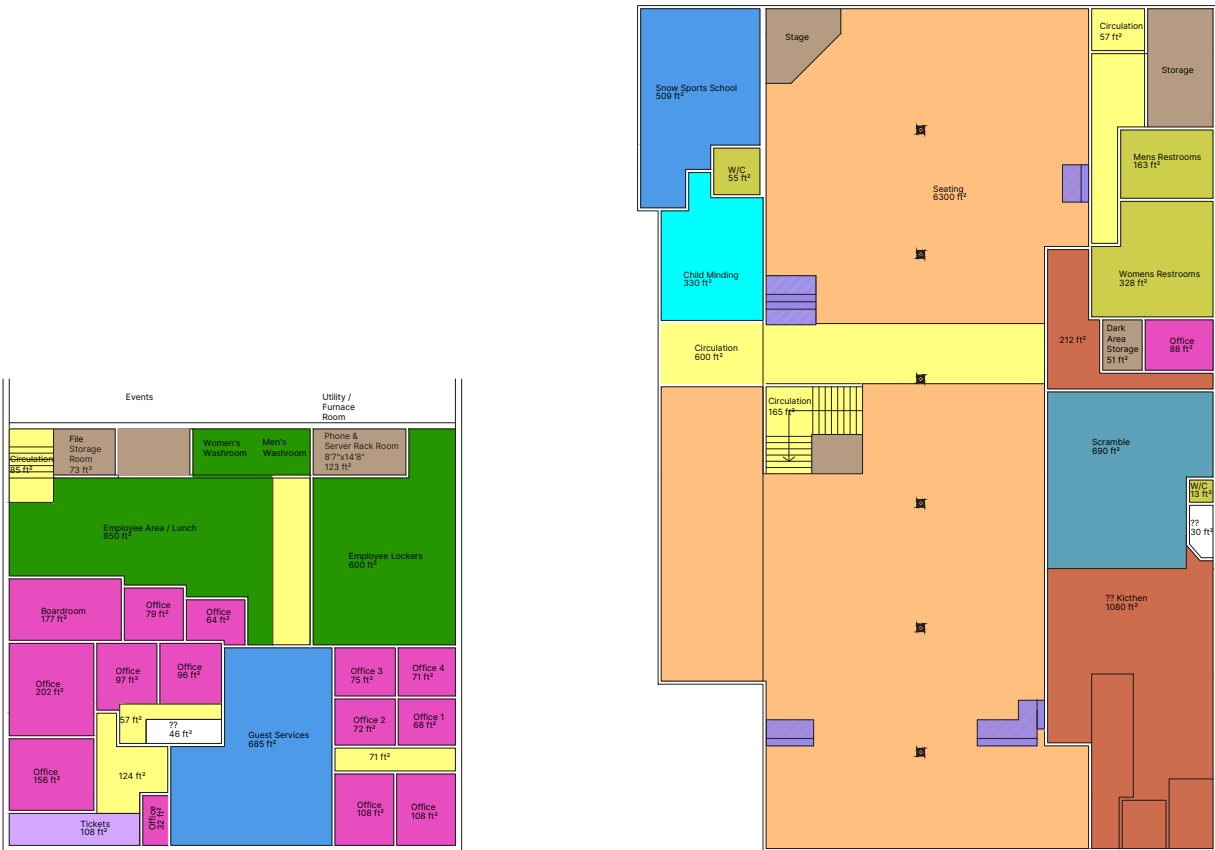
- **ACTIVE USERS** These consist of **SKIERS / BOARDERS** (Skiers and snowboarders actively on the mountain per day in accordance with the SCC calculations) and **OTHER RECREATION USERS** - which are guests using the lifts for sightseeing or using any of the other recreation activities (i.e. snow cat skiing, cross-country skiing, etc.). Active Users require service space sized in accordance with the Active User TOP10 Day.
- **NON-PARTICIPANT IN ON-MOUNTAIN RECREATION** - These consist of all other guests not actively paying and participating in a structured activity. These guests will likely arrive just to visit the resort, enjoy the atmosphere and watch their children learn to ski. These users do not require any specific skier service space and may use the restaurants, restrooms and retail shops in the base area.

Table 13 outlines the estimated number of guests according to the two types. The total “Active Users,” represents the combination of Skiers and Other Recreation Users and for which particular servicing needs are compared. During the TOP10 Day, the total Active Users is calculated at 1,950. Additionally, Non-Participants are estimated to comprise 5% of the total number of Active Users.

Table 13 Existing Guest Types and Average Visitation

Guest Type	Existing Peak Day	"TOP10" Average of the Top 10 Busiest Days
Active Users		
Mountain Skiers / Snowboarders	2,170	1,850
Other Recreation Users	120	100
Total Active Users	2,290	1,950
Non-Participating Visitors (3%)	70	60
TOTAL VISITATION (Winter)	2,360	2,010

Figure 8 Daylodge Floor Space Analysis



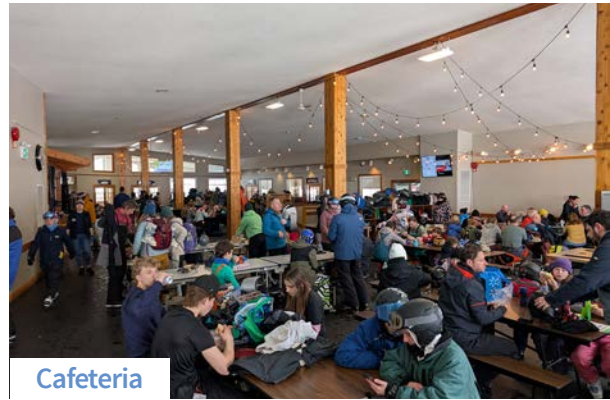
The seven main skier service and operations buildings are listed in Table 14, with the floor area for each building allocated to the three main categories of Staging space, Commercial space or Operational Space. In total there is approximately 1,850m² of functional space.

Table 14 Existing Skier Service Inventory

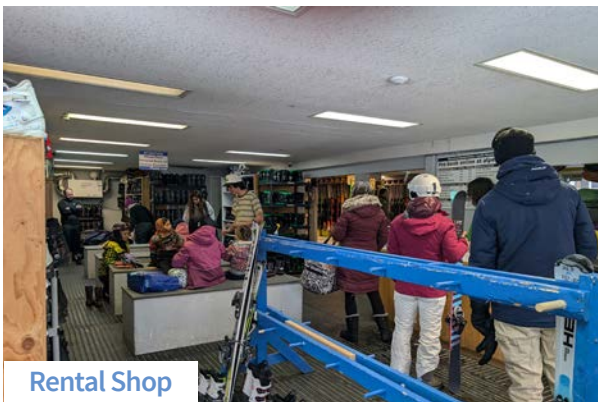
GUEST SERVICE FUNCTION	DAY LODGE	T-BAR PUB	FIRST AID	TOP OF TAMARACK	SKI PATROL & MNTN SAFETY	ALPENLAND	RACE SHACK	Total Existing Skier Service Space m ²
	S1	S2	S3	S4	S5	S6	S7	
Staging Facilities								
Ticket Sales	10	-	-	-	-	-	-	10
Public Day Use Cubbies	16	-	-	-	-	-	-	16
Public Seasonal Lockers	-	-	-	-	-	-	-	-
Rental Equipment & Repair	-	-	-	-	-	180	-	180
Guest Services	63	-	-	-	-	-	-	63
Child-minding	31	-	-	-	-	-	-	31
Snow Sports School	47	-	-	-	-	-	-	47
Adaptive Centre	2	-	-	-	-	-	-	2
Competitive Program	-	-	-	-	-	-	93	93
Subtotal Staging Facilities	169	-	-	-	-	180	93	442
Commercial Facilities								
Food & Beverage Seating	539	107	-	-	-	-	-	646
Kitchen & Scramble	184	33	-	-	-	-	-	217
Bar / Lounge	-	-	-	-	-	-	-	-
F&B Restrooms	51	15	-	-	-	-	-	66
Accessory/Retail Sales	-	-	-	-	-	93	-	93
Subtotal Com. Facilities	774	155	-	-	-	93	-	1,020
Operational Facilities								
Administration	139	-	-	-	28	20	-	188
Employee Facilities	139	-	-	-	19	-	-	158
First Aid & Ski Patrol	-	-	35	15	-	-	-	50
Subtotal Operational	279	-	35	15	46	20	-	396
TOTAL FUNCTIONAL SPACE	1,222	155	35	15	46	293	93	1,858
S&R, Storage, Garbage @ 12%	43	10	-	-	9	-	-	62
Mechanical @ 3.5%	26	4	-	-	-	-	-	30
Circ./Walls/Waste	28	-	-	-	-	-	-	28
TOTAL SPACE	1,318	169	35	15	56	293	93	1,978



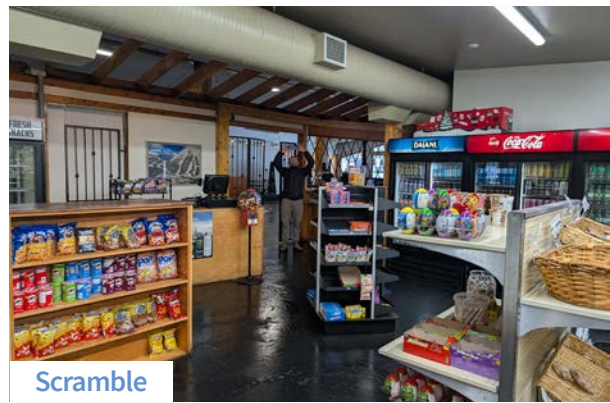
Ticket Sales



Cafeteria



Rental Shop



Scramble



TBar Restaurant



Alpenland and Rentals



Ski Lodge and Hostel



Ski Patrol

Ecosign has developed skier service planning standards over the last 50 years which have been further customized to address the specific operation of CMR. A detailed description of each of the Skier Service facility space follows, which outlines the category and provides comments on CMR's specific case.

Staging Facilities

Staging facilities consist of ticket sales, equipment rental and repair, guest services, daycare, competitive programs and snow school registration. These facilities should be sized in relation to the number of Active Users arriving during the TOP10 Days. Certain categories are also sized in relation to the estimated number of users for that particular service, i.e. lockers and rental space.

Also included in the staging facilities are spaces used in the staging of Day Care, Snow School, Adaptive and Competitive skiers who require specialized space often separate from the general public skiers.

Tickets

Ski lift tickets provide access to an area's lift and trail systems throughout the season. Access can be made through various ticket types including full day tickets, half day tickets, per lift ride, per hour, multi day tickets, season passes, etc.

With the shift to online sales, ticket kiosks and mobile phone technology, the need for traditional ticket windows is diminishing. However, there is usually still a need for some exterior facing ticket windows together with interior front deck space to assist guests with special requests, group sales or other issues with their pass.

At CMR, there are four exterior facing ticket windows on the east face of the Main Daylodge which makes them very visible for guests who arrive at the main parking area.

The current space and number of windows allocated to tickets sales appears to be adequate but self-service kiosks could be considered as more guests expect this type of service.

Day Use and Seasonal Lockers

CMR currently only offers Day-use "Cubbies" which are located in multiple stacks on the edges of the main cafeteria seating in the Daylodge. These are freely offered and appear to fill up fast on weekends and busy periods. Skiers store their bags on the tops of the cubbies once they are full and it is clear that there is more demand than supply.

There are currently no lockers available where guests can store their skis and boots overnight or on an ongoing basis over the season. These "seasonal lockers" can be a good revenue generator if there is demand and existing space allows. Ecosign suggests a small number of seasonal ski lockers but only if a suitable existing space can be found.

Equipment Rental and Repair

The rental shop at CMR is owned and operated by the separate entity “Alpenland.” The Alpenland building is a three storey building directly south of the daylodge with the rental shop access off the eastern facade facing the parking.

Given that the current skier market at CMR consists of higher skilled skiers, the utilization of the rental shop is comparatively less than other comparable regional ski areas. The rental shop sees the busiest period usually on weekends between 8:30am and 10:30am. This two hour window can see up to 160 rental packages be checked out. The space appears quite constrained due to the lower ceiling height and limited natural light.

Table 15 outlines the Existing Rental Shop Analysis, which based on 160 rental packages being sold, results in 1.13m² per renter. Recommended space per renter is 1.25m² which results in total recommended floor space of 200m².

Table 15 Existing Rental Shop Analysis

EXISTING RENTAL SHOP SPACE CALCULATION	
Number of Skiers during TOP10	1,850
Percentage of users that use rentals	8.6%
Total rental users during existing TOP10 Day	160
Total Existing Equipment Rental Space	180
Existing Rental Shop space per renter (m ²)	1.13
Recommended Rental Shop space per renter (m ²)	1.25
Recommended Rental Shop space (m²)	200

Guest Services

The guest services area is located on the ground floor of the Main Daylodge services building next to the exterior ticket sales windows. The space consists of some line up space and a front desk. The guest services sells tickets, lessons and provides general information.

Given the existing visitation, the current guest services space appears to be adequate.

Daycare

The child-minding centre is not currently in operation. However, in past seasons there were up to 10 children in the program on busy days.

At many resorts where there is market, a daycare can be seen as an essential service that contributes to the guest experience. Furthermore, experience has shown that well run, professionally staffed daycare centres can provide significant revenues to an area, while encouraging increasing participation in skiing by families. Therefore, Ecosign recommends the re-implementation of a daycare or child-minding service using the existing allocated space.

Snow School

Currently there is space allocated to the ski school that runs out of the main daylodge. The scope and standard of a ski resort's ski school can strongly influence guests when selecting a destination. At CMR, the ski school represents a valuable opportunity to enhance both visitor experience and overall revenue. Expanding and improving the existing facilities could help the program reach its full potential and better support the resort's broader operations.

Competitive & Adaptive Program

The Competitive & Adaptive Program consists of four main branches:

- The Westcastle Ski Club - 60 participants which run out of the "Race Shack" behind the Mountain Safety Building
- CMR Freestyle - 60 participants. Support space on mountain behind the airbag
- Castle Snowboard Club - 15 participants
- CMR hosts adaptive skiers which utilize space in the existing cafeteria. Having a dedicated space for adaptive skiers would improve the experience and allow equipment storage, dedicated seating and support space.

These programs all use space in the existing daylodge.

Commercial Facilities

Typically located both in the base area and on the mountain, the commercial facilities include restaurant seating, kitchen and serving areas, F&B, restrooms and accessory retail space and is sized in accordance with the number of Active Users on site during the TOP10 days.

Food Service Seating

In order to estimate the capacity of the restaurant seating areas we have made the following assumptions:

- Seat counts were provided by CMR staff
- Peak lunch period from 11:30am - 2pm
- Estimated average number of turns at 3.0 at the T-Bar Pub and 2.5 in the Daylodge

The recommended number of seats was calculated using the following assumptions:

- Total TOP10 Active Users is calculated at 1,950 guests
- 20% of the total TOP10 Day Active Users will not eat at a mountain operated F&B establishment or will eat outside of the 11:30-2pm period.
- Therefore, assumed guest lunch participation rate is 80%
- 100% of the participating lunch guests can be accommodated inside since the biggest days usually occur during the cooler Christmas holiday period
- An additional 40% of seating capacity can be accommodated in outdoor seating areas
- Average seat size is estimated 1.2m²

Based on these assumptions, we estimate that CMR should provide enough seating to service approximately 1,560 SKIERS which takes into account the number of Active Users during the TOP10 and the participation rate of 80%.

In periods of inclement weather and busy winter periods, we have assumed that 100% of these skiers will need to be serviced in indoor seating which would require over 620 seats, as shown in Table 17. According to our assumptions there should also be 250 outdoor seats.

F&B facilities at CMR are included in the following buildings:

MAIN DAYLODGE CAFETERIA: 400 seats are located on the upper level of the Main Daylodge with views out to the east, west and south.

T-BAR PUB: The T-Bar restaurant, with 70 indoor and 30 outdoor seats, is located next to the day lodge

Other F&B seating that does not contribute to the peak lunch period includes:

BEER GARDEN: Outdoor seating on the west side of the T-Bar pub. Typically set up towards the end of the ski day.

BASECAMP: A pop-up sells Asian theme food during day time on weekends only and has some small picnic tables for use by guests.

Table 16 provides a summary of the Existing Restaurant Seat Program.

Table 16 Existing Restaurant Seat Program

Existing Restaurant	Indoor Seats			Outdoor Seats			TOTAL Guests Served
	Number of Seats	Turns per Seat during Peak Period (11:30-2pm)	Guests Served	Number of Seats	Turns per Seat during Peak Period (12-2pm)	Guests Served	
Daylodge Cafeteria	400	2.5	1,000	158	2.0	316	1,316
T-Bar Pub	70	3.0	210	30	2.0	60	270
TOTAL	470		1,210	188	4	376	1,586
Other							
<i>Beer Garden</i>				68	3.0	204	204
<i>Basecamp (Asian themed Kiosk)</i>				6	2.0	12	12

Kitchen and Scramble

The size of kitchen space is highly dependent of the type of food served. Typically, a good ratio is that the kitchen space is 40% of the seating space with an additional 10-15% for a cafeteria style scramble or other serving areas.

At CMR, the kitchen is 34% of the seating area.

Restrooms for Food and Beverage Services

Guest washrooms at CMR are located in the Main Daylodge with easy access to, and from, the snowfront. Staff noted that they are too busy during busy periods.

There are also two small restrooms in the T-Bar Pub.

In accordance with industry standards, a metric of 0.082m² per TOP10 Skier has been used to calculate the recommended area for restrooms.

Accessory Retail

Retail space should be conveniently located so that guests who require equipment, or who have forgotten their own, can buy essential items close to the main staging area.

Retail shops in a ski area can range from providing essential accessory items such as gloves and goggles to large-scale outlets for skis, boots and outerwear. At CMR the Alpenland building provides all retail options for guests.

The recommended size of accessory retail facilities is calculated using a metric of 0.053m² per TOP10 skier, as shown in Table 17.

Operational / Service Facilities

Generally considered “back of the house,” this space includes administration offices, employee lockers, meeting rooms and ski patrol facilities. These facilities are located both on the mountain and in the base areas but are typically situated away from the main skier staging zones to ensure that the primary services required by skiers are the most visible from public spaces.

Administration

Office space for resort administration is required to be in close proximity to the base area but not necessarily in the main skier staging area. It should, however, be easily accessible from the ski trails for staff working both on-mountain and in the base area. At CMR, Ecosign has allocated administration space to the Employee Building S5 and used the metric of 0.093m² per TOP10 Skier.

Employee Facilities

Employee facilities include locker space, lounge, meeting rooms and training areas for employees. Providing adequate employee facilities contributes to a resort’s capacity to attract and retain good employees. Recommended space uses a metric of 0.060m² per TOP10 Skier.

First Aid & Ski Patrol

The existing First Aid building is located south of the Alpenland building. It is a small 56m² building. The location is reasonable for receiving injured skiers from the south (Huckleberry chair) and off the south side of the Blue chair. However, injured skiers from the north must be transported past the main snowfront outside the daylodge which impacts privacy. There are two beds which can be easily filled on busy periods with other injured skiers waiting on chairs. Ambulance access is generally acceptable from the road / parking side of the building. There is also a small amount of first aid space allocated to the building at the top of Tamarack.

It is recommended that there is 0.033 m² of First Aid and Ski Patrol space per TOP10 skier.

Ancillary Spaces

This space is calculated as a percentage of the total functional space and allows for shipping and receiving areas (S&R), garbage and other storage, mechanical space and overall circulation space in each building.

2.11 Existing Guest Services - Comparative Analysis

Table 17 summarizes the existing skier service facilities at CMR resort and the amount of space allocated across all service buildings.

Using recommendations in the previous section, quantities and space allocation per active user (skiers and other recreational users) are presented and the recommended area for each service area is calculated. By comparing the recommended areas against the existing situation, we can discover the programmed deficiencies or excesses are for each functional space.

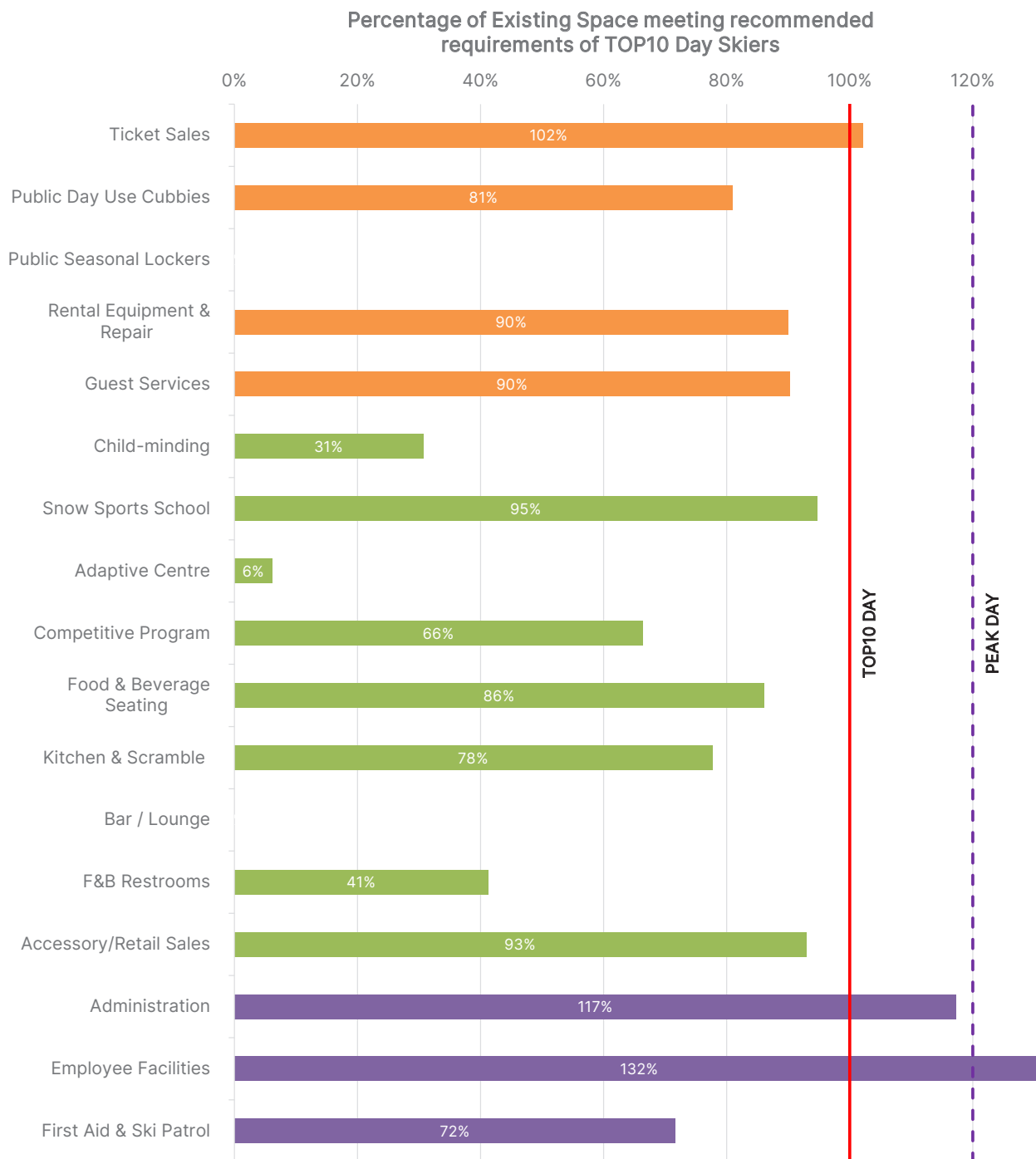
Plate 5 graphically shows how the existing functional spaces compare as a percentage against the recommended areas during both the TOP10 day (1,950 active users) and the Peak Day (2,290 active users).

According to the CMR Guest Service Program, there is a total of 1,860m² GFA of Functional Space across 7 main buildings. According to our assumptions, we recommend the CMR ski resort needs a total guest service space of 2,400m² GFA of functional space to meet the demand of existing busy periods.

Table 17 Comparative Analysis of Guest Services

GUEST SERVICE FUNCTION	EXISTING STANDARD / QUANTITY	EXISTING FLOOR SPACE <i>m²</i>	RECOMMENDED STANDARD / QUANTITY	RECC. FLOOR SPACE <i>m²</i>
Staging Facilities				
Ticket Sales	4 Ticket Windows	10	4 ticket windows and additional Self Service Kiosks	10
Public Day Use Cubbies	116 cubbies	16	200 cubbies	20
Public Seasonal Lockers	0 lockers	-	100 lockers	70
Rental Equipment & Repair	160 renters on Peak Day	180	220 renters on Peak Day	200
Guest Services	0.032 m ² per TOP10 Active User	63	0.035 m ² per TOP10 Active User	70
Child-minding	0 Kids (ages 1.5yr - 5yrs)	31	10 Kids (ages 1.5yr - 5yrs)	100
Snow Sports School	0.026 m ² per TOP10 Skier	47	0.028 ft ² per TOP10 Skier	50
Adaptive Centre	No dedicated facility, uses Main Daylodge Seating	2	5 Adaptive Skiers	30
Competitive Program	175 Competitive Participants	93	175 Competitive Participants	140
Subtotal Staging Facilities		442		690
Commercial Facilities				
Food & Beverage Seating	500 Indoor Seats	646	624 Indoor Seats	750
Kitchen & Scramble	34 % of Seating Space	217	Kitchen at 32% of Seating Space Scramble at 5% of Seating Space	280
Bar / Lounge	0 Indoor Seats	-	50 Indoor Seats	70
F&B Restrooms	0.034 m ² per TOP10 Active User	66	0.082 m ² per TOP10 Active User	160
Accessory/Retail Sales	0.048 m ² per TOP10 Active User	93	0.053 m ² per TOP10 Active User	100
Subtotal Com. Facilities		1,022		1,360
Operational Facilities				
Administration	0.096 m ² per TOP10 Active User	188	0.084 m ² per TOP10 Active User	160
Employee Facilities	0.081 m ² per TOP10 Active User	158	0.060 m ² per TOP10 Active User	120
First Aid & Ski Patrol	0.026 m ² per TOP10 Active User	50	0.033 m ² per TOP10 Active User	70
Subtotal Operational		396		350
TOTAL FUNCTIONAL SPACE		1,860		2,400
S&R, Storage, Garbage @ 12%	3% of total functional space	62	8-12% of Total Functional Space	290
Mechanical @ 3.5%	2% of total functional space	30	3.5% of Total Functional Space	80
Circ./Walls/Waste	1% of total functional space	28	20-25% of Total Functional Space	600
TOTAL SPACE		1,980		3,370

Plate 5 Existing Skier Services Analysis



2.12 Existing Parking Analysis

The existing car counts are based on the surface area of each parking area measured off digital files received by the client. The area of each lot is divided by a standard density to result in estimated stall counts.

In order to calculate guest and skier visits, the following assumptions were used:

Existing Parking - Assumptions

- There are no guests arriving by intercity bus
- The number of guests per car is estimated at 2.5
- The skier participation rate for guests coming from cars is estimated at 95%
- All 6 surface lots are free to use
- Guests arriving via private vehicle drop-off and short term parking are not included in the parking analysis
- Residents who park their cars in the skier parking areas are estimated to take 63 stalls. These stalls are not included in the visitor parking calculations

Figure 7 shows the extents and location of the main visitor parking areas and Table 18 below outlines the existing parking situation in winter and shows that according to our assumptions on ridership and participation rates, there could be 1,885 guests from 754 cars.

Note that in the summer months, visitors who are visiting the surrounding Castle Wildland Provincial Park often park on CMR surface parking lots.

Table 18 Existing Parking

PARKING LOT	PARKING LOT DESIGNATION	NUMBER OF STALLS	# GUESTS @ 2.5 PER CAR	# ACTIVE USERS
Day Visitor Parking				
P1 & P2	Main Parking	410	1,025	923
P3	North Parking and Bus Parking	214	535	482
P4	East Overflow / Snowmobile Parking*	50	125	113
na.	Unsanctioned Parking on Highway	40	100	90
Highway	Unsanctioned Parking on CMR lands	40	100	90
Total Day Visitor Parking		754	1,885	1,697

2.13 Existing Accommodation

CMR has a distinctive history of community involvement and on-site accommodation. In the late 1990s, the resort initiated a land-lease program to finance capital improvements and facility upgrades. Beginning around 1997, approximately 55 lease lots were released in the first phase, followed by additional phases (2, 3, and 4) over the years. Because the original lease terms required that structures be movable, many residents chose mobile homes and trailers, several of which remain in place.

Beyond the lease lots, the resort also offers RV parking areas (currently located at the south end of the south lot but scheduled to be relocated north in 2025), staff residences, and a hotel with 11 rooms. In total, CMR contains approximately 185 accommodation units within its property boundary.

Accommodation data provided by resort staff is summarized in Table 19: Existing Accommodation Summary, which outlines the total unit count, the number of rental units available during the winter season, and estimated guest and active user numbers during peak periods. Based on these figures, and applying reasonable assumptions regarding occupancy and active user participation rates, the existing accommodation base at CMR is estimated to generate up to 540 active users on peak days.

Table 19 Existing Accommodation Summary

WINTER ACCOMMODATION TYPE	TOTAL UNITS	TOTAL PILLOWS	TOTAL GUESTS*	TOTAL ACTIVE USERS*
Existing Rental Accom. (Hot Beds)				
Hotel	11	49	35	25
Hostel	9	54	39	27
Single Family / Mobile Home	5	32	14	10
Townhome	7	94	68	47
Rental Suites	1	8	6	4
Total Existing Rental Accommodation	33	237	162	113
Private Residences (Cold Beds)	132	660	528	422
TOTAL ACCOMMODATION	165	897	690	536
Staff Housing	20	110	110	10

* Guest occupancy and participation rate estimates were provided by the client.

2.14 Existing Base Staging Capacity

As part of the overall assessment of resort operations, it is necessary to evaluate the capacity of the base area. This analysis considers how all guests arrive at the resort and the resulting capacity generated by these staging facilities. Guests are classified into two primary groups:

- Overnight guests and residents
- Day guests, defined as those arriving by vehicle for the day only

The capacity of the base area staging facilities is a critical factor in determining peak visitation. In effect, it represents the primary bottleneck to future growth of the resort. At CMR, the main staging facilities consist of:

- Four surface parking lots, with total capacity calculated in Section 2.13 (Parking Summary)
- Pedestrian arrivals from surrounding accommodations which are either tourist “hot” beds or residents “cold beds”
- Private vehicle drop-offs, referring to guests dropped off by friends or family members who then leave the site

Table 20, Existing Resort Base Staging Summary, outlines the number of guests arriving during the peak day period via all methods noted above. The analysis indicates that the base area can accommodate approximately 2,900 guests at one time. It should be noted that turnover in the parking area could theoretically increase this capacity.

Table 20 Existing Resort Base Staging Summary

EXISTING BASE CAPACITY	TOTAL NUMBER OF GUESTS
Overnight Guests & Residents	690
Day Guests	
Shuttle bus / private vehicle drop-off	na.
Bus Parking	na.
Car Parking	1,885
Subtotal Day Guests	1,885
TOTAL BASE CAPACITY	2,575

2.15 Existing Balanced Resort Capacity

The Existing Balanced Resort Capacity described in Table 21 looks at the capacity of the accommodation and parking and compares that to the capacity of existing recreational activities. Currently there is some excess of base capacity in regards to the capacity of the winter activities.

Table 21 Existing Balanced Resort Capacity

WINTER Balanced Resort Capacity		EXISTING # Guests per day (2025)
Winter Accommodation		
Hot Beds (Hostel, Condos, Hotel, Rental Units, Suites)		162
Cold Beds (Private Residences, Staff Housing)		528
Total Accomodation		690
Total Parking (Cars, Buses & Drop-off)		2,225
TOTAL BASE CAPACITY		2,910
Winter Activities		
Skiing / Snowboarding		1,850
Cross Country Skiing		25
Snowmobiling		25
Snowshoeing		25
Cat Skiing		25
Backcountry Skiing		20
Ice Skating		na.
Viewing Platform		na.
Zipline & Suspension Bridge		na.
Spa		na.
Snow Tubing		na.
Total Active Users		1,970
Non-Participating Guests (10% of total Active Guests)		200
TOTAL GUESTS		2,170

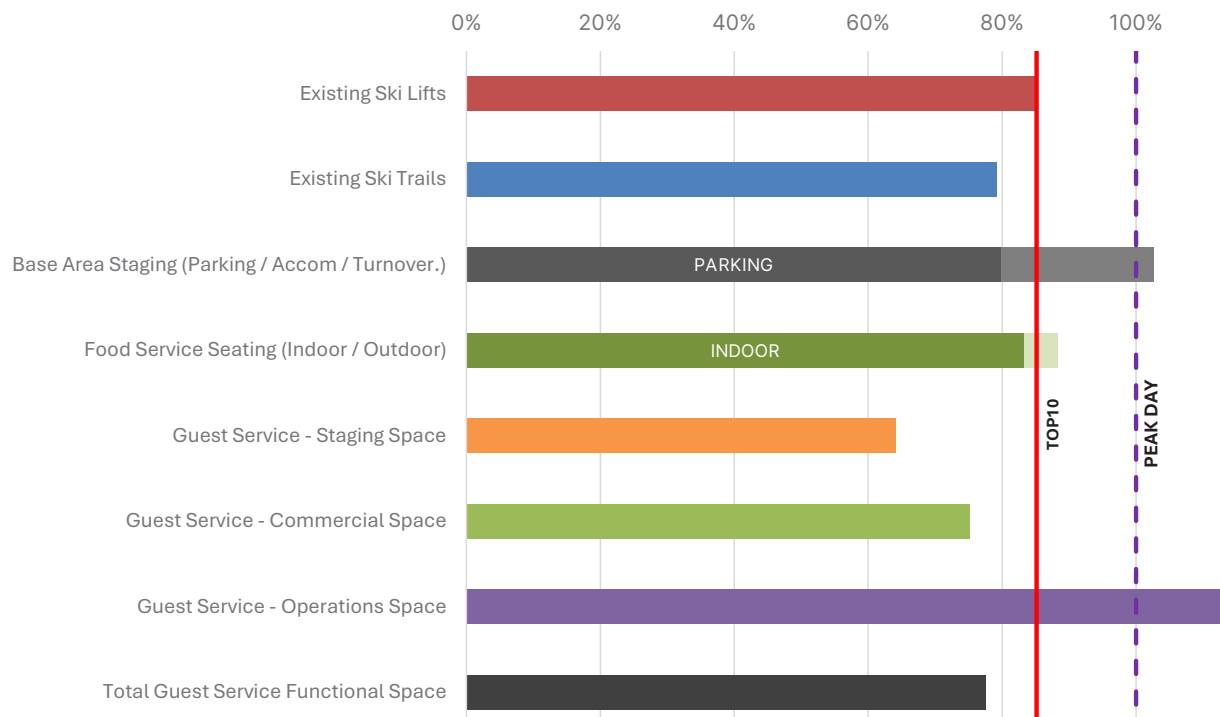
2.16 Existing Facilities Balance

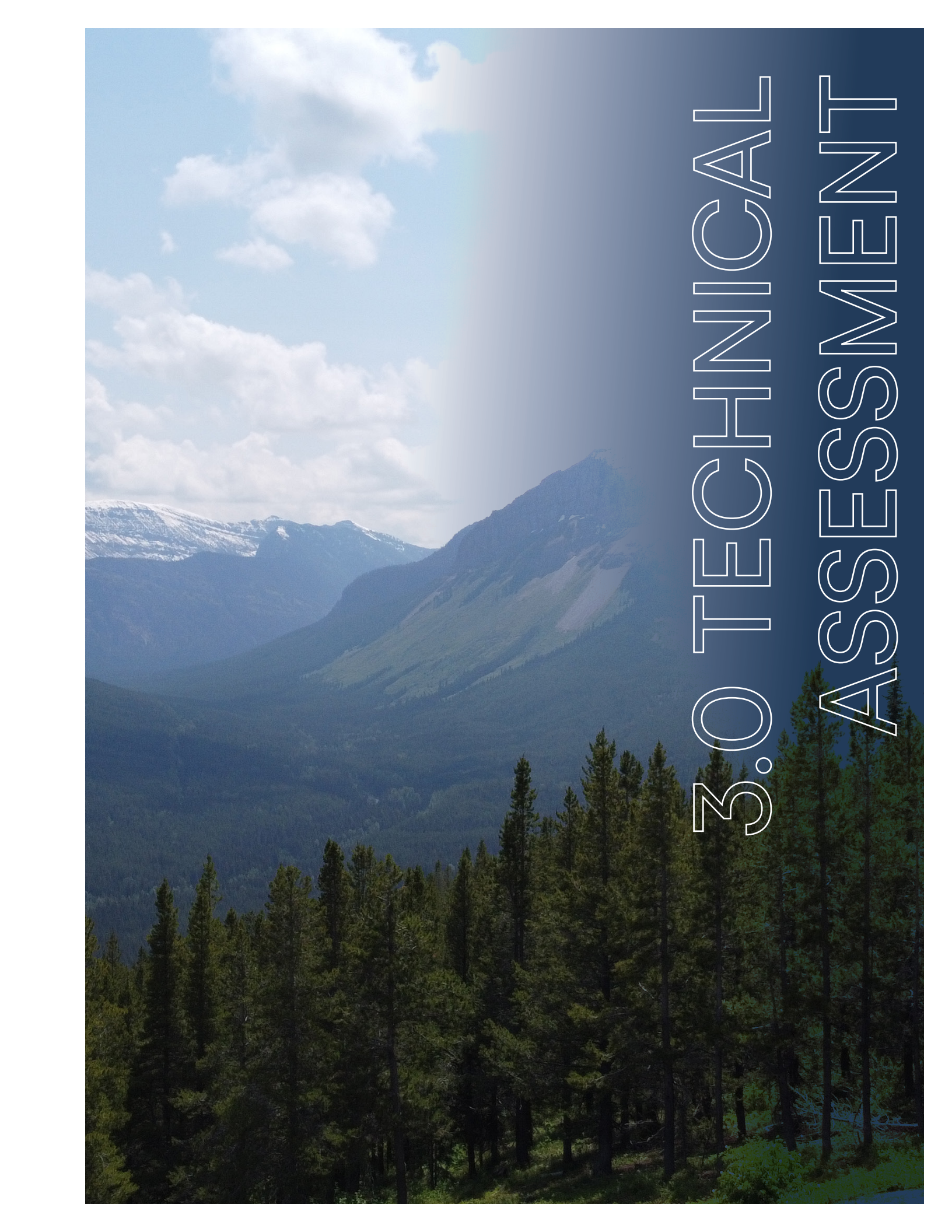
At the conclusion of the Section 2.0, an overall view of the existing resort area can be summarized with a Facilities Balance analysis shown in Plate 6 that is based on the capacity of each key component of the resort compared to the existing business levels on the Peak Day (dashed purple) and TOP10 Day (solid red at 85% of Peak Day).

Conclusions

- Lift Capacity is 85% of Peak Demand from skiers
- Trail capacity is 79% of Peak demand from skiers
- Base Staging capacity is 103% of Peak demand for all guest types
- Food service seating is 86% of Peak demand for all guest types
- Staging space is 64% of TOP10 demand
- Commercial space is 75% of TOP10 demand
- Operations space 113% of TOP10 demand
- Total Skier service functional space is 78% of TOP10 demand

Plate 6 Existing Facilities Capacity Balance





3.0 TECHNICAL ASSESSMENT

3.0 Introduction

After completing the Inventory of Existing Facilities, Ecosign's Master Planning process shifts toward a Technical Analysis, giving a deeper understanding of the terrain's natural features and context with the built environment. The Technical Analysis lays the foundation for Master Planning design by highlighting opportunities and constraints for both the mountain and base area. The following maps provided by Ecosign analyze various elements of the study area, including elevation, aspect, and slope gradients, along with impacts of solar radiation and solar shading, which ultimately impact ski suitability and base area development suitability.

An understanding of the ski terrain is vital in applying the ski area planning parameters from the inventory section of this report. Ski area expansion zones are documented and assessed by Ecosign to determine recommended capacity based on skill class. Additionally, the capacity of the ski terrain provides a target for base area development with a Balanced Resort Capacity. Base area lands identified as suitable development zones are identified in the Technical Assessment, highlighting zones with ski-in / ski-out access or within a comfortable skier walking distance. The findings from the Technical Assessment are the foundation of the concept development stage of the Master Development Plan.

3.1 Terrain Analysis

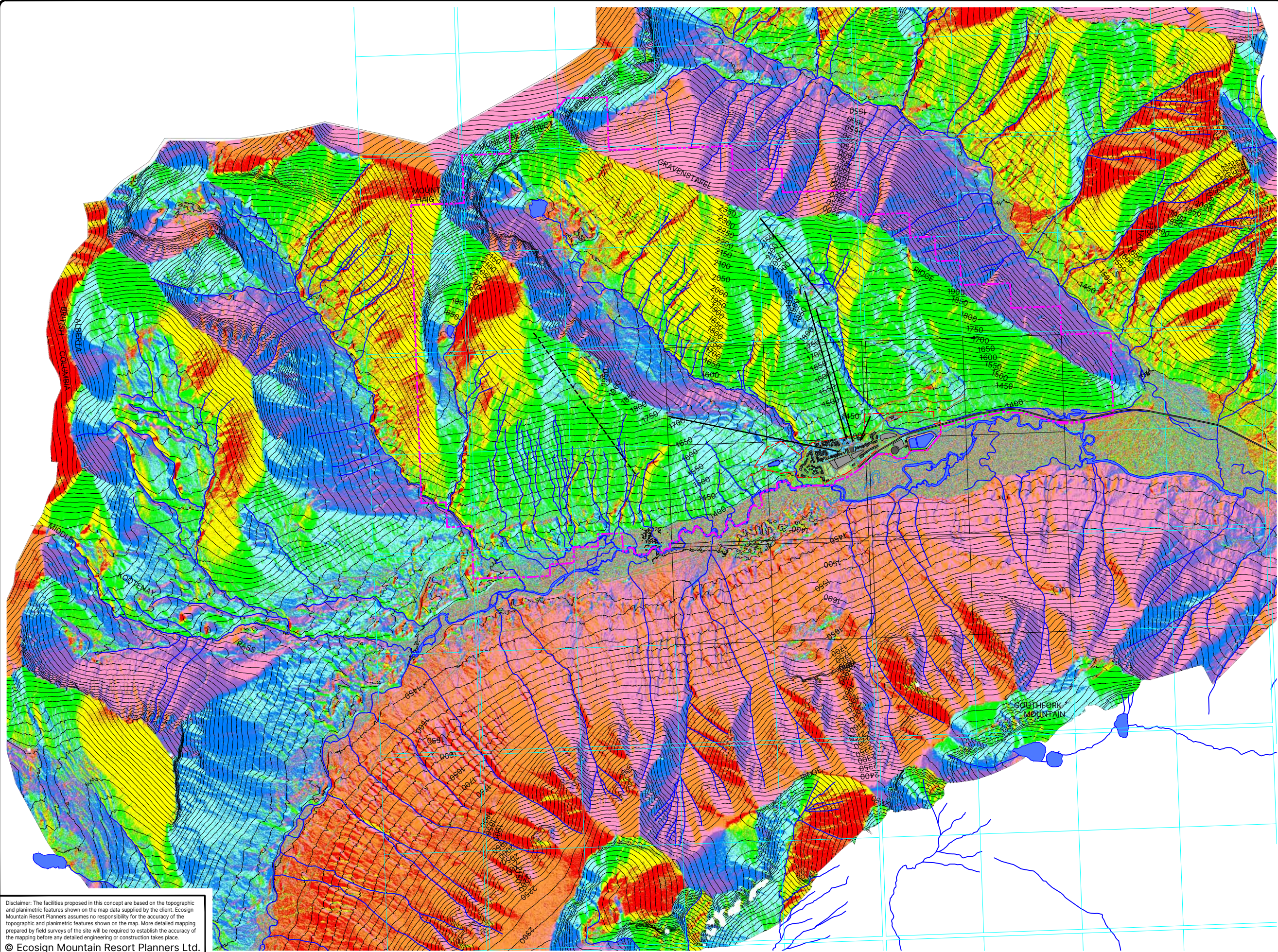
Aspect Analysis

Slope aspect refers to the cardinal orientation of the terrain. In the northern hemisphere, south aspect terrain receives the most solar radiation exposure, while north aspects remain cooler with less solar impacts. In the morning, eastern aspect receives more solar exposure while western aspects receive more afternoon exposure.

The Aspect Analysis on Figure 9 displays the warmer south, south-east, and south-west aspects using warm colours (red, yellow, and orange), while the cooler north, north-east and north-west aspects are shown in cool colours (blue, light blue, and purple).

The existing DLO Boundary includes the full spectrum of terrain aspects, however most of the north and western aspect terrain is not used for commercial skiing. A large portion of the existing ski terrain is situated on eastern aspects, including the Sundance, T-Rex, Tamarack and Stagecoach serviced areas. These areas will receive most of their solar impacts in the morning. The Chutes Area accessed from the Tamarack lift is predominantly south-eastern terrain, receiving more solar exposure than the previously described areas in the morning. The Huckleberry lift has a mix of eastern and north-eastern terrain, receiving the least solar exposure of the existing ski trails. The Chutes area is expected to have the least snow retention, while the north-eastern aspects from the Huckleberry lift will retain snow quality for longer periods.

The most favorable aspects within the DLO Boundary on the north sides of the ridges are not easily accessed and are not marked for commercial skiing.



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:

Castle Mountain®

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 25 Meter Date: 11/2025

0m 300 600 900 1200

Legend:

ASPECT COMPASS

W NW N NE E SE S SW

Existing Lifts

Department License of Occupation

CMR Owned Property Boundary

Elevation Analysis

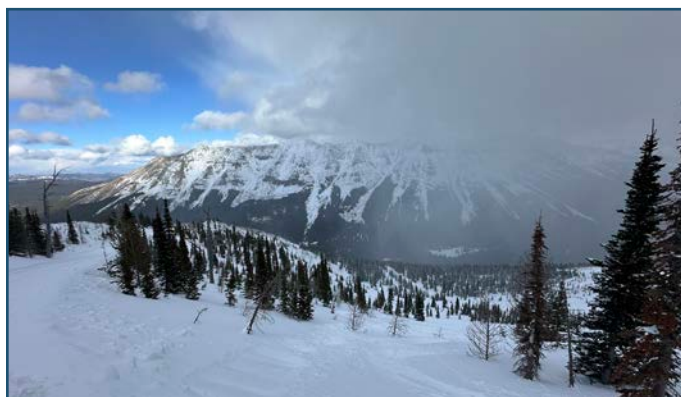
Figure 10 illustrates an elevation analysis of the terrain, with colours ranging in 100 meter intervals of elevation. The base area and valley floor sit around 1,400 meters above sea level, illustrated in red. The existing ski area extends from below 1,400 meters up to almost 2,250 meters at the top of the Tamarack chair. The peak of Gravenstafel reaches 2,375 metres above sea level. The new Stagecoach lift constructed in 2025 provides access to above 2,100 metres on Haig Ridge.

Mountain Slope Analysis

The most important terrain characteristic in the Technical Assessment is slope steepness, as this factor ultimately determines the appropriate skier skill class for commercial ski trail development. The Mountain Slope Analysis in Figure 11 classifies terrain by slope range to illustrate suitability for each skill level. Beginner and novice terrain (8%–25%) is shown in green, intermediate terrain (25%–45%) in yellow, advanced terrain (45%–70%) in light blue, and high-expert terrain (70%–100%) in dark blue, although slopes in this upper range are generally too steep for grooming equipment. Areas displayed in white represent slopes under 8% which are too flat for downhill skiing without pushing or gliding and often require snowboarders to unclip a foot to maintain momentum. Terrain steeper than 100% is shown in red and is generally too steep for consideration in commercial ski trail development.

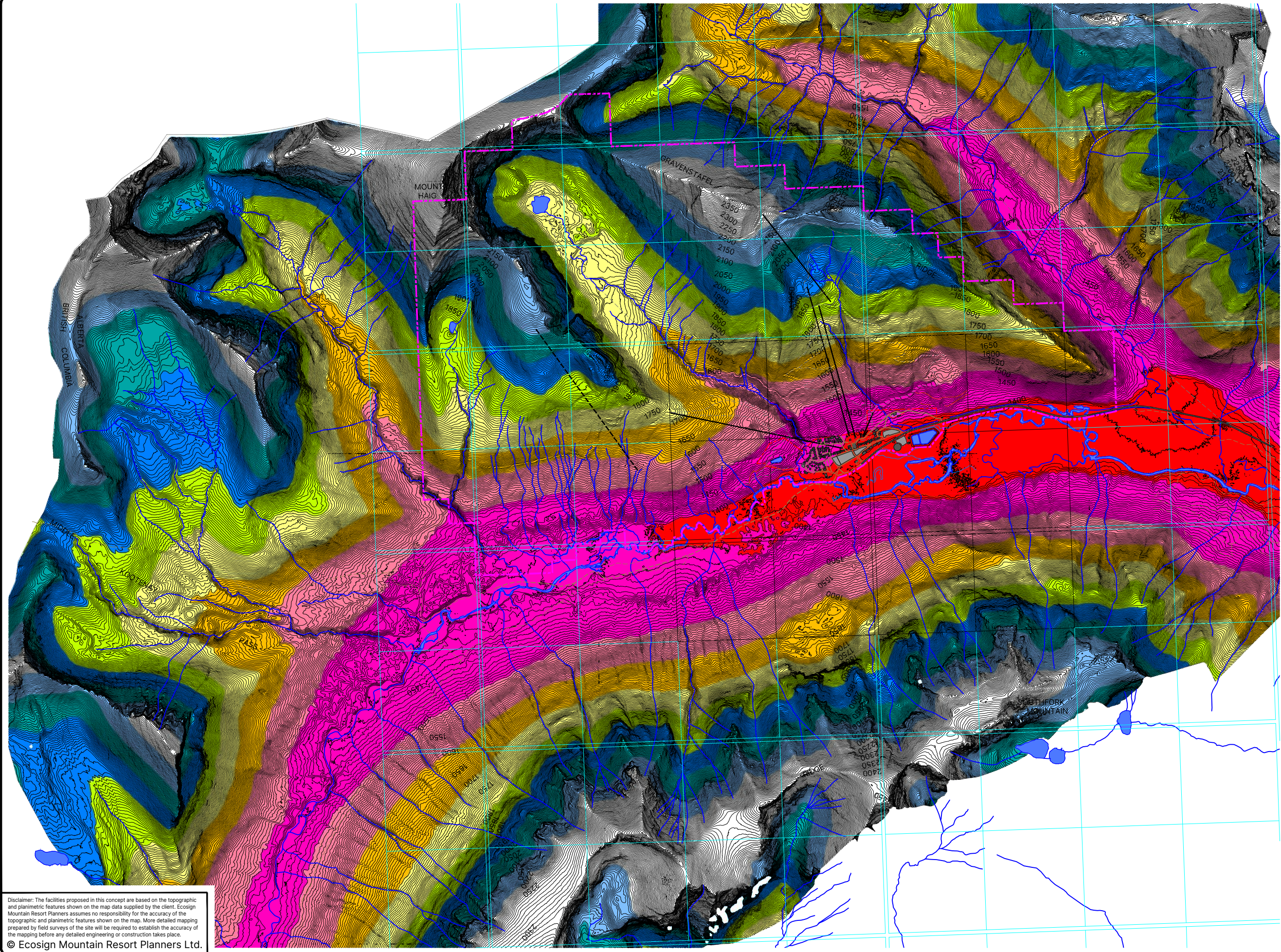
A large portion of Castle Mountain Resort (CMR) consists of advanced skiing, including the areas staged by the Sundance, T-Rex, and Tamarack Lifts. The ski trails designed in this area are mostly higher skill classes, with one green run (North Road) and a few blue ski trails existing in this zone. The Chutes Area offers solely expert ski terrain shown in dark blue and portions of terrain >100%. The Huckleberry lift has much more terrain suitable for intermediate skiers represented as yellow. The new Stagecoach Lift will provide access to additional advanced and expert terrain previously utilized by a cat skiing operation.

Generally, CMR has a large proportion of advanced and expert terrain. However, an existing beginner ski trail provides access to the top of each lift, with the exception of Stagecoach and Tamarack (Red Chair), with a minimum intermediate skill class requirement for skiers.



MOUNTAIN SLOPE ANALYSIS CLASSIFICATION

SLOPE GRADIENT	COLOUR	TYPE OF SKIING
0% to 8%	White	Flat Terrain, Marginal Skiing
8% to 25%	Green	Beginner and Novice Skiing
25% to 45%	Yellow	Intermediate Skiing
45% to 70%	Light Blue	Advanced and Expert Skiing
70% to 100%	Dark Blue	High Expert Skiing
100%+	Red	Unskiable, Hazard Area



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025



Legend:

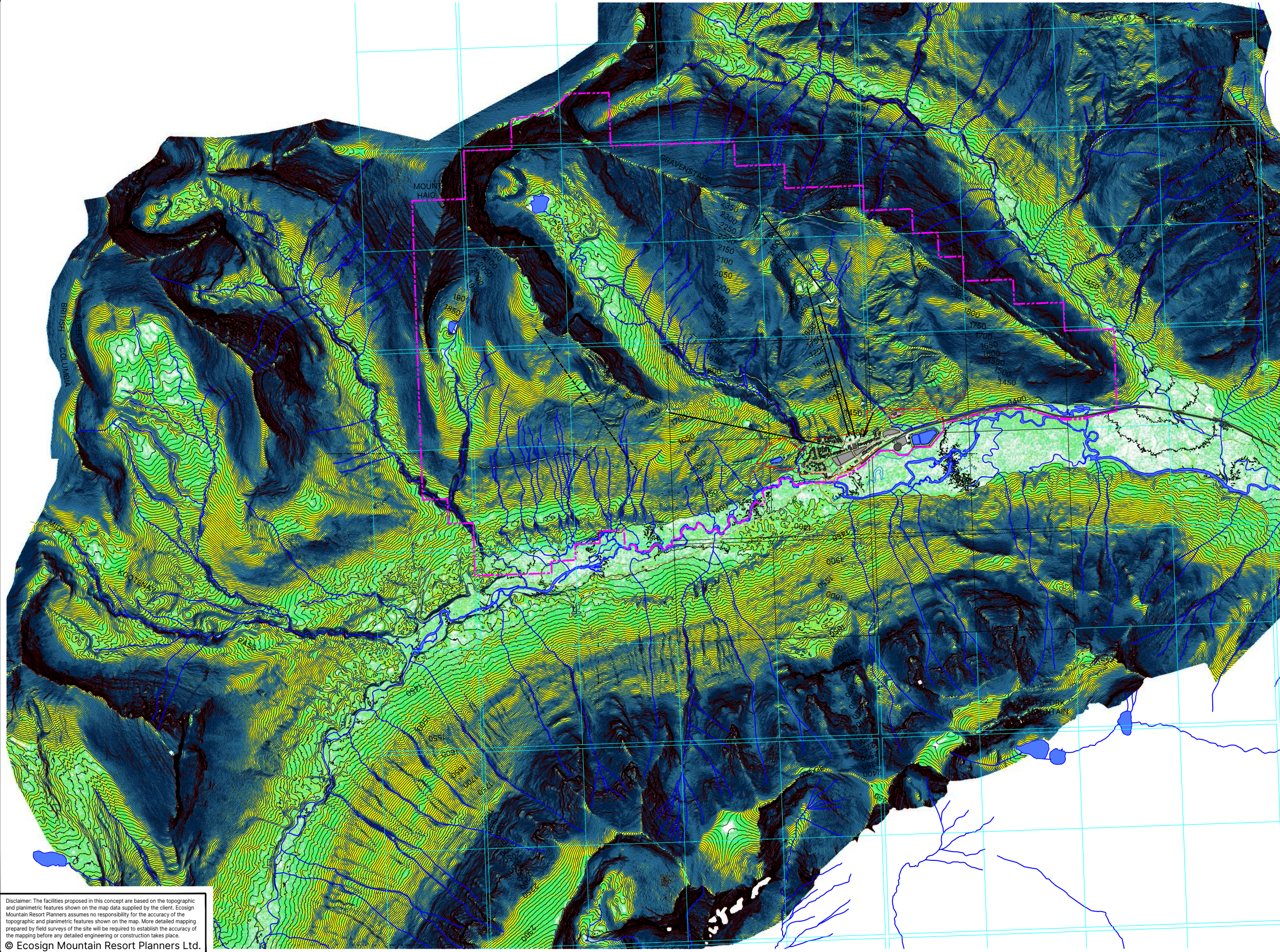
ELEVATION

Below 1400m	
1400-1500m	
1500-1600m	
1600-1700m	
1700-1800m	
1800-1900m	
1900-2000m	
2000-2100m	
2100-2200m	
2200m +	
Existing Lifts	
Department License of Occupation	
CMR Owned Property Boundary	

Figure Name:

ELEVATION ANALYSIS

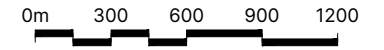
Figure Number: 10



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Contour Interval: 5 Meter Date: 11/2025



- Legend:
- MOUNTAIN SLOPE GRADIENTS**
- 0-8%
 - 8-25%
 - 25-45%
 - 45-70%
 - 70-100%
 - 100% +
 - Existing Lifts
 - Department License of Occupation
 - CMR Owned Property Boundary

Figure Name:
MOUNTAIN SLOPE ANALYSIS

Base Slope Analysis

The Base Slope analysis in Figure 12 is also an important representation of the terrain in identifying suitable base development areas. Similar to the Mountain Slope Analysis, the Base Area Analysis classifies slope into colours, with parameters to identify land for buildings, roads, and parking lots.

Ideal locations for parking and the resort village/plaza space is on flat ground, especially within a comfortable walking distance to the lift infrastructure and snow front. These locations are shown as white on the Base Slope Analysis with less than 8% slope. Road infrastructure can be constructed on slight inclines ideally less than 8% slope to minimize site grading. These land areas are the most valuable and should be used for high density development.

Areas shown in Green represent slopes between 8-15%, and are the next most valuable areas for real estate. A balance between beginner area development, and real estate needs to be solved for this land. A beginner zone is one of the most fundamental elements of a successful resort, while the same terrain offers ideal ski-in/ski-out real estate. Ideally the base area Master Development Plan should solve the need for Beginner Terrain and Snow Play offerings before allocation to real estate parcels. Slopes between 15-25% shown in yellow become less suitable for development, and should only be considered for low density real estate and roads leading to flat benches of land. The requirement for earthworks increases substantially when reaching this slope gradient which could significantly increase the cost of development. Terrain between 25-40% slope in blue are only suitable for very low density development given that bedrock allows steeper cut/fill banks to be graded into the land. Finally, terrain above 40% slope are generally too steep for base area development, and should be avoided.

As shown in Figure 12, CMR's base lies in a large flat valley between the eastern and western slopes. The constraint for the village core development is not necessarily slope gradient, but rather the surrounding wetlands, existing real estate, and the West Castle River. Outside of the core base area, there are additional areas to the north with potential for development, shown as a mix of green and yellow terrain. On the mountain, restaurant development opportunities are constrained to small flat benches at the top of the Huckleberry lift, the top of the T-Rex T-bar, and two sloping benches on the south side of Haig Ridge at the top and mid-way of the new Stagecoach chair. While the valley between Haig Ridge and Gravenstafel Ridge is flat to low-incline, it is a far distance from the base area with no existing infrastructure.

BASE AREA SLOPE GRADIENTS

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

Solar Shadow Analysis

Another important consideration in Master Planning at CMR is the amount of time terrain is impacted by the surrounding mountain's shadowing effects. Figures 13a, 13b, and 13c illustrate the terrain affected by shadows at 09:00 hrs, 12:00 hrs, and 15:00 hrs respectively. Three shades of blue indicate the shadow present. The lightest shade of blue represents December 21st, which is Winter solstice, the darkest day of the year. A medium shade of blue represents January 21st, receiving more sun than on winter solstice. Finally, the darkest shades of blue are the coldest areas of the resort, still shaded through to February 21st when the days start becoming noticeably longer. Areas in white represent receiving sun for that given time throughout the entire year. Solar Shadow Analysis is particularly useful in identifying sites for restaurants both on the mountain and in the base area that will benefit from sun exposure. The analysis is also useful to locate skiable terrain that could naturally maintain quality snow for longer durations.

CMR receives morning sun exposure on the upper parts of the ski area year-round with morning sun moving down the mountain as the ski season progresses. However, the base area lies in the morning shadow from the eastern mountains throughout the ski season.

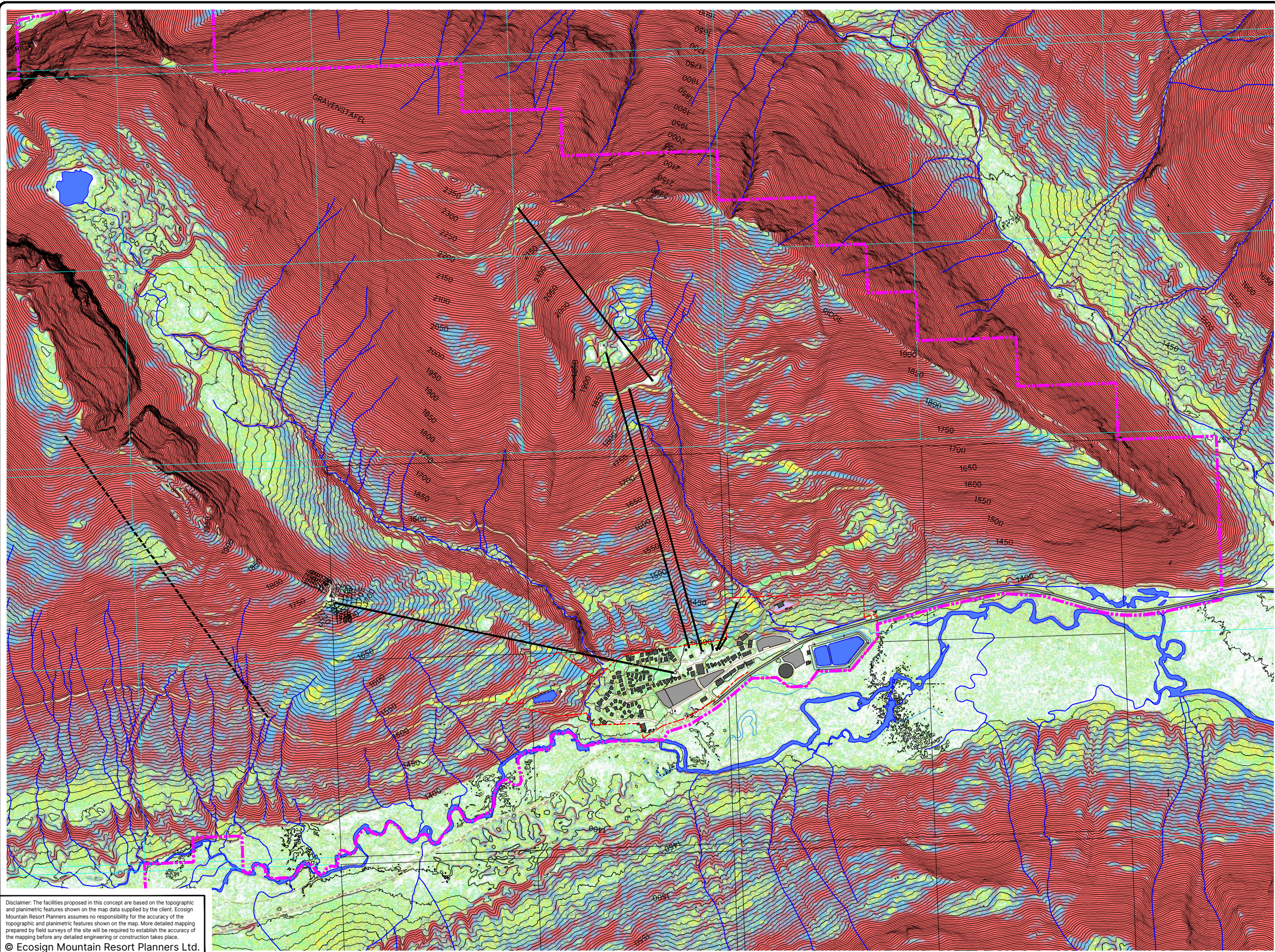
By noon, the entire base area and most of the commercial ski terrain is exposed to the sun throughout the ski season. Due to the north-south orientation of the valley, the base area benefits from solar exposure in the winter, creating opportunity to have sunny restaurant patios. Small patches of solar shading exist in the mid-to-upper mountain where ridges exist.

By 3pm, the ski terrain enters the shade from Haig Mountain and Gravenstafel Ridge. This includes the base area through January 21st, and the upper mountain's Tamarack Chair through February 21st. The upper portion of the Chutes Area still receives sun throughout the entire ski season.

Solar Radiation Analysis

Once the previous analysis maps have been created, a Solar Radiation Analysis can be created using a composite of slope aspect and solar shadow. The Solar Radiation Analysis in Figure 14 indicates the strength of the incoming solar radiation in KWh/m². A steep, south aspect slope with greater daylight exposure time will struggle to maintain quality snow after a snowfall, and will be less suitable for commercial ski trail development than north aspects or terrain with solar protection. The Solar Radiation Analysis therefore portrays the warm and cold zones of the terrain, illustrating the average KWh/m² for the winter season. Terrain that receives more than 410 KWh/m² of radiation on average will be susceptible to soft snow conditions in the spring and may require more maintenance and snowmaking to maintain a quality ski slope. Terrain with less than 410 KWh/m² will have good conditions for alpine skiing and support high quality snow into the Spring season.

Most of the terrain existing at CMR is below 410 KWh/m², with the exception of the Chutes Area, and the Upper Haig Ridge Area. These areas will see the fastest snow burn off at the resort. The mid-mountain and lower mountain remain relatively cooler, with some warm pockets mixed within, but generally not concerning in maintaining quality snow.



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Client:

Castle Mountain

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 150 300 450 600

Legend:

BASE SLOPE ANALYSIS GRADIENTS

0-8%

8-15%

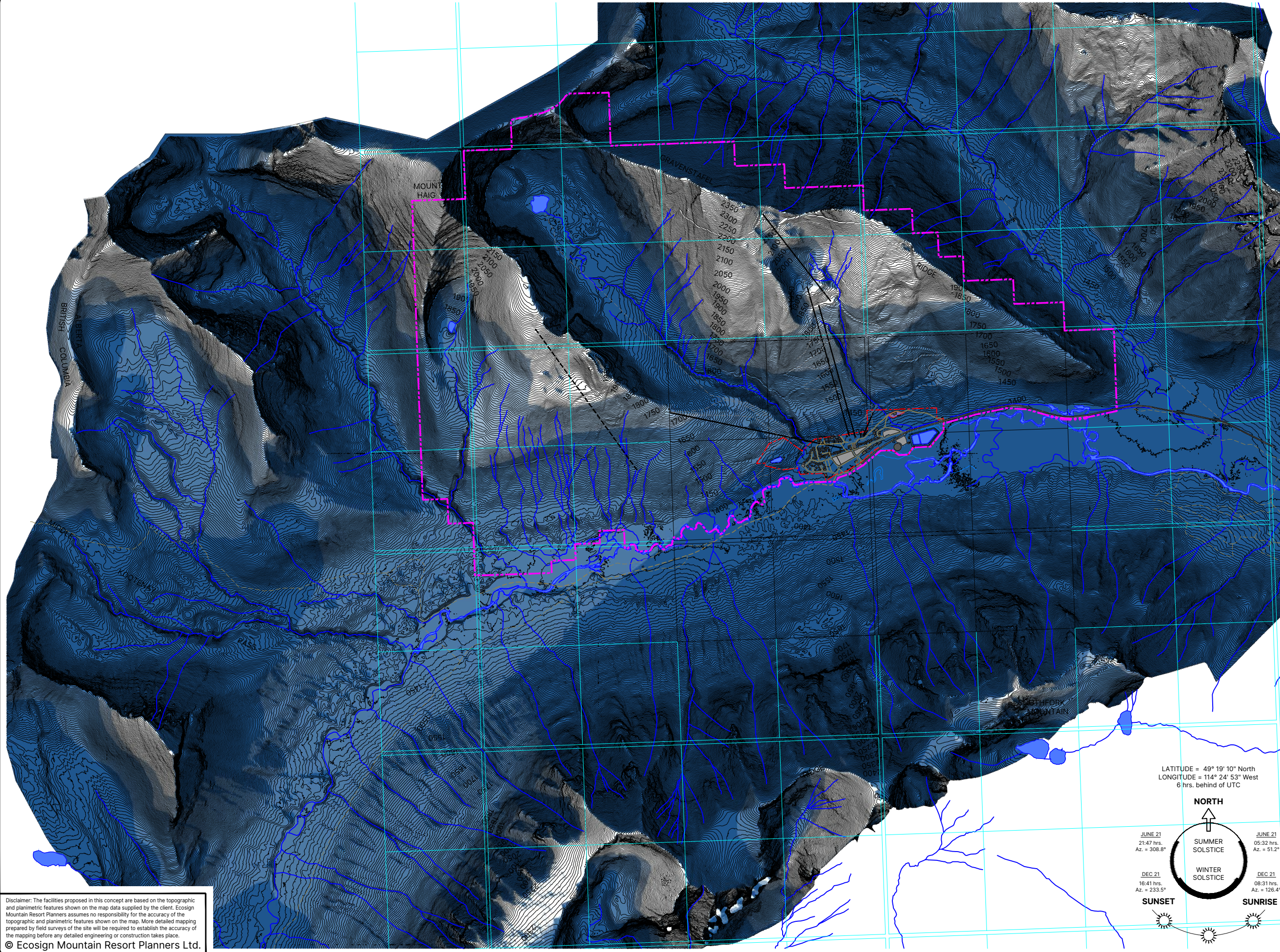
15-25%

25-40%

40%

Department License of Occupation

CMR Owned Property Boundary

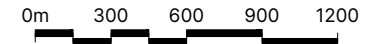


Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

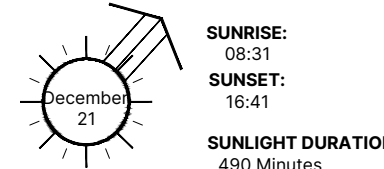
© Ecosign Mountain Resort Planners Ltd.



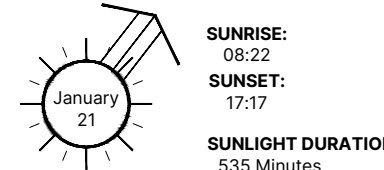
Contour Interval: 5 Meter Date: 11/2025



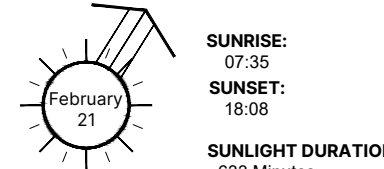
- Legend:
- LEGEND**
- December 21
- January 21
- February 21
- Existing Lifts
- Department License of Occupation
- CMR Owned Property Boundary



Sun's Alt. = 3.1°
Sun's Az. = 132.0°



Sun's Alt. = 4.5°
Sun's Az. = 127.4°



Sun's Alt. = 12.0°
Sun's Az. = 121.7°

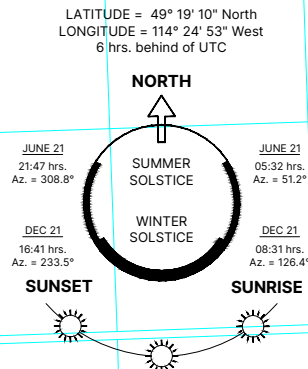
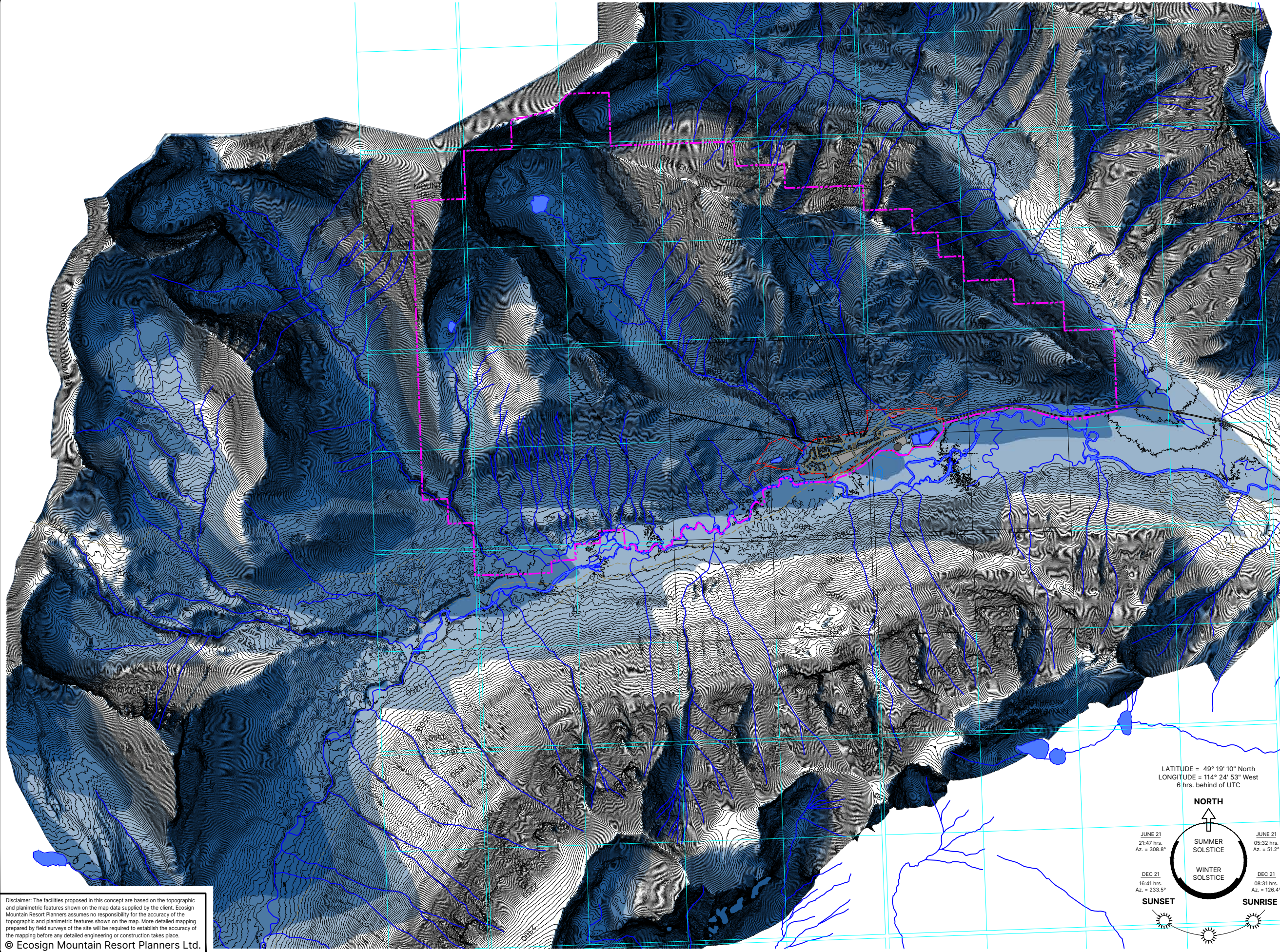


Figure Name: **SOLAR SHADOW ANALYSIS 09:00 HRS.**

Figure Number: **13a**

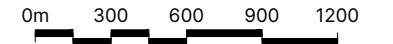


Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

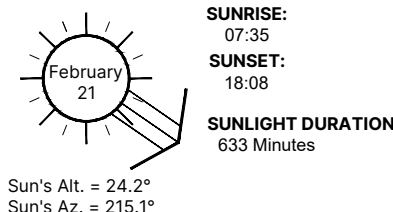
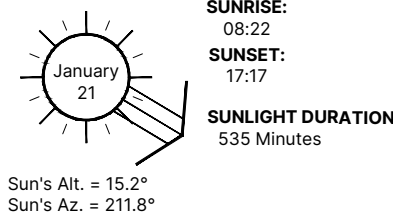
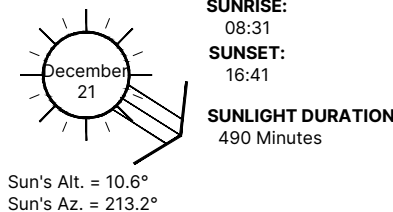
© Ecosign Mountain Resort Planners Ltd.



Contour Interval: 5 Meter Date: 11/2025



- Legend:
- LEGEND**
- December 21
- January 21
- February 21
- Existing Lifts
- Department License of Occupation
- CMR Owned Property Boundary



LATITUDE = 49° 19' 10" North
LONGITUDE = 114° 24' 53" West
6 hrs. behind of UTC

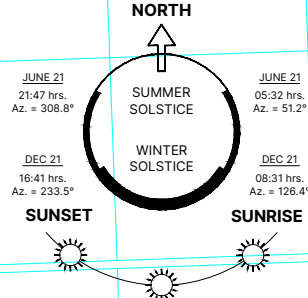
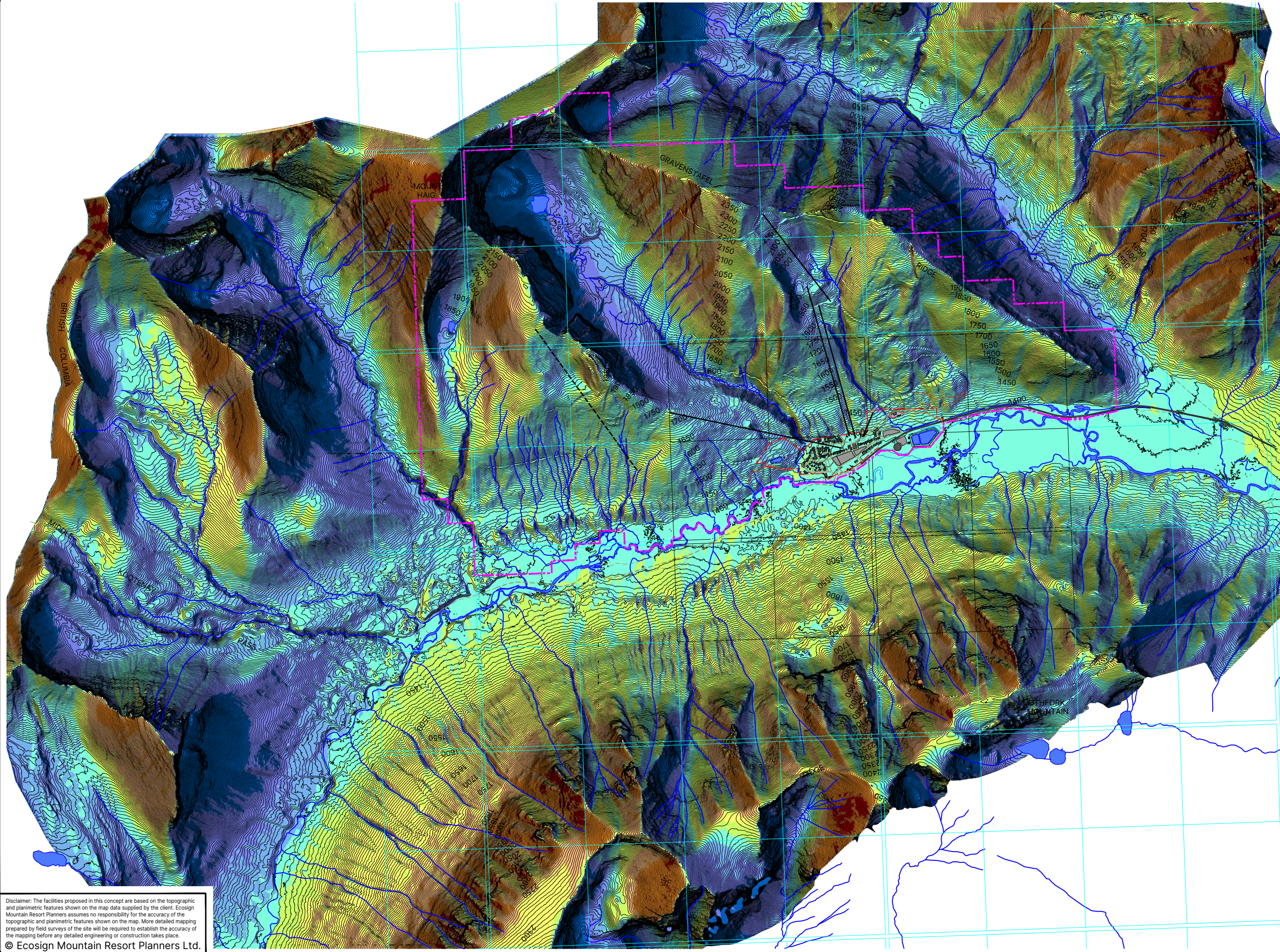


Figure Name:

SOLAR SHADOW ANALYSIS 15:00 HRS.

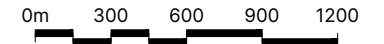
Figure Number: **13c**



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Contour Interval: 5 Meter Date: 11/2025



Legend:

- NOTES:**
- PERIOD OF CALCULATION:
Daily - December 1 to March 31
- DAILY EXTENTS OF CALCULATION:
03:00 hrs - 22:00 hrs
- INTERVAL OF CALCULATION:
15 minutes
- NUMBER OF DAYS ANALYZED:
121 days
- AVERAGE NUMBER OF DAYLIGHT HRS:
10.23 hours/day
- POTENTIAL INCOMING SOLAR ENERGY:
Minimum = 45.9 KiloWatt-Hr/sq. m
Maximum = 612.0 KiloWatt-Hr/sq. m
Average = 283.6 KiloWatt-Hr/sq. m
- Incoming Energy (KWh/m²)
- | |
|-----|
| 612 |
| 550 |
| 488 |
| 426 |
| 364 |
| 302 |
| 240 |
| 178 |
| 116 |
| 54 |
| 0 |

- Existing Lifts
- Department License of Occupation
- CMR Owned Property Boundary

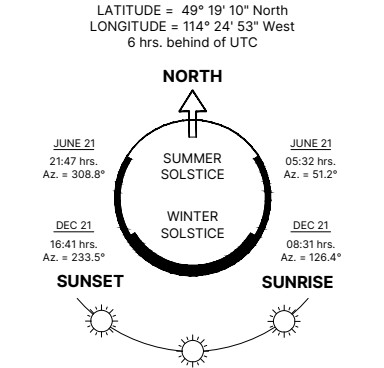


Figure Name: **SOLAR RADIATION ANALYSIS**

3.2 Ski Suitability & Terrain Capacity Analysis

Once a Solar Radiation Analysis has been conducted highlighting terrain with suitable snow retention, an overlay can be created with the Mountain Slope Analysis, indicating micro-climates on the mountain and areas with most suitable ski terrain gradients. Figure 15 shows the Ski Suitability Analysis, with areas of exposure greater than 410KWh/m² shaded in a darkening gray gradient, indicating unsuitable ski terrain. These areas should be avoided or carefully planned to minimize negative impacts on the ski experience.

With an understanding of the suitable ski terrain, a Terrain Capacity Analysis classifies Ski Pods, showing zones that can be skied from a natural high point to a logical collection point of potential ski terrain within a specific skier skill class. A straight line is drawn from the high and low point of each ski pod. The ski pods described in the Terrain Capacity Analysis are organized into three categories; existing terrain pods are numbered 1-13, terrain expansion to the north numbered N1-N2, Haig Ridge expansions H1-H8, and southern expansions S1-S4. Table 22 summarizes the size, skill class, and characteristics of the terrain pods. Plate 7 presents the distribution of skill classes within the currently developed area at CMR, while Plate 8 illustrates the distribution when all potential developable ski terrain within the study area is considered. The latter includes areas outside the existing DLO boundary. This analysis provides a logical foundation for the Master Development Plan by highlighting the most suitable locations for future ski trail expansion.

Table 22 Terrain Capacity Analysis

Terrain Pod	1	2	3	4	5	6	7	8	9	10	11	12	13
Top Elevation m.	2,350	2,345	2,245	2,075	1,845	2,135	1,730	1,730	1,520	1,420	1,525	1,435	1,415
Bottom Elevation m.	1,605	2,020	1,845	1,540	1,485	1,440	1,445	1,420	1,420	1,400	1,400	1,395	1,395
Total Vertical m.	745	325	400	535	360	695	285	310	100	20	125	40	20
Horizontal Distance m.	1,480	650	886	1,028	836	1,476	985	1,133	342	277	433	214	179
Slope Distance m.	1,657	727	972	1,159	910	1,631	1,025	1,175	356	278	451	218	180
Average Slope %	50%	50%	45%	52%	43%	47%	29%	27%	29%	7%	29%	19%	11%
Skill Class	7	6	6	7	4	5	4	3	4	1	4	2	1
Skier Density/Ha.	10	7	7	10	15	12	15	15	15	20	15	20	20
VTM Demand/Day	8,475	5,935	5,935	8,475	3,770	5,085	3,770	2,825	3,770	940	3,770	2,120	940
Total Area Ha.	117.3	23.0	40.7	57.3	24.0	100.4	28.4	19.6	5.9	1.4	12.1	2.6	0.7
% Ski Terrain Available	70%	70%	60%	35%	35%	40%	35%	35%	35%	60%	40%	50%	90%
Available Ski Terrain	82.1	16.1	24.4	20.0	8.4	40.1	9.9	6.9	2.1	0.8	4.8	1.3	0.6
Total Skiers	820	110	170	200	130	480	150	100	30	20	70	30	10
Demand VTM (000)	1,103	104	160	269	78	387	90	45	18	3	42	10	1
Lift Capacity/Hr.	1,481	319	400	503	216	557	315	145	180	149	335	252	75

Terrain Pod	N1	N2	H1	H2	H3	H4	H5	H6	H7	H8	S1	S2	S3	S4	TOTAL
Top Elevation m.	1,555	1,860	1,945	1,875	2,185	1,925	2,175	1,880	1,925	1,730	1,610	1,825	1,825	1,540	8,375 24,848
Bottom Elevation m.	1,390	1,390	1,520	1,680	1,820	1,690	1,825	1,420	1,405	1,400	1,450	1,500	1,520	1,430	
Total Vertical m.	165	470	425	195	365	235	350	460	520	330	160	325	305	110	
Horizontal Distance m.	511	947	1,429	836	822	771	919	1,233	1,239	902	1,090	964	1,036	648	
Slope Distance m.	537	1,057	1,491	858	899	806	983	1,316	1,344	960	1,102	1,017	1,080	657	
Average Slope %	32%	50%	30%	23%	44%	30%	38%	37%	42%	37%	15%	34%	29%	17%	
Skill Class	4	7	7	3	7	4	4	6	5	4	3	6	4	3	
Skier Density/Ha.	15	10	10	15	10	15	15	7	12	15	15	7	15	15	
VTM Demand/Day	3,770	8,475	8,475	2,825	8,475	3,770	3,770	5,935	5,085	3,770	2,825	5,935	3,770	2,825	
Total Area Ha.	19.0	51.3	58.8	16.2	40.8	31.5	36.5	86.1	61.9	36.2	41.7	47.1	44.4	18.7	
% Ski Terrain Available	35%	35%	50%	50%	50%	50%	50%	35%	35%	35%	35%	35%	35%	35%	0%
Available Ski Terrain	6.6	17.9	29.4	8.1	20.4	15.8	18.3	30.1	21.7	12.7	14.6	16.5	15.5	6.5	451.8
Total Skiers	100	180	290	120	200	240	270	210	260	190	220	120	230	100	5,050
Demand VTM (000)	60	242	390	54	269	144	162	198	210	114	99	113	138	45	
Lift Capacity/Hr.	363	515	918	276	737	611	462	430	404	345	617	348	451	408	11,810

Plate 7 TCA Skill Class Distribution - Existing Area

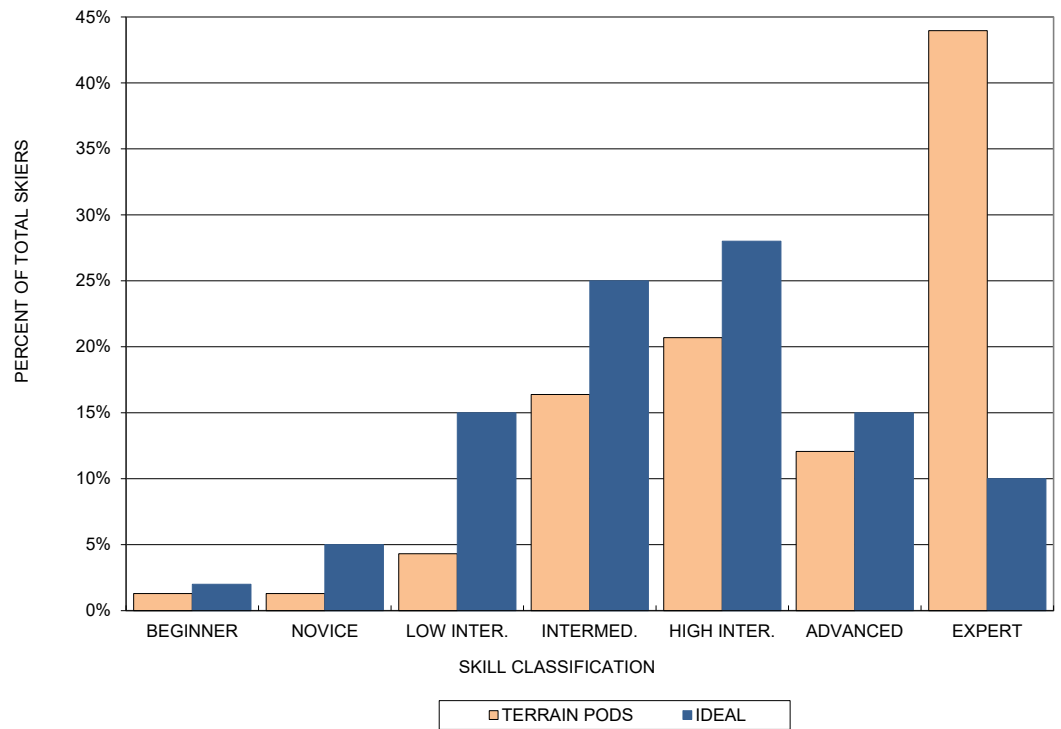
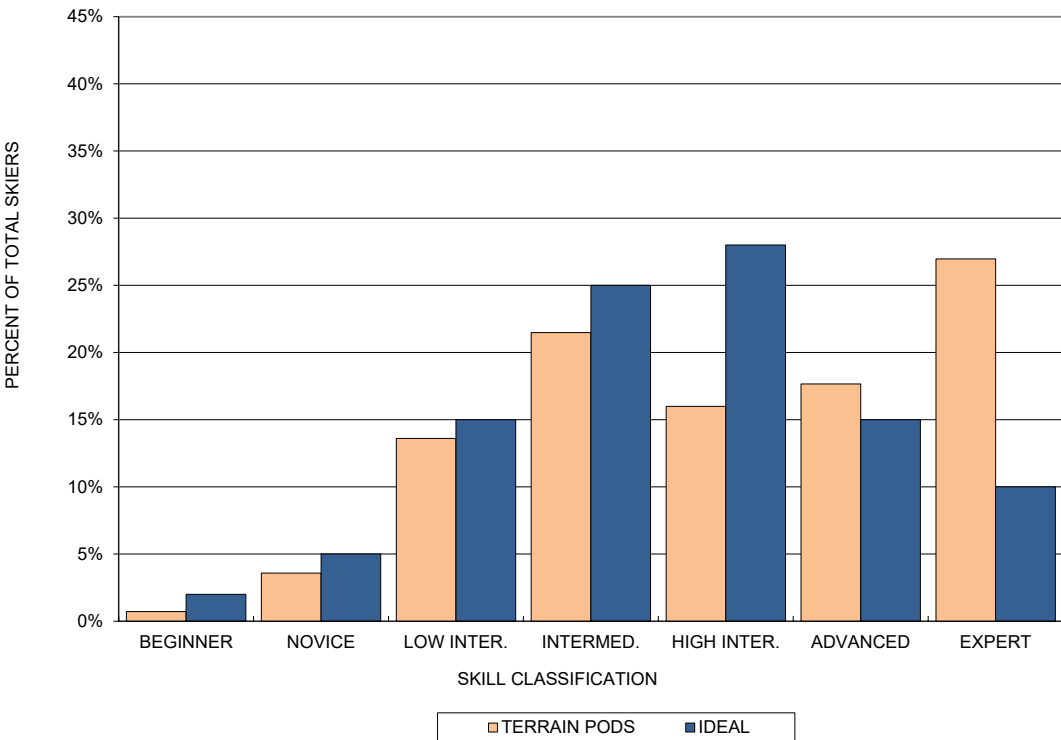
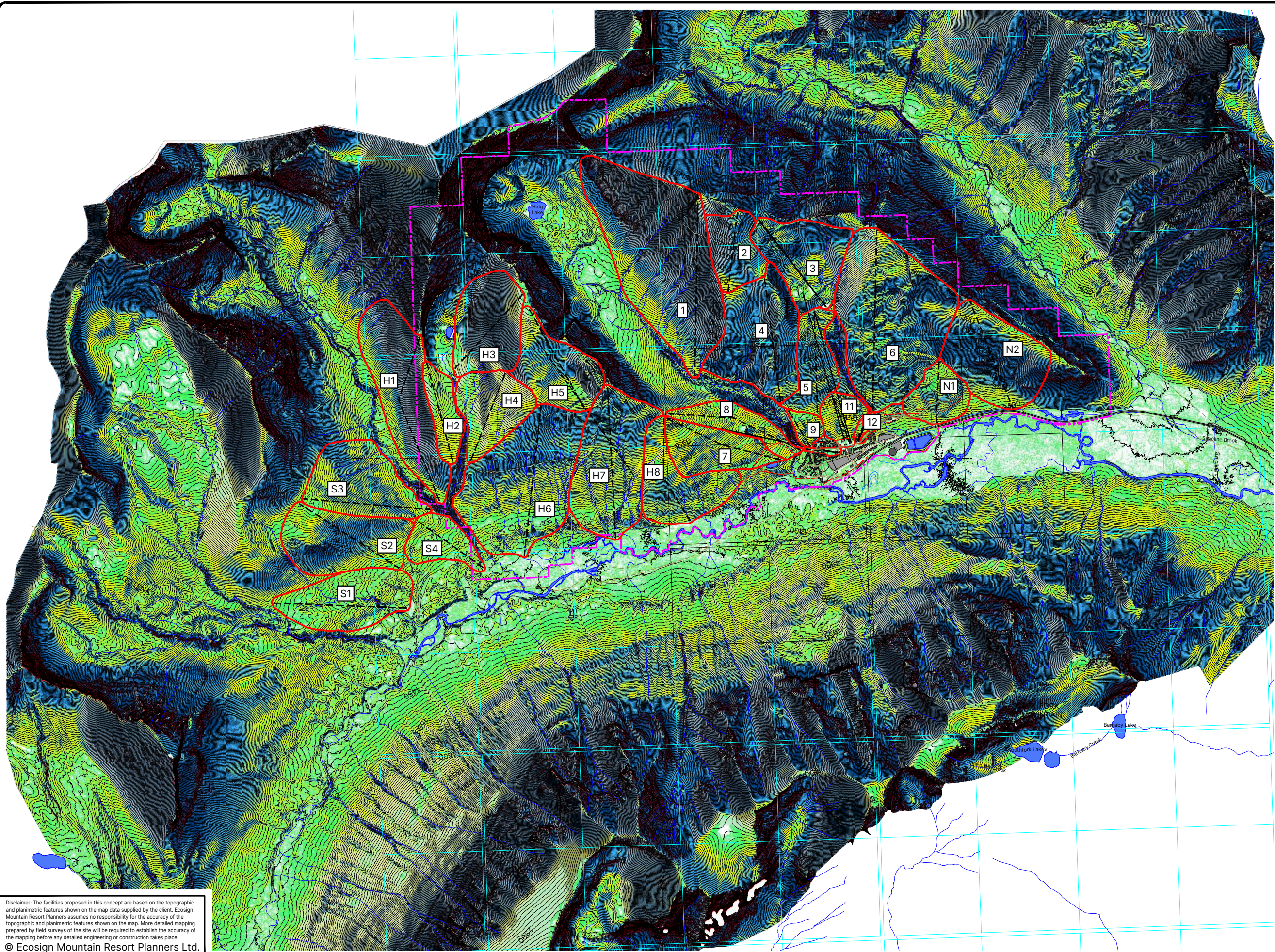


Plate 8 TCA Skill Class Distribution - Total Study Area





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Client:

Castle Mountain®

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 300 600 900 1200

Legend:

SKI TERRAIN SUITABILITY

Ideal (No Shading)

Acceptable

Poor

Unsuitable

Ski Pod

Straightline Slope

Existing Lift

Department License of Occupation

CMR Owned Property Boundary

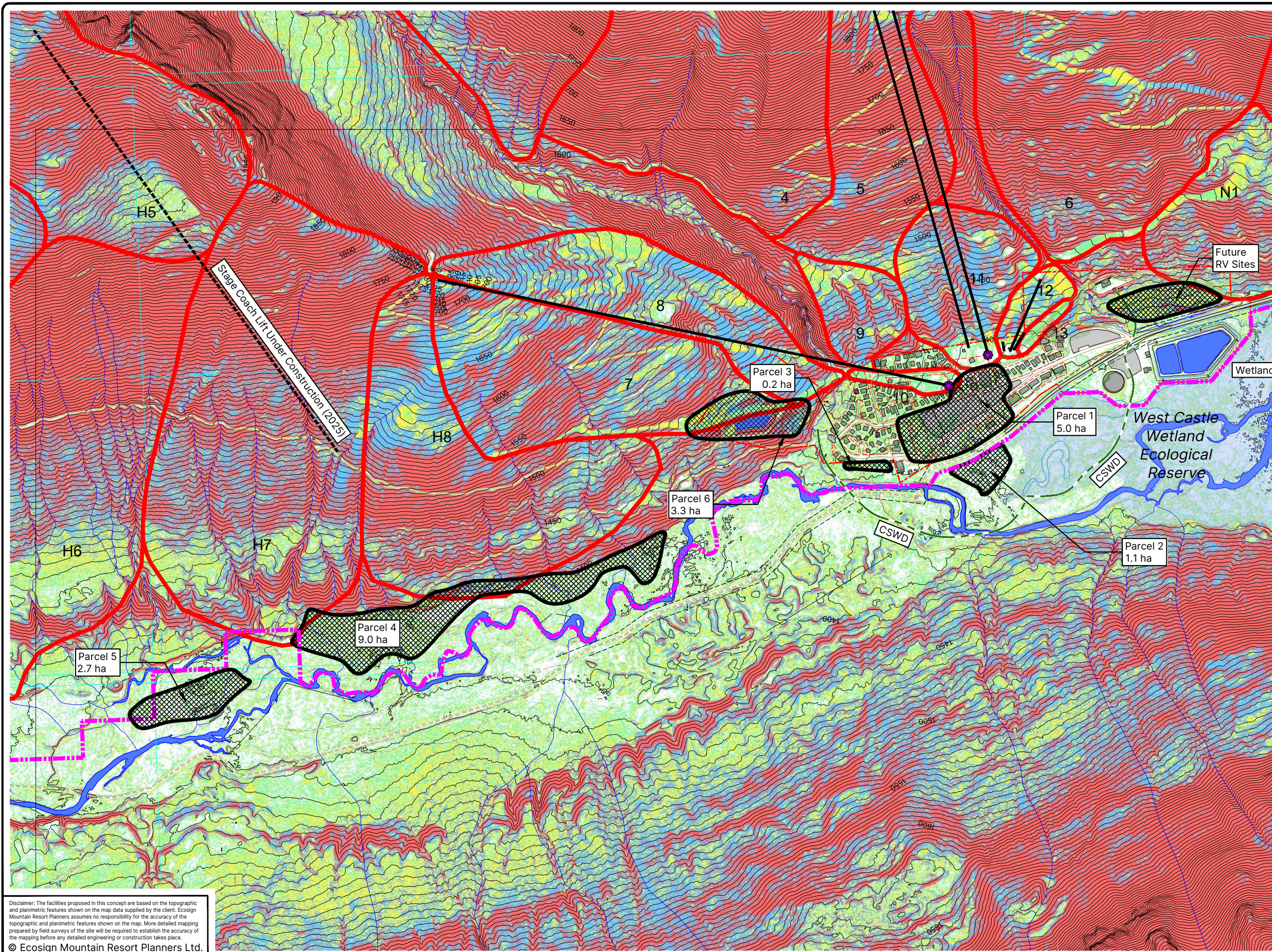
3.3 Base Area Suitability Analysis

The CMR Base Area Suitability Analysis (Figure 16) works similarly to the previous Terrain Capacity Analysis, using the Base Slope Analysis overlaid with the Terrain Pods and the existing infrastructure to visually highlight areas of potential development.

Five parcels for base area development have been shown on the plan, along with a parcel for future RV Sites. Constraints such as property boundaries, the DLO boundary, the Castle Wetlands Ecological Reserve, and the existing infrastructure is shown on this plan to help visualize the areas to be developed in the Master Development Plan.

Below is a summary of each of the identified development parcels:

- Parcel 1 - Village Core, 5.0 hectares. This central location adjacent to the snow front is ideal for high density hotel and condotel high density mixed-use hotel and condotel development. High density development is ideal closest to the snow front to take advantage of a comfortable walking distance to lifts. This parcel is ideal for the heart of the resort. Additionally, parking should be concentrated within this parcel to achieve comfortable walking distance for day visitors.
- Parcel 2 - Outer Village, 1.1 hectares. Adjacent to the village core parcel, this is a valuable site within comfortable walking distance to the ski area, situated across the access road from Parcel 1. Parcel 2 would be useful for providing additional parking, or an ancillary use to the village.
- Parcel 3 - Infill Real Estate, 0.2 hectares. Located south of Parcels 1 & 2, this small parcel is suitable for infill development matching the character of the existing residences.
- Parcel 4 - 9.0 hectares. This difficult to access site would require bridge access or a mountain road from the base area core. This area is best accessed by snowshoe or hiking/ biking trails and is best suited for recreation activities.
- Parcel 5 - 2.7 hectares. This parcel is on the outer reaches of the DLO Boundary, and could be used for development further south in the valley.
- Parcels 4 & 5 are difficult to access due to a road that would have to pass through the lands on the east side of the Westcastle River. The low lying nature of the land is at risk to flooding and would therefore be less suitable for real estate development. Recreational uses, or additional parking could be a possibility here.
- Parcel 6 - 3.3 hectares. This parcel consists of the existing snow making reservoir and surrounding lands. While the access might be challenging through steeper terrain, if the snowmaking reservoir can be relocated this site offers good development potential with ski-in/out access and elevated views across the valley.



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Client:

Consultant:

ecosign
MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter

Date: 11/2025

0m 100 200 300 400

Legend:

BASE SLOPE ANALYSIS GRADIENTS

0-8%

8-15%

15-25%

25-40%

40%

Department License of Occupation

CMR Owned Property Boundary

Existing Land Parcel

Road Row

Existing Lifts

Potential Ski Terrain Pods

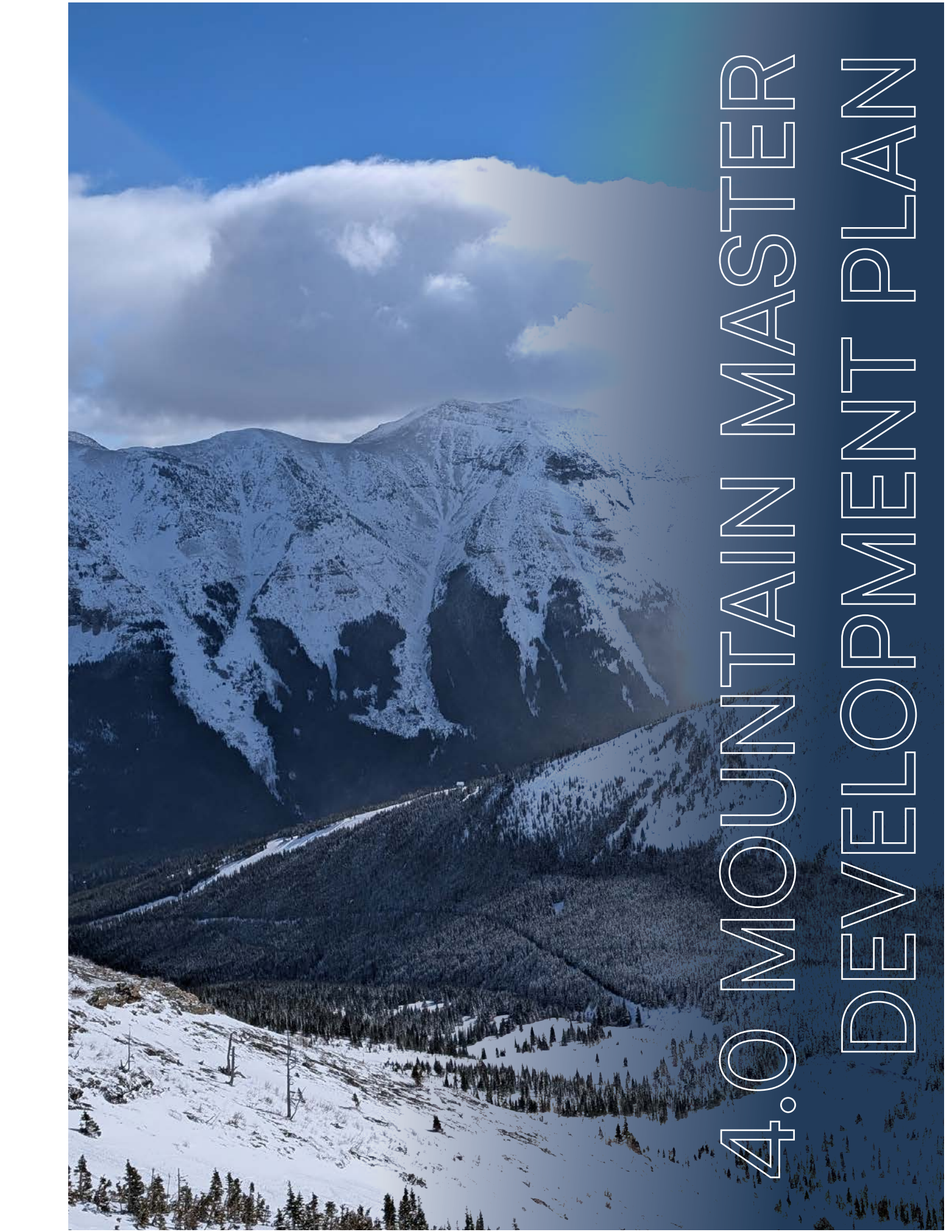
Potential Base Development
Parcels (±40m from river TBC)

Status of Land to be determined

CSWD - Comfortable Skier
Walking Distance to /from Lift

Figure Name:

Figure Number: 16



4.0 MOUNTAIN MASTER DEVELOPMENT PLAN

4.0 Introduction

The Mountain Master Development Plan for Castle Mountain Resort (CMR) focuses primarily on the development of all existing and potential lift-served terrain within the resort's Department License of Occupation (DLO), while also identifying minor boundary additions to incorporate valuable terrain located outside the current DLO. The vision for mountain build-out is long-term, with development anticipated over a 25+ year horizon, beginning with the first phase scheduled between 2026 and 2034, as outlined in Section 6.0 of this report.

The mountain development program reflects the unique character of CMR, where the resort's reputation is founded on steep, rugged terrain and high-quality skiing for advanced and expert guests. At the same time, the Master Development Plan identifies opportunities to broaden appeal by optimizing beginner ski terrain, introducing additional intermediate terrain, improving skier circulation, and enhancing mountain infrastructure in a balanced manner.

The purpose of the mountain plan is to create a cohesive, sustainable, and flexible network of ski trails and lifts that:

- Diversifies terrain offerings to better serve all skier skill classes while retaining Castle's core identity as a destination for advanced and expert skiers.
- Improves overall capacity balance, circulation, and operational efficiency across the mountain.
- Supports long-term financial sustainability through enhanced skier experience and increased utilization.

The plan has been designed for phased implementation, allowing flexibility as market demand evolves and ensuring efficient operations throughout the development process. Key elements of the proposed mountain program include the creation of a new beginner zone, introduction of new intermediate routes, selective lift upgrades, and potential expansion into adjacent terrain pods identified in this study.

4.1 Mountain Planning Process

The mountain planning process at CMR was carried out as a fluid and iterative exercise, with one overarching concept refined progressively through collaboration with the client team. Ecosign began by completing a detailed inventory and analysis of existing ski terrain, lift infrastructure, and skier circulation patterns. This foundation informed a preliminary mountain concept that was shared with the client team via online meetings in April 2025.

Over the following months, Ecosign refined this mountain concept in response to periodic feedback from CMR's team. Adjustments focused on improving trail connectivity, introducing new beginner and intermediate opportunities, confirming skier carrying capacity balances, and identifying selective expansion opportunities beyond the existing DLO boundary.

A preferred mountain concept was presented onsite at CMR in June 2025, where discussions covered the proposed lift network, phased implementation strategy, and integration of new terrain pods. The collaborative session resulted in further refinements both during the visit and afterward at Ecosign's offices.

In early October 2025, Ecosign returned to Calgary to present the draft Mountain Master Development Plan, including detailed recommendations for Phase 1 lift and trail projects. This meeting provided an opportunity for final feedback before preparation of the complete Master Development Plan report.

The following section outlines the Mountain Master Development Plan, developed over a 10-month planning period and shaped by three site visits, three in-person presentations, and regular online meetings.

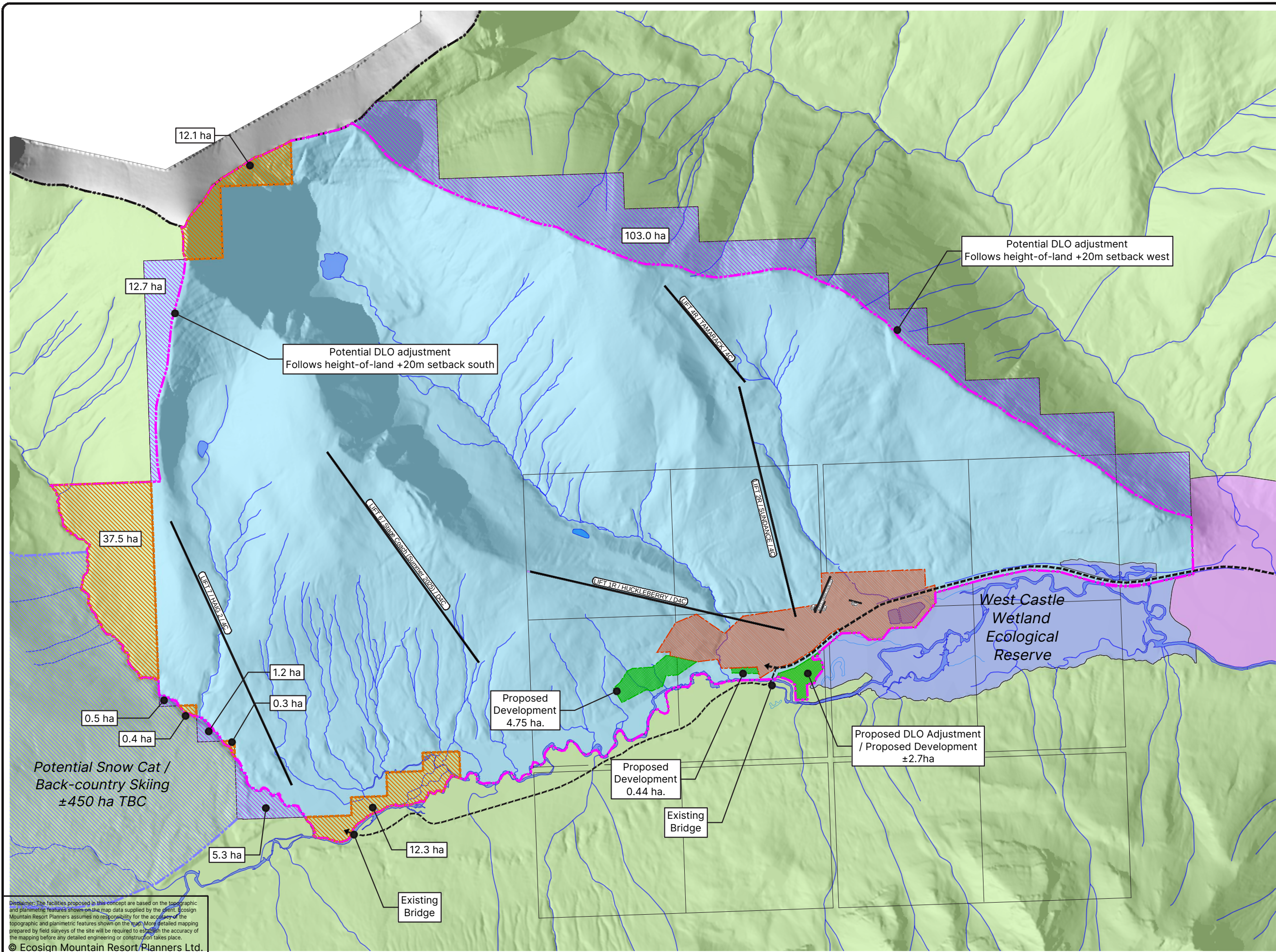
4.2 Proposed DLO Boundary Adjustment

As part of the master planning process, we reviewed the existing DLO boundary and recommended several adjustments to better encompass the mountain terrain and base lands with the highest development potential, while excluding areas that are unsuitable or illogical for development. The proposed DLO modifications are illustrated on Figures 17a and 17b, with corresponding area statistics summarized in Table 23.

Table 23 DLO Boundary Adjustment Summary

Proposed DLO Additions	Area (ha)
Haig Headwall	11.9
Haig 3 Ski Area - 1	47.4
Haig 3 Ski Area - 2	2
Haig 3 Ski Area - 3	4.3
Backcountry Access Road South Parcel	18.1
P5 / Spa	2.3
Total Proposed DLO Additions	86.0
Proposed DLO Subtractions	
South Boundary	14.24
Northwest Boundary	109.77
Total Proposed DLO Subtractions	124.01
Proposed DLO Balance	38.0

Proposed CMR Property Additions	Area (ha)
Employee Housing / SFU Parcel	0.23
Proposed CMR Property Subtractions	
North Parcel	0.44
Beginner Area Parcel	1.95
South Parcel	3.17
Total Proposed CMR Property Subtractions	5.56
Proposed Land Swap Balance	5.33



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:

Castle Mountain

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 200 400 600 800

Legend:

Provincial Zones

Department License of Occupation - EXISTING BDY

Department License of Occupation - AREA REMOVED

Department License of Occupation - PROPOSED AREA

CMR Owned Property Boundary

Proposed Development

Potential Backcountry Ski Area

Lifts

Provincial Border

Existing Access Road

Castle Provincial Park

Castle Ski Resort

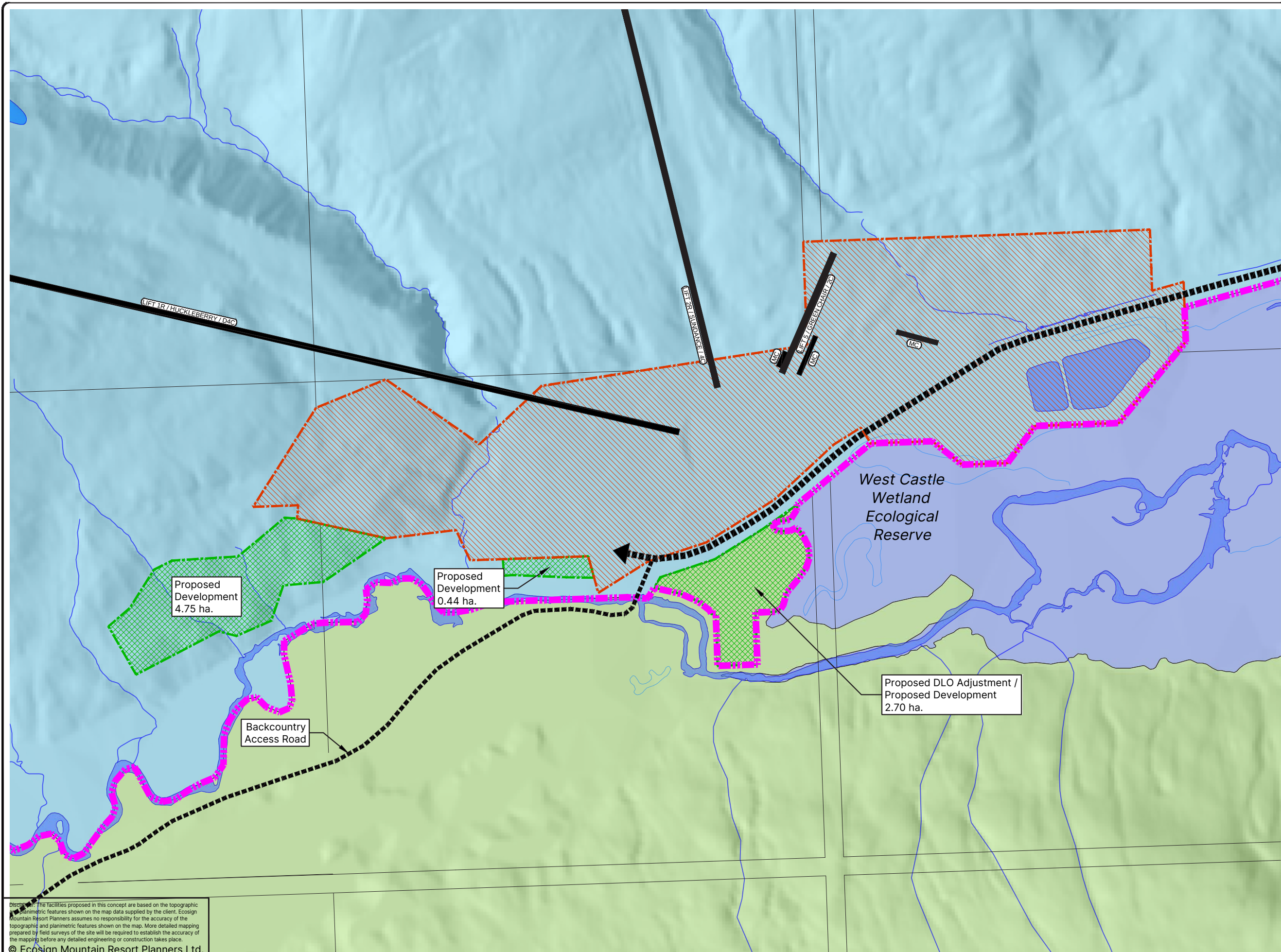
West Castle Wetland Ecological Reserve

Castle Wildland Provincial Park

Figure Name:

DLO BOUNDARY ADJUSTMENT

Figure Number: 17a



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025

0m 60 120 180 240

Legend:

Provincial Zones

- Department License of Occupation - EXISTING BDY
- CMR Owned Property Boundary
- CMR Propoerty Land Swap Addition
- Lifts
- Existing Access Road
- Castle Ski Resort
- West Castle Wetland Ecological Reserve
- Castle Wildland Provincial Park

Figure Name:

DLO BOUNDARY ADJUSTMENT - BASE AREA

Figure Number: 17b

4.3 Proposed Ski Lifts

The CMR Master Development Plan, illustrated in plan view on Figures 18a-b and in 3D perspectives on Figures 19a-b, sets out a strategy to refresh and modernize the existing ski area by selectively replacing aging lift infrastructure and opening new terrain on the southern ridge of Mount Haig. The objective is to preserve and enhance access to the extreme fall-line skiing for which Castle is renowned, while at the same time creating and improving opportunities for lower skill class skiers to help the resort evolve into a true destination for all ability levels.

As outlined in the Technical Assessment section of this report, the natural topography at Castle is predominantly steep and challenging. Through thoughtful design, the Master Development Plan seeks to optimize and expand the limited lower-skill terrain to its fullest potential, balancing Castle's celebrated reputation for high-quality, advanced skiing with a broader spectrum of experiences.

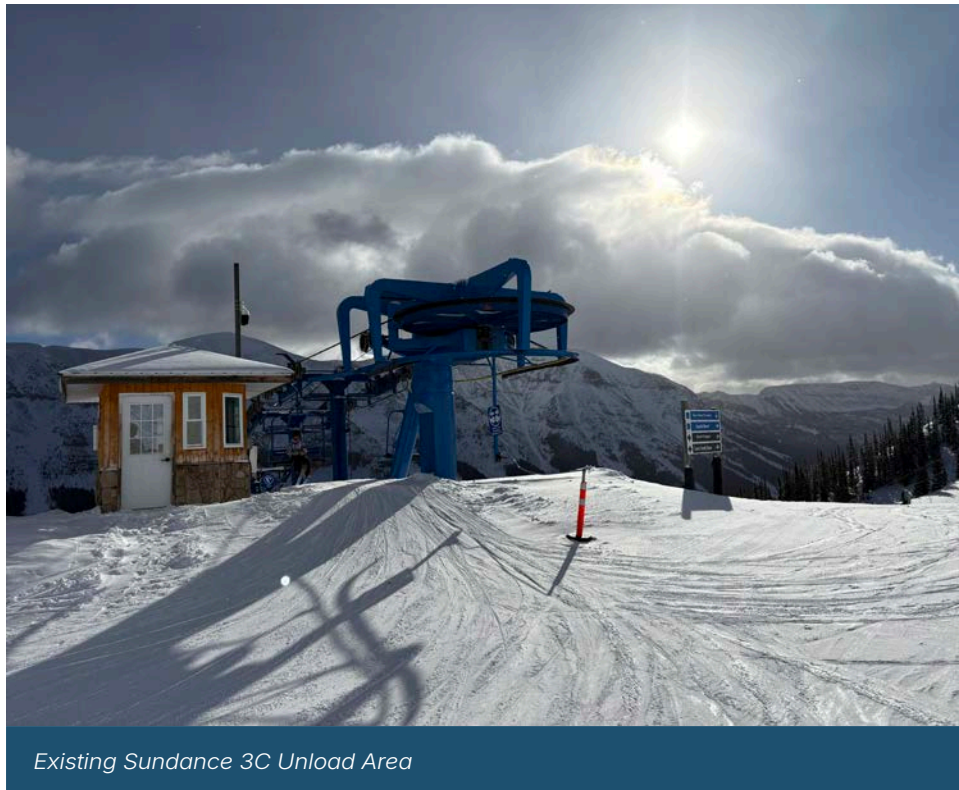
At build-out, the Master Development Plan envisions a total of six aerial chairlifts: two detachable grip four-passenger chairlifts, three fixed-grip four-passenger chairlifts, one fixed-grip two-passenger chairlift and three moving-carpet surface lifts. The ultimate lift system will provide a total capacity of 11,356 passengers per hour, comfortably accommodating 3,610 skiers at one time, and generating 3.739 million Vertical Transport Meters per hour (VTM/hr). The detailed lift specifications for the CMR Master Development Plan are presented in Table 24 and described in the following sections.

Lift 1R - Huckleberry D4C

The existing Huckleberry fixed-grip three-passenger chairlift is proposed to be replaced with a modern detachable-grip four-passenger chairlift. This upgrade represents a critical enhancement to CMR's lift infrastructure, as Huckleberry services the resort's best intermediate and novice terrain and will function as the primary staging lift for the new Stagecoach lift and proposed future expansions further south on Mount Haig. A detachable chairlift will significantly improve the guest experience by providing faster, more efficient out-of-base access and reducing ride times. In addition, detachable technology creates year-round opportunities: the slower loading process enhances pedestrian access for sightseeing, and the lift can be adapted to support potential summer mountain biking operations. The alignment of the new lift closely follows the existing line, constrained at the base by nearby property boundaries. However, the top terminal is proposed to shift slightly west to create more space for unloading and to accommodate the potential development of a mountain restaurant at the current terminal location. The upgraded lift will have a vertical rise of 329 metres, provide a rated capacity of 1,800 passengers per hour, and reduce ride time to approximately five minutes.

Lift 2R - Sundance 4C

The existing Sundance fixed-grip triple chairlift, installed in 1996 using re-purposed equipment from earlier installations, is proposed to be replaced with a modern fixed-grip four-passenger chairlift. While the current lift has been well maintained and remains in good condition for its age, rising maintenance costs will eventually make replacement necessary. Sundance is a critical component of Castle's lift network, serving as the primary out-of-base access lift to the high-alpine terrain on Gravenstafel Ridge and providing connectivity to most of the resort's skiable terrain. Although the lift runs parallel to the T-Rex T-bar, which provides some redundancy in uphill capacity, the T-bar (originally installed in 1965) has surpassed its expected service life and is no longer a reliable backup. Accordingly, it is proposed that both the Sundance triple chair and the T-Rex T-bar be replaced with a single modern fixed-grip four-passenger chairlift on a slightly revised alignment. The bottom terminal is proposed to shift slightly south to improve circulation in the base area, particularly for skiers accessing the beginner zone or arriving via North Road. The top terminal would be situated at approximately 1,920 metres elevation, near the existing T-bar summit, but positioned just north of the current unload area on the lee side of a natural berm. This location has been observed to deflect avalanche activity from above, helping to safeguard the lift infrastructure from potential damage. At build-out, the new lift will provide 522 metres of vertical rise, a rated capacity of 1,800 passengers per hour, and an estimated ride time of 10 minutes.



Lift 4R - Tamarack 4C

The Tamarack chair is proposed to be replaced with a fixed-grip four-passenger chairlift on a slightly revised alignment. The bottom terminal would be shortened to land near the proposed top terminal of the new Sundance chair, creating a seamless transition between the two lifts. While this Master Development Plan suggests replacing Tamarack with a new fixed-grip quad, there is also the potential to reuse relocated lift infrastructure from other projects within the resort. Given the modest specifications, an uphill capacity of 1,800 passengers per hour and a vertical rise of 332 metres, the Tamarack alignment could potentially be serviced by the removed Huckleberry fixed-grip triple chairlift. However, this option would require detailed engineering review by lift manufacturers to confirm feasibility. The replacement lift would continue to serve Tamarack's renowned fall-line terrain, with some small alignment adjustments. In addition to the higher bottom terminal location, the top terminal is proposed to shift slightly south to a site near the existing patrol shack. This revised location would mitigate avalanche hazard exposure, reducing the need for constant snow safety interventions to protect the terminal. At build-out, the new lift will provide 332 metres of vertical rise, a rated capacity of 1,800 passengers per hour, and an estimated ride time of approximately five minutes.



Existing Green Chair 2C Bottom Terminal

Lift 5 - Green Chair 2C

The Green Chair is a fixed-grip two-passenger chairlift proposed to remain in place for the foreseeable future, until the end of its reasonable service life necessitates replacement. A new beginner facility has been designed around its existing alignment, and the layout has been planned so that no adjustment to the lift's location will be required. The current alignment is already well-suited to serving the beginner zone, and future replacement could occur on the same line with similar specifications. While a detachable chairlift would offer optimal loading comfort for novice skiers, the short length of the Green Chair does not justify the added cost or speed. A fixed-grip chair can operate at a very slow line speed, ensuring a safe and approachable loading experience while still providing a reasonable ride time. At build-out, the Green Chair will continue to serve 214 metres of vertical drop, with an uphill capacity of 865 passengers per hour and an estimated ride time of approximately 2.5 minutes.

Lift 6 - Stagecoach express D4C

Stagecoach Express is a major new lift expansion project, currently under construction and scheduled to open for the 2025/26 winter season. This lift will provide chairlift access to terrain previously served only by Castle's cat-skiing operation, unlocking excellent open bowls and naturally gladed subalpine terrain on the east-facing slopes of Mount Haig. The lift infrastructure comes from the retired Angel Chair at Sunshine Village, where it was exceptionally well maintained throughout its service life. The new alignment ascends from a bottom terminal located along the Skidaddle egress trail at 1,555 metres, to a top terminal situated on a natural bench along the northern ridge of Mount Haig at 2,115 metres. Stagecoach Express will deliver an impressive 560 metres of vertical rise, with a rated capacity of 1,891 passengers per hour and an estimated ride time of five minutes. Importantly, this marks CMR's first-ever detachable chairlift installation, ushering in an exciting new chapter for the resort by enhancing guest experience and expanding access to high-quality terrain.

Lift 7 - Haig 2 4C

The proposed Haig 2 chairlift is envisioned as a fixed-grip four-passenger chairlift extending skiing access further south onto the southern ridge of Mount Haig. This lift will unlock exciting new advanced terrain, particularly on the steep south-facing slopes of the ridge, which offer skiing experiences comparable to "The Chutes" on Gravenstafel Ridge, one of Castle's signature zones. In addition, Haig 2 would provide much-needed intermediate terrain, a scarce resource within the study area. This new intermediate network is located below Ski Daddle Road, as illustrated on Figure 18a with proposed trails 7I, 7J, and 7K. The lift is proposed with a bottom terminal at 1,425 metres elevation and a top terminal at 1,845 metres, providing a vertical rise of 420 metres. It would feature a rated capacity of 1,200 passengers per hour and an estimated ride time of approximately 5.5 minutes.

Table 24 Proposed Lift Specifications - Build-out

Lift Number Lift Name	1R Huckleberry	2R Sundance	4R Tamarack	5 Green Chair	6 Stagecoach Express	MC1	MC2	7 Haig 2	
Lift Type Year Constructed	D4C PH1	4C PH2	4C PH2	2C 2002	D4C PH1	MC PH1	MC PH1	4C PH2	TOTAL
Top Elevation m.	1,730	1,920	2,245	1,452	2,115	1,399	1,403	1,845	
Bottom Elevation m.	1,401	1,398	1,913	1,410	1,555	1,397	1,395	1,425	
Total Vertical m.	329	522	332	42	560	3	8	420	2,216
Horizontal Distance m.	1,430	1,280	700	210	1,417	27	70	1,585	
Slope Distance m.	1,467	1,382	775	214	1,524	27	70	1,640	7,100
Average Slope %	23%	41%	47%	20%	40%	9%	11%	26%	33%
Rated Capacity	1,800	1,800	1,800	865	1,891	1,000	1,000	1,200	11,356
V.T.M./Hr.(000)	592	940	598	36	1,059	3	8	504	3,739
Rope Speed m/sec.	5.0	2.3	2.5	1.5	5.0	0.6	0.6	5.0	
Trip Time min.	5.00	10.00	5.00	2.50	5.08	1.00	2.00	5.50	
Operating Hr./Day	7.0	7.0	6.0	7.0	6.0	7.0	7.0	6.0	6.6
V.T.M. Demand/Day	4,013	6,339	6,456	2,120	6,546	940	940	6,495	
Loading Eff. %	90%	90%	95%	70%	90%	90%	90%	95%	
Access Reduction	26%	3%	0%	0%	0%	0%	0%	0%	
SCC Skiers/Day	690	900	530	80	870	20	80	440	3,610
Cumulative Total	690	1,590	2,120	2,200	3,070	3,090	3,170	3,610	

4.4 Proposed Ski Trails

The Ski Area Master Development Plan includes expansion of CMR's ski trail system to service each new lift, as shown on Figures 18a-b. There are 22 proposed ski trails and off-piste / gladed trails which cover 256.5 hectares and have a total length of 27.3 kilometers. The build-out ski trail system includes 132 marked ski trails and off-piste / gladed routes which have a total surface area of 648 hectares and a total length of 90.7 kilometers at build-out. The marked ski pistes and off-piste routes can accommodate a total of 3,077 Skiers at One Time. The detailed specifications for the CMR Master Development Plan ski trails are listed in Tables 25-27.

Table 25 Proposed Trail Specifications - Build-out

		Trail Statistics										Skiers			
Trail Name	Trail Sharing	Trail No.	Skill Class	Elevation		Total Vert. (m.)	Horz. Dist. (m.)	Slope Dist. (m.)	% Slope		Avg. Width (m.)	Horz. Area (ha.)	Slope Area (ha.)	Skiers	
				Top (m.)	Btm (m.)				Avg.	Stp.				p/ha.	Total
Lift 1R Huckleberry															
Ghostrider Glades		1A	6	1689	1543	146	435	459	34%	42%	319	13.87	14.63	1.4	20
Sidewinder / Round Up Traverse		1B	5	1730	1441	289	1346	1,377	21%	46%	26	3.44	3.52	12	40
Ambush Glades		1C	6	1723	1542	181	487	520	37%	40%	63	3.07	3.28	7	20
Outrider		1D	5	1709	1518	191	490	526	39%	49%	37	1.82	1.95	12	20
Buffalo Flats		1E	2	1730	1400	330	1636	1,669	20%	27%	30	4.98	5.08	20	100
Tumbleweed		1F	3	1711	1548	163	619	640	26%	31%	23	1.40	1.45	15	20
Stage		1G	4	1660	1595	65	210	220	31%	32%	18	0.37	0.39	15	6
Pony Express		1H	5	1678	1503	175	492	522	36%	47%	42	2.05	2.18	12	30
Lone Ranger		1I	5	1632	1458	174	549	576	32%	47%	40	2.18	2.29	12	30
Coach		1J	6	1576	1505	71	223	234	32%	45%	21	0.46	0.48	7	3
Buffalo Flats - Steep Line		1K	4	1558	1481	77	267	278	29%	37%	33	0.88	0.92	15	10
Terrain Park Tumbleweed		1L	4	1501	1464	37	138	143	27%	28%	36	0.49	0.51	15	8
Quick Draw		1M	6	1520	1429	91	280	294	33%	39%	21	0.58	0.61	7	4
Total Lift 1R		13						7,457					37.29		311
Lift 2R Sundance															
South Bowl		2A	6	1918	1835	83	250	263	33%	48%	137	3.43	3.61	2.1	10
		2B	5	1848	1723	125	386	406	32%	50%	52	2.02	2.12	12	30
Enchanted Forest		2C	6	1813	1666	147	339	369	43%	49%	49	1.67	1.82	7	10
Easy Street		2D	4	1846	1417	429	1679	1,733	26%	45%	18	3.10	3.20	15	50
Sun down		2E	6	1627	1553	74	149	166	50%	58%	58	0.87	0.97	7	10
Sun Up		2F	6	1648	1498	150	328	361	46%	64%	27	0.87	0.96	1.4	1
Outrigger		2G	7	1653	1550	103	326	342	32%	56%	21	0.70	0.73	2	1
Mouse Trap		2H	6	1662	1583	79	164	182	48%	56%	68	1.12	1.24	7	10
Jelly Roll		2I	6	1583	1489	94	184	207	51%	58%	116	2.14	2.40	7	20
9-5		2J	6	1691	1406	285	662	721	43%	56%	32	2.12	2.31	1.4	3
Twilight		2K	3	1502	1425	77	263	274	29%	34%	15	0.40	0.42	15	10
Dawn		2L	3	1490	1408	82	328	338	25%	33%	16	0.53	0.55	15	10
Dusk		2M	4	1487	1421	66	194	205	34%	38%	18	0.35	0.37	15	6
Whiskeyjack		2N	4	1495	1397	98	477	487	21%	39%	38	1.82	1.86	15	30
		2O	3	1918	1847	71	377	384	19%	38%	23	0.85	0.86	15	10
North Road	P Class 2 20%	3A	2	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	20	20
North Road	P Class 4 20%	3A	4	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	15	20
North Road	P Class 5 20%	3A	5	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	12	10
North Road	P Class 6 20%	3A	6	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	7	10
North Road	P Class 6 70%	3A	7	1848	1438	410	2074	2,114	20%	41%	27	5.62	1.15	10	10
Centre		3B	5	1724	1397	327	845	906	39%	59%	50	4.25	4.56	12	50
South Shotgun		3C	7	1788	1610	178	275	328	65%	65%	63	1.73	2.06	2	4
North Shotgun		3D	7	1826	1488	338	752	824	45%	57%	47	3.50	3.84	2	8
Ricochet		3E	7	1783	1575	208	350	407	59%	68%	90	3.16	3.68	2	7
Beaver / Freestyle Site		3F	5	1586	1430	156	411	440	38%	48%	45	1.87	2.00	12	20
Goat Glades		3G	7	1713	1484	229	480	532	48%	72%	104	5.00	5.54	2	11
Duke		3H	7	1697	1504	193	337	388	57%	73%	75	2.53	2.92	2	6
The Q		3I	6	1686	1448	238	448	507	53%	60%	41	1.84	2.08	1.4	3
Backwoods		3J	7	1624	1475	149	249	290	60%	60%	88	2.19	2.55	2	5
Wolverine		3K	7	1615	1456	159	298	338	53%	79%	52	1.54	1.75	2	4
Weasel		3L	7	1607	1477	130	211	248	62%	75%	49	1.03	1.21	2	2
Lynx		3M	7	1600	1487	113	185	217	61%	70%	40	0.74	0.87	2	2
Easy Way		3N	2	1652	1566	86	470	478	18%	20%	11	0.53	0.54	20	10
Terrain Park North		3O	2	1516	1495	21	131	133	16%	17%	18	0.24	0.24	20	5
Drifter	P Lift 4R, 61%	4A	6	2214	1592	622	1118	1,279	56%	78%	135	15.10	10.56	2.1	20
High Plains	P Lift 4R, 61%	4B	6	2213	1803	410	732	839	56%	63%	106	7.78	5.45	2.1	11
Showdown	P Lift 4R, 61%	4C	6	2057	1833	224	360	424	62%	67%	95	3.43	2.47	2.1	5
OK Corral	P Lift 4R, 61%	4D	7	1804	1583	221	372	433	59%	73%	88	3.29	2.34	3	7
Being There / Show Girl	P Lift 4R, 61%	4E	7	1981	1574	407	682	794	60%	78%	90	6.16	4.38	2	9
Sideshow	P Lift 4R, 61%	4F	7	1956	1565	391	662	769	59%	82%	70	4.62	3.28	2	7
Trapper	P Lift 4R, 61%	4G	7	1999	1647	352	618	711	57%	73%	95	5.86	4.12	2	8
The Burn	P Lift 4R, 61%	4T	7	1902	1710	192	301	357	64%	70%	131	3.95	2.87	2	6
High Rustler	P Lift 4R, 61%	C1	7	2158	1782	376	650	751	58%	100%	232	15.11	10.67	3	30

Table 26 Proposed Trail Specifications - Build-out - Continued

		Trail	Skill	Elevation		Total	Horz.	Slope	% Slope		Avg.	Horz.	Slope	Skiers	
Trail Name	Trail Sharing	No.	Class	Top (m.)	Btm (m.)	Vert. (m.)	Dist. (m.)	Dist. (m.)	Avg.	Stp.	Width (m.)	Area (ha.)	Area (ha.)	p/ha.	Total
Desperado	P Lift 4R, 61%	C2	7	2173	1749	424	712	829	60%	110%	169	12.02	8.55	3	30
Lone Star	P Lift 4R, 61%	C3	7	2184	1728	456	779	903	59%	86%	124	9.66	6.84	3	20
Blazing Saddles	P Lift 4R, 61%	C4	7	2201	1710	491	857	988	57%	72%	151	12.95	9.12	3	30
Saddle Up	P Lift 4R, 61%	C5	7	1907	1698	209	397	449	53%	61%	78	3.10	2.14	3	6
Gambler	P Lift 4R, 61%	C6	7	2049	1692	357	607	704	59%	77%	100	6.08	4.31	3	13
Gambler Glades	P Lift 4R, 61%	C7	7	1875	1657	218	393	449	55%	65%	76	2.97	2.08	3	6
Full House	P Lift 4R, 61%	C8	7	2023	1625	398	647	760	62%	69%	185	11.97	8.59	3	30
Easy Out	P Lift 4R, 61%	C9	7	1805	1689	116	706	715	16%	17%	11	0.81	0.50	3	2
Cinch Sluffs	P Lift 4R, 61%	C10	7	1743	1601	142	203	248	70%	80%	82	1.66	1.24	3	4
Minus 2	P Lift 4R, 61%	F1	7	2065	1828	237	325	402	73%	113%	68	2.21	1.67	3	5
Minus 1	P Lift 4R, 61%	F2	7	2067	1820	247	361	437	68%	117%	63	2.28	1.69	3	5
Zero	P Lift 4R, 61%	F3	7	2074	1816	258	384	463	67%	100%	76	2.90	2.13	3	6
Murphy's Law	P Lift 4R, 61%	F4	7	2096	1813	283	411	499	69%	104%	88	3.62	2.69	3	8
Haavy's Dream	P Lift 4R, 61%	F5	7	2119	1803	316	463	561	68%	96%	133	6.14	4.54	3	14
Goat Bowl	P Lift 4R, 61%	N1	7	2029	1899	130	256	287	51%	71%	93	2.39	1.64	2	3
Chinook Upper	P Lift 4R, 61%	N2	7	2102	1862	240	470	528	51%	97%	103	4.86	3.34	2	7
Powder Horns	P Lift 4R, 61%	N3	7	2075	1757	318	636	711	50%	84%	116	7.36	5.03	2	10
Goat Run	P Lift 4R, 61%	N4	6	1965	1775	190	352	400	54%	76%	109	3.82	2.65	1.4	4
Funk's Bowl	P Lift 4R, 61%	N5	7	1888	1748	140	249	286	56%	71%	134	3.33	2.33	2	5
Chinook Lower	P Lift 4R, 61%	N6	6	1774	1665	109	197	225	55%	69%	77	1.52	1.06	7	7
Northern Delight	P Lift 4R, 61%	N7	6	1764	1624	140	242	280	58%	71%	165	4.00	2.82	1.4	4
Bowl Access / North Bowl	P Lift 4R, 61%	N8	6	1772	1578	194	440	481	44%	62%	43	1.89	1.27	7	9
Double Exposure	P Lift 4R, 61%	N9	7	2048	1730	318	589	669	54%	75%	91	5.34	3.71	2	7
Northern Exposure	P Lift 4R, 61%	N10	7	1980	1688	292	457	542	64%	77%	120	5.49	3.98	2	8
North Star	P Lift 4R, 61%	N11	7	1925	1666	259	432	504	60%	79%	76	3.28	2.33	2	5
Ugly Face	P Lift 4R, 61%	N12	7	1732	1569	163	213	268	77%	82%	67	1.43	1.10	2	2
Wammy	P Lift 4R, 61%	N13	7	1904	1555	349	566	665	62%	79%	63	3.57	2.56	2	5
100 Last Turns	P Lift 4R, 61%	N14	7	1884	1528	356	661	751	54%	74%	73	4.84	3.36	2	7
Cinch Traverse	P Lift 4R, 61%	A	6	1829	1535	294	2352	2,370	13%	16%	8	1.85	1.14	7	8
Cinch Fork	P Lift 4R, 61%	B	7	1715	1612	103	1007	1,012	10%	14%	8	0.80	0.49	10	5
Ridge Run - NEW	P Lift 4R, 61%	N15	4	2100	1520	580	3078	3,132	19%	35%	19	5.81	3.61	15	54
North Glades - NEW	P Lift 4R, 61%	N15	7	1860	1570	290	631	694	46%	75%	404	25.50	17.15	2	34
Total Lift 2R		34	No Shared Trails					23,044		No Shared Trails		224.82		884	
Lift 4R Tamarack															
Drifter	P Lift 2R, 39%	4A	6	2214	1592	622	1118	1,279	56%	78%	135	15.10	6.72	2.1	10
High Plains	P Lift 2R, 39%	4B	6	2213	1803	410	732	839	56%	63%	106	7.78	3.47	2.1	10
Showdown	P Lift 2R, 39%	4C	6	2057	1833	224	360	424	62%	67%	95	3.43	1.57	2.1	3
OK Corral	P Lift 2R, 39%	4D	7	1804	1583	221	372	433	59%	73%	88	3.29	1.49	3	4
Being There / Show Girl	P Lift 2R, 39%	4E	7	1981	1574	407	682	794	60%	78%	90	6.16	2.79	2	6
Sideshow	P Lift 2R, 39%	4F	7	1956	1565	391	662	769	59%	82%	70	4.62	2.09	2	4
Trapper	P Lift 2R, 39%	4G	7	1999	1647	352	618	711	57%	73%	95	5.86	2.62	2	5
Huckleberry Bowl / Huckleberry Ridge		4H	6	2215	1999	216	538	580	40%	54%	119	6.38	6.87	2.1	10
Tamarack Bowl		4I	6	2084	1950	134	210	249	64%	64%	119	2.50	2.97	2.1	10
Tamarack		4J	6	2174	1921	253	611	661	41%	60%	91	5.53	5.99	2.1	10
Showboat		4K	7	2037	1923	114	169	204	67%	70%	86	1.46	1.76	3	5
Deputy		4L	7	2167	1911	256	557	613	46%	81%	116	6.46	7.11	3	20
Sheriff		4M	7	2152	1904	248	485	545	51%	74%	182	8.83	9.92	3	30
Outlaw		4N	6	2130	1906	224	407	465	55%	70%	199	8.11	9.26	2.1	20
Off Ramp		4O	5	2245	2174	71	182	195	39%	53%	35	0.63	0.68	12	10
Easy Ramp / Skyline Traverse / High noon		4P	4	2245	1847	398	1996	2,035	20%	45%	31	6.09	6.21	15	90
Bandito		4Q	5	2117	1905	212	460	507	46%	48%	55	2.52	2.77	12	30
Harker's Highway		4R	5	2104	1946	158	941	954	17%	55%	52	4.86	4.93	12	60
Mid-Traverse		4S	5	1902	1892	10	369	369	3%	5%	7	0.27	0.27	12	3
The Burn	P Lift 2R, 39%	4T	7	1902	1710	192	301	357	64%	70%	131	3.95	1.82	2	4
High Rustler	P Lift 2R, 39%	C1	7	2158	1782	376	650	751	58%	100%	232	15.11	6.79	3	20
Desperado	P Lift 2R, 39%	C2	7	2173	1749	424	712	829	60%	110%	169	12.02	5.44	3	20
Lone Star	P Lift 2R, 39%	C3	7	2184	1728	456	779	903	59%	86%	124	9.66	4.35	3	10
Blazing Saddles	P Lift 2R, 39%	C4	7	2201	1710	491	857	988	57%	72%	151	12.95	5.80	3	20
Saddle Up	P Lift 2R, 39%	C5	7	1907	1698	209	397	449	53%	61%	78	3.10	1.36	3	4
Gambler	P Lift 2R, 39%	C6	7	2049	1692	357	607	704	59%	77%	100	6.08	2.74	3	10
Gambler Glades	P Lift 2R, 39%	C7	7	1875	1657	218	393	449	55%	65%	76	2.97	1.32	3	4
Full House	P Lift 2R, 39%	C8	7	2023	1625	398	647	760	62%	69%	185	11.97	5.46	3	20
Easy Out	P Lift 2R, 39%	C9	7	1805	1689	116	706	715	16%	17%	11	0.81	0.32	3	1
Cinch Sluffs	P Lift 2R, 39%	C10	7	1743	1601	142	203	248	70%	80%	82	1.66	0.79	3	2
Minus 2	P Lift 2R, 39%	F1	7	2065	1828	237	325	402	73%	113%	68	2.21	1.07	3	3
Minus 1	P Lift 2R, 39%	F2	7	2067	1820	247	361	437	68%	117%	63	2.28	1.07	3	3
Zero	P Lift 2R, 39%	F3	7	2074	1816	258	384	463	67%	100%	76	2.90	1.36	3	4
Murphy's Law	P Lift 2R, 39%	F4	7	2096	1813	283	411	499	69%	104%	88	3.62	1.71	3	5
Haavy's Dream	P Lift 2R, 39%	F5	7	2119	1803	316	463	561	68%	96%	133	6.14	2.89	3	10
Goat Bowl	P Lift 2R, 39%	N1	7	2029	1899	130	256	287	51%	71%	93	2.39	1.04	2	2
Chinook Upper	P Lift 2R, 39%	N2	7	2102	1862	240	470	528	51%	97%	103	4.86	2.12	2	4
Powder Horns	P Lift 2R, 39%	N3	7	2075	1757	318	636	711	50%	84%	116	7.36	3.20	2	6
Goat Run	P Lift 2R, 39%	N4	6	1965	1775	190	352	400	54%	76%	109	3.82	1.69	1.4	2
Funk's Bowl	P Lift 2R, 39%	N5	7	1888	1748	140	249	286	56%	71%	134	3.33	1.49	2	3
Chinook Lower	P Lift 2R, 39%	N6	6	1774	1665	109	197	225	55%	69%	77	1.52	0.68	7	-
Northern Delight	P Lift 2R, 39%	N7	6	1764	1624	140	242	280	58%	71%	165	4.00	1.80	1.4	3
Bowl Access / North Bowl	P Lift 2R, 39%	N8	6	1772	1578	194	440	481	44%	62%	43	1.89	0.80	7	10
Double Exposure	P Lift 2R, 39%	N9	7	2048	1730	318	589	669	54%	75%	91	5.34	2.36	2	5
Northern Exposure	P Lift 2R, 39%	N10	7	1980	1688	292	457	542	64%	77%	120	5.49	2.53	2	5

Table 27 Proposed Trail Specifications - Build-out - Continued

Trail Name	Trail Sharing	Trail No.	Skill Class	Elevation		Total Vert. (m.)	Horz. Dist. (m.)	Slope Dist. (m.)	% Slope		Avg. Width (m.)	Horz. Area (ha.)	Slope Area (ha.)	Skiers	
				Top (m.)	Btm (m.)				Avg.	Stp.				p/ha.	Total
North Star	P Lift 2R, 39%	N11	7	1925	1666	259	432	504	60%	79%	76	3.28	1.49	2	3
Ugly Face	P Lift 2R, 39%	N12	7	1732	1569	163	213	268	77%	82%	67	1.43	0.70	2	1
Wammy	P Lift 2R, 39%	N13	7	1904	1555	349	566	665	62%	79%	63	3.57	1.63	2	3
100 Last Turns	P Lift 2R, 39%	N14	7	1884	1528	356	661	751	54%	74%	73	4.84	2.14	2	4
Cinch Traverse	P Lift 2R, 39%	A	6	1829	1535	294	2352	2,370	13%	16%	8	1.85	0.72	7	10
Cinch Fork	P Lift 2R, 39%	B	7	1715	1612	103	1007	1,012	10%	14%	8	0.80	0.31	10	3
Ridge Run - NEW	P Lift 4R, 61%	N15	4	2100	1520	580	3078	3,132	19%	35%	19	5.81	3.61	15	54
North Glades - NEW	P Lift 4R, 61%	N15	7	1860	1570	290	631	694	46%	75%	404	25.50	17.15	2	34
Total Lift 4		53						35,946					169.22		632
Lift 5 Green Chair															
Flap Jack		5B	2	1428	1396	32	273	275	12%	17%	22	0.61	0.61	20	10
Rabbit Flats		5C	2	1428	1396	32	343	344	9%	12%	27	0.91	0.91	20	20
Total Lift 5		2						619					1.52		30
Lift 6 Stagecoach Express															
		6A	7	2110	1735	375	1200	1,257	31%	75%	43	5.18	5.43	10	50
		6B	5	2110	1945	165	404	436	41%	55%	42	1.68	1.81	12	20
		6C	4	2010	1550	460	2812	2,849	16%	41%	19	5.33	5.40	15	80
		6D	6	1835	1630	205	474	516	43%	64%	46	2.19	2.39	7	20
		6E	6	1910	1620	290	586	654	49%	55%	46	2.67	2.98	7	20
		6F	6	2085	1615	470	989	1,095	48%	65%	43	4.27	4.73	7	30
		6G	6	2030	1600	430	978	1,068	44%	58%	39	3.82	4.17	7	30
		6H	7	1855	1590	265	800	843	33%	72%	42	3.39	3.57	10	40
		6I	7	1925	1575	350	693	776	51%	72%	45	3.10	3.47	10	30
		6J	4	2110	1555	555	1893	1,973	29%	42%	29	5.56	5.79	15	90
		0	5	0	0	0	0	-	0%	0%	-	-	8.00	3.6	30
		0	6	0	0	0	0	-	0%	0%	-	-	24.00	2.1	50
		0	7	0	0	0	0	-	0%	0%	-	-	70.00	3	210
Total Lift 6		10						11,468					141.74		700
MC1															
		MC1	1	1399	1397	2.5	43	43	6%	9%	21	0.09	0.09	20	20
Total MC1		1						43					0.09		20
MC2															
Rabbit Flats - Lower		MC2	1	1403	1395	8	80	80	10%	12%	26	0.21	0.21	20	40
Total MC2		1											0.21		40
Haig 2															
		7A	7	1845	1520	325	1949	1,976	17%	77%	18	3.47	3.52	10	40
		7B	7	1845	1620	225	401	460	56%	65%	49	1.97	2.26	10	20
		7C	7	1820	1585	235	423	484	56%	73%	49	2.07	2.37	10	20
		7D	7	1755	1555	200	355	407	56%	67%	48	1.71	1.96	10	20
		7E	6	1845	1530	315	1220	1,260	26%	65%	40	4.93	5.09	7	40
		7F	4	1845	1720	125	770	780	16%	41%	26	2.03	2.06	15	30
		7G	5	1665	1425	240	918	949	26%	50%	35	3.23	3.34	12	40
		7H	6	1635	1430	205	683	713	30%	65%	40	2.70	2.82	7	20
		7I	5	1620	1440	180	550	579	33%	50%	41	2.27	2.39	12	30
		7J	4	1615	1475	140	390	414	36%	42%	42	1.65	1.75	15	30
		7K	4	1595	1510	85	225	241	38%	43%	46	1.03	1.10	15	20
		7L	4	1550	1425	125	1268	1,274	10%	11%	11	1.40	1.41	15	20
		7M	7	1840	1630	210	346	405	61%	75%	222	7.69	9.00	3	30
		7N	7	1840	1600	240	431	493	56%	75%	190	8.20	9.39	3	30
		7O	7	1815	1570	245	446	509	55%	75%	194	8.65	9.87	3	30
		7P	7	1730	1535	195	332	385	59%	75%	158	5.24	6.08	3	20
		7Q	6	1845	1685	160	660	679	24%	60%	129	8.54	8.79	2.1	20
Total Haig 2		17						12,008					73.20		460
Total All Lifts		136						93 km					656.95 Ha		3,177

Redesigned Beginner Zone

While CMR is renowned for its world-class expert terrain, it is essential for any destination resort to provide facilities for all ability levels, particularly beginners and ski school participants, so that every guest can enjoy what the mountain has to offer. A well-designed beginner zone is key to attracting a more diverse clientele and fostering skier development from the ground up, enabling newcomers to progress toward Castle's more advanced offerings. Castle's existing beginner facilities, comprising the Green Chair fixed-grip double, a short moving carpet, and a seldom-used handle tow, are serviceable but in need of a comprehensive overhaul to improve guest experience, safety, and progression. The redesigned beginner zone will remain in the current location near the base area, maintaining proximity to skier service amenities. The proposed conceptual layout and grading plan are shown in Figure 29 in section 5.0.

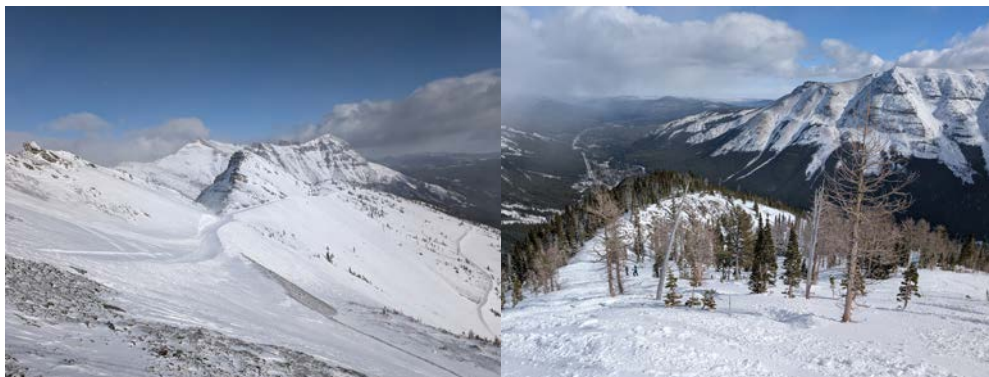
One priority area of improvement involves the sharp, nearly 90-degree corners of Flapjack and Rabbit Flats trails. These corners are difficult for novice skiers to navigate, especially those with limited ability to manage speed and turning, and they present safety concerns due to steep drop-offs toward the parking lots and townhouse developments. We propose grading these sections to create gentler, more forgiving transitions. In addition, a new trail is proposed across the natural fall line, with intersecting trails decommissioned to eliminate hazardous trail crossings. This layout establishes a logical progression from Rabbit Flats to the new trail, which provides a slightly steeper average gradient. For first-time skiers, we propose two new moving carpet surface lifts of graduated lengths and slopes adjacent to the Green Chair bottom terminal. These carpets will offer an ideal environment for first-time skiers and ski school programs, allowing participants to build confidence before advancing to the chairlift and longer runs.

Finally, we recommend re-grading the lower stretch of North Road to eliminate an extended flat section, improving overall flow for skier traffic approaching from that direction. We propose staggered fencing near the Green Chair unload to discourage advanced skiers from entering the beginner zone, enhancing safety for novice users.

Existing Area Infill

Although the majority of lift-accessed terrain within the CMR ski area is already developed and controlled, two areas of potential trail expansion have been identified to further diversify the resort's offerings.

The first opportunity is a new trail descending the northernmost ridge of the study area, identified as trail marker N15 on Figure 18a. While this ridge is occasionally skied by experts, selective tree removal and minor earthworks could transform it into a signature intermediate run extending from the top of the Tamarack chair to the valley floor. The trail would follow the ridge line, offering dramatic drop-offs to either side and panoramic views to the north. Lower on the ridge, additional gladed terrain could be developed, identified by trail marker N16 on Figure 18a. To complete the connection, a new traverse trail would be required to direct skiers back to North Road near the existing terrain park. A second opportunity involves a smaller improvement near the top of Huckleberry chair, identified by trail marker 6N on Figure 18a. Here, targeted tree thinning could create a high-quality north-facing gladed run while also helping to redistribute skier traffic. This would relieve congestion in the heavily used intermediate zone at the top of Huckleberry, particularly important once the Stagecoach lift is in operation and, in the future, when the proposed Huckleberry Lodge is built.



Views to the north and east from the north ridge of Gravenstafel

Ski Terrain Skill Class Balance

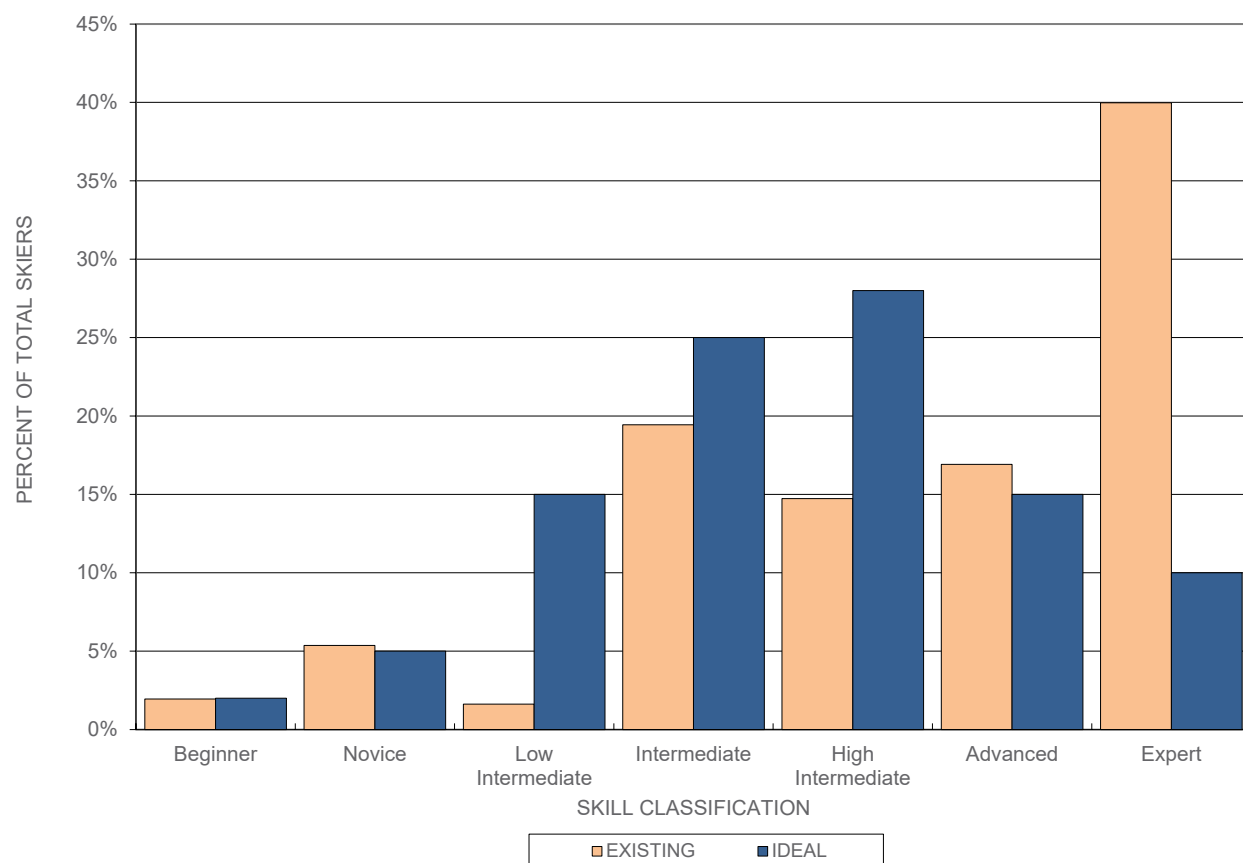
At build-out, the distribution of ski terrain by skill class is summarized in Table 28 and illustrated in Plate 9. While planning efforts have focused on adding intermediate terrain where possible, the natural character of CMR is undeniably steep, resulting in a terrain balance that skews toward advanced and expert levels. Consequently, terrain for Skill Classes 3 and 4 remains limited relative to an ideal market distribution. Although this differs from the preferred balance, Castle's rugged, extreme terrain is one of its defining assets and a key attraction for thrill-seeking skiers. With the addition of strategic intermediate routes and a redeveloped beginner zone, CMR will provide a full progression of terrain for all ability levels.

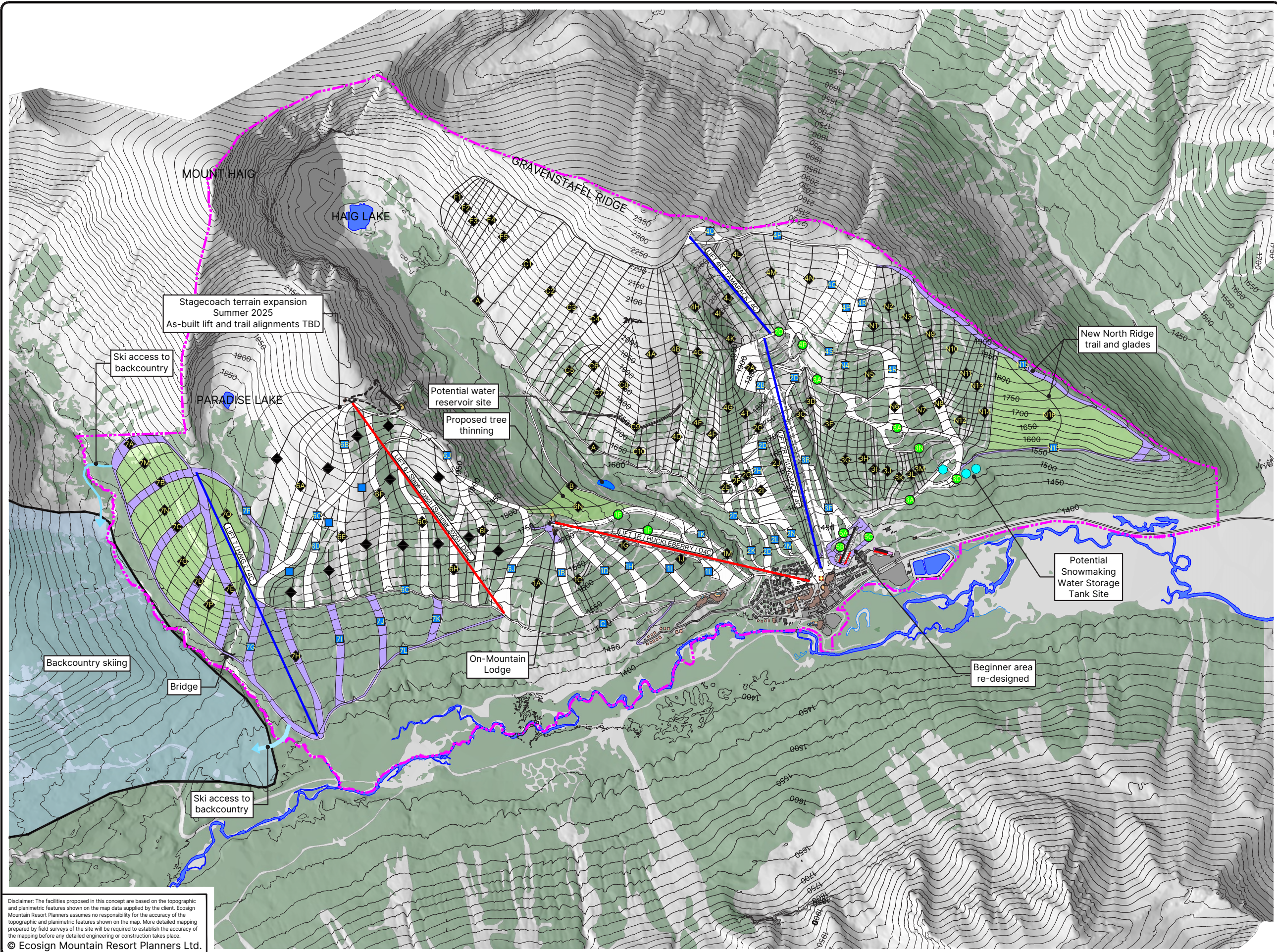
Table 28 Proposed Trail Balance - Build-out

Lift SCC = 3,610

Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	0.3	60	2%	2%
2 Novice	8.5	165	5%	5%
3 Low Intermediate	3.3	50	2%	15%
4 Intermediate	39.3	598	19%	25%
5 High Intermediate	44.0	453	15%	28%
6 Advanced	160.5	521	17%	15%
7 Expert	392.2	1,230	40%	10%
TOTALS	648.1	3,077	100%	100%

Average Density = 5.6 Skiers/Hectare
 Optimum Density = 11.6 Skiers/Hectare
 Weighted Demand = 6,052 VTM/Skier/Day

Plate 9 Proposed Trail Balance - Build-out



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Client:



Consultant:



Contour Interval: 5 Meter Date: 10/2025

0m 200 400 600 800

Legend:

SKI TRAIL ABILITY LEVEL

Easiest 

More Difficult 

Most Difficult 

LEGEND

Existing Lifts 

Proposed Lifts - Phase 1 

Proposed Lifts - Phase 2 

Removed Lifts 

Existing Trails 

Existing Off-Piste Trails 

Proposed Trails 

Proposed Off-Piste Trails 

Proposed DLO Boundary 

MSO/Infirmary 

Figure Name:

SKI AREA MASTER PLAN - OVERALL

Figure Number: **18a**

4.5 Guest and Skier Services

Guest services are defined as spaces and facilities that support visitors and active users by providing for their needs and enhancing their overall experience at the resort. Since winter visitors, particularly skiers, represent the largest group requiring specific services, planning to meet this peak demand will also ensure sufficient capacity during other busy periods throughout the year.

To guide the planning of future guest and skier service facilities, it is necessary to estimate the number of active users, especially skiers and snowboarders, expected on an average busy day at the resort.

As outlined in Section 2.10, Existing Guest and Skier Services, guest types are categorized into Active Users and Non-Participants. Table 29, Guest Types and Target Visitation Estimates, presents projections of future visitation based on the base area's capacity and all proposed activities during the busiest winter months of the year.

Table 29 Guest Types and Target Visitation

GUEST TYPE	TARGET WINTER PEAK DAY Phase 2	DESIGN DAY Phase 2
Active Users		
Mountain Skiers / Snowboarders	3,610	3,070
Other Recreation Users	1,170	990
Total Active Users	4,780	4,060
Non-Participating Visitors (15%)	720	580
TOTAL VISITATION (Winter)	5,500	4,640

As in the existing skier service analysis, it is important to ensure that facilities are not designed for only the peak periods and underutilized during the remainder of the season. Based on the analysis of existing visitor patterns during busy periods in the season and comparable industry data, we have estimated that 85% of the Target Peak Day represent the "Design Day" and which would be used as a basis for calculating and planning the skier services at CMR at build-out.

The estimates for "Active Users," represents the combination of skiers and other guests and could amount to a total of 4,720 during maximum capacity. During the Design Day, the total of Active Users is estimated at 4,060. Additionally, Non-Participants are estimated to comprise 15% of the total number of Active Users.

Guest and skier service staging facilities provide essential functions related to the operation and management of the ski area. At CMR, the skier services are integrated into the ground floor of Buildings D and E that are adjacent to the snowfront.

Table 30 lists all guest service categories together with the recommended planning standard or quantity based as previously identified in Section 2.12. According to Ecosign's planning assumptions, approximately 4,130 m² of function space is required to meet the needs of the Target visitation in Phase 2.



Typical Skier Service Facilities

Table 30 Existing & Recommended Floor Space Comparison

GUEST SERVICE FUNCTION	RECOMMENDED STANDARD / QUANTITY	PROPOSED FLOOR SPACE <i>m</i> ²
Staging Facilities		
Ticket Sales	6 ticket windows and Self Service Kiosks	20
Public Day Use Cubbies	300 cubbies	30
Public Seasonal Lockers	150 lockers	120
Rental Equipment & Repair	430 renters on Design Day	540
Guest Services	0.035 m ² per Design Day Active Users	140
Child-minding	15 Kids (ages 1.5yr - 5yrs)	230
Snow Sports School	0.028 m ² per TOP10 Skier	80
Adaptive Centre	10 Adaptive Skiers	40
Competitive Program	225 Competitive Participants	450
Subtotal Staging Facilities		1,650
Commercial Facilities		
Food & Beverage Seating	980 Indoor Seats	870
Kitchen & Scramble	Kitchen at 35% of Seating Space Scramble at 5% of Seating Space	350
Bar / Lounge	240 Indoor Seats	200
F&B Restrooms	0.082 m ² per Design Day Active Users	330
Accessory/Retail Sales	0.053 m ² per Design Day Active Users	220
Subtotal Commercial Facilities		1,970
Operational Facilities		
Administration	0.084 m ² per Design Day Skier	240
Employee Facilities	0.060 m ² per Design Day Skier	170
First Aid & Ski Patrol	0.033 m ² per Design Day Skier	100
Subtotal Operational		510
TOTAL FUNCTIONAL SPACE		4,130
S&R, Storage, Garbage @ 12%	8-12% of Total Functional Space	500
Mechanical @ 3.5%	3.5% of Total Functional Space	140
Circ./Walls/Waste	20-25% of Total Functional Space	910
TOTAL SPACE		5,680

The following section provides additional information on key guest service facilities.

Tickets

At CMR, it is proposed that ticket windows and guest services be located on the west façade of Building D. This prominent location ensures high visibility for guests approaching the snowfront from the village. In addition, ticket kiosks positioned along the exterior wall of the day lodge will provide guests with a convenient and efficient option for ticket pickup.

Lockers (Daily and Seasonal)

With the transition to a destination resort, the number of cubbies and seasonal lockers should also increase in-line with industry standards. We have proposed 300 cubbies and 150 lockers be provided in the daylodge.

Equipment Rental and Repair

At CMR, the main daylodge will accommodate the primary ski rental shop. With the transition to a destination resort, the proportion of guests renting equipment is projected to increase from the existing 8% to 15%, resulting in approximately 430 renters per day. Based on the standard allocation of 1.25 m² per skier, this equates to a recommended rental shop space of approximately 540 m².

Child-Minding

The daycare centre is sized for approximately 15 children and planned to be located in Building E. This daycare space should provide special food preparation and toilet facilities, as well as room for general play, crafts, and nap periods.

Adaptive Center

The space for Adaptive programs is located on the main level of the daylodge and could support 10 adaptive skiers with their support / assistants.

Food Service Seating

The proposed F&B facilities at CMR are included in the following buildings:

- Building D - Daylodge
- Building E - Condo and Commercial Building
- Huckleberry Lodge
- Building G - the Hotel
- There will be other F&B locations throughout the village accommodation buildings, potential locations for this F&B space is identified on the Commercial Space Plan (Figure 28)

In order to estimate the capacity requirements of the mountain operated restaurant seating areas, we have made the following assumptions:

- Peak Lunch Period from 12 - 2pm
- Estimated average number of turns at 2.5; actual turns by restaurant is outlined in Table 31
- Average seat size at 1.2m²
- The number of active users skiers on the Design Day is 3,070 and other recreation users are 910, therefore total Active Users during the Design Day is 3,980
- 25% of the total Active Users will either eat at other establishments in the village or at their accommodation or won't want lunch within the 12 - 2pm period
- Therefore assumed guest lunch participation rate is 75%
- 100% of the participating lunch guests can be accommodated inside since the biggest days usually occur during the Christmas holiday period
- An additional 40% of seating capacity can be accommodated in outdoor seating areas

Based on these assumptions, we estimate that CMR should provide enough seating to service approximately 3,040 active users which takes into account the dining participation rate of 75%.

In periods of inclement weather and busy winter periods, we have assumed that 100% of these skiers will need to be serviced in indoor seating which would require 1,220 seats as shown in Table 31.

BUILDING D: A large cafeteria is proposed on the ground and second level with views up the mountain. Skier services along the snowfront include ski rentals, tickets, and accessory retail.

BUILDING E: A second guest restaurant is proposed on the south-west wing of the building with 350 indoor seats and 70 outdoor seats.

HUCKLEBERRY LODGE: At the top of the Huckleberry lift a mountain lodge provides 150 indoor seats and 50 outdoor seats, used by skiers in the winter, and sightseeing visitors in the summer.

BUILDING G: The hotel sits on the main snowfront, adjacent to the Huckleberry bottom terminal on the north-west wing of the building, offering 240 indoor seats along with 150 outdoor patio seats.

Table 31 Proposed Restaurant Seat Program

Existing Restaurant	Indoor Seats			Outdoor Seats			TOTAL Guests Served
	Number of Seats	Turns per Seat during Peak Period (12-2pm)	Guests Served	Number of Seats	Turns per Seat during Peak Period (12-2pm)	Guests Served	
<i>Restaurants & Cafeterias</i>							
Building D - Cafeteria	480	3.0	1,440	160	2.0	320	1,760
Huckleberry Lodge	150	2.5	375	50	2.0	100	475
Building E - Restaurant	350	2.5	875	70	2.0	140	1,015
<i>Bar and Lounge</i>							
Building G - Bar and Lounge	240	2.5	600	150	2.0	300	900
TOTAL	1,220		3,290	430		860	4,150

All together, the 4 restaurants can seat 3,290 skiers and other recreational users indoors.

Kitchen and Scramble

The size of kitchen space is highly dependent of the type of food served in the restaurant. On average we have assumed kitchen is 40% of the seating space with an additional 10-15% for a cafeteria style scramble or other serving areas.

Operational / Service Facilities

Administration

Office space for resort administration is required to be in close proximity to the base area. This function can be located outside of the main skier staging area but should be easily accessible from the ski trails for staff working both on-mountain and in the base area. At CMR, Ecosign has proposed administration space be located in Building E.

Employee Facilities

Employee facilities include locker space, lounge, meeting rooms and training areas for employees. These services should be located in the base area, but it is recommended that they be somewhat removed from the main staging area. Providing adequate employee facilities contributes to a resort's capacity to attract and retain good employees. Employee space is proposed in Building E.

First Aid & Ski Patrol

The first aid and ski patrol require direct access from the slopes to allow the patrol to bring in injured skiers by toboggan. There must also be direct ambulance access to the first aid room from a vehicular terminus zone or parking lot.

The proposed location of the first Aid and ski patrol is near the bottom terminal of the new Huckleberry lift.

Skier Service Program

CMR skier service space has been programmed in multiple buildings in both the resort base area and on the mountain in key locations that are most visible and accessible to skiers and guests.

Table 32, outlines each of the skier service buildings with their total floor area allocated to each of the skier service categories. According to the CMR Skier Service Program, there is a total functional space of 4,150m² GFA across 7 main buildings which closely matches the required space of 4,920m² of functional space outlined in Table 30.



Table 32 Castle Skier Service Program

GUEST SERVICE FUNCTION	TOP OF TAMERAK <i>m²</i>	DAYLODGE - BUILDING D <i>m²</i>	BUILDING E <i>m²</i>	HUCKLE- BERRY LODGE <i>m²</i>	FIRST AID / PATROL <i>m²</i>	BUILDING G <i>m²</i>	COMPET. PROGRAM <i>m²</i>	Total Existing Skier Service Space <i>m²</i>
Staging Facilities								
Ticket Sales		20						20
Public Day Use Cubbies		30						30
Public Seasonal Lockers		120						120
Rental Equipment & Repair		540						540
Guest Services		140						140
Child-minding			230					230
Snow Sports School		80						80
Adaptive Centre		50						50
Competitive Program							450	450
Subtotal Staging Facilities	-	980	230	-	-	-	450	1,660
Commercial Facilities								
Food & Beverage Seating		390	300	180				870
Kitchen & Scramble		110	100	80		60		350
Bar / Lounge				40		160		200
F&B Restrooms		150	100	50		30		330
Accessory/Retail Sales		100	90		20			210
Subtotal Commercial Facilities	-	750	590	350	20	250	-	1,960
Operational Facilities								
Administration			240					240
Employee Facilities			150	20				170
First Aid & Ski Patrol	15			20	85			120
Subtotal Operational	15	-	390	40	85	-	-	530
TOTAL FUNCTIONAL SPACE	15	1,730	1,210	390	105	250	450	4,150
S&R, Storage, Garbage @ 12%	5	200	130	50	10	30	50	475
Mechanical @ 3.5%	2	60	40	20	5	10	15	152
Circ./Walls/Waste	3	340	240	50	20	50	90	793
TOTAL SPACE	25	2,330	1,620	510	140	340	605	5,570

Figure 19a Mountain 3D View 1



Figure 19b Mountain 3D View 2



4.6 Winter Recreation Master Development Plan

CMR has historically operated as a winter resort centred on downhill skiing and snowboarding. While these activities will remain the core attractions, the resort's expansion strategy introduces a broader mix of winter recreation designed to diversify the visitor base and strengthen its market position.

The plan also incorporates new overnight accommodations that will support evening and après-ski programming, encouraging longer stays and enhancing the overall guest experience. Together, these initiatives mark a transition toward a modern, four-season destination resort.

The following section outlines the proposed winter activities, along with estimates of their maximum daily capacities, which are used to determine the balanced resort capacity for both winter and summer operations.

Cross Country Skiing / Snowshoeing

There is a proposed expansion of the multi-use trail network that includes expanding the cross-country trails along the side of the mountain south and expansion of snowshoe trails along the river. The estimated capacity of these trails are 100 users per day.



Snowmobiling

Snowmobiling has long been a popular winter activity in the Castle region, supported historically by an extensive network of provincial recreation sites and wilderness trails located north of Highway 774. Currently, 25 people are estimated to use the snowobile trails on a busy day and for the purposes of the Master Development Plan we have assumed an increase to 50 people per day at Phase 2.

Backcountry Skiing

The land to the south of the ski area offers excellent terrain for backcountry skiing, which will be accessible via the Haig 2 chairlift.

Kids Snowplay Zone

A new snowplay zone is proposed near the bottom of the improved beginner ski facilities. This would consist of fairly flat terrain with various kids rides and fenced play area.

Snowtubing

The snowtubing facility is located on the north end of the CMR lands and adjacent to the reconfigured P3 parking lot. This 3 lane, 110 meter long facility is highly visible for people arriving and is suitable for children and adults. The capacity of the tubing is estimated at 100 users per day.



Ice Skating

A medium-sized outdoor ice skating rink will serve as a family-friendly attraction during the winter months, providing a safe and enjoyable activity for children and adults alike. The rink will be framed by inviting amenities such as comfortable seating areas, fire pits, and nearby food and beverage concessions, creating a warm and social atmosphere at the south end of the village.



Viewing Platform / Suspension Bridge / Tea House at the Top of the Stagecoach Lift

At the top of the Stagecoach lift is a proposed small cabin with some indoor and outdoor seats and could be used as a warming area with grab and go food and coffee / tea station. This location is high on the mountain and commands incredible views in all directions.

Zipline

While primarily a summer activity, an un-powered or powered zipline could also operate in the winter depending on conditions and the type of technology chosen.

Public Spa Facility

The public spa is located near the river adjacent to Parking Lot 5 (P5), providing convenient access and ample parking for day visitors. A pedestrian trail network connects the spa to the main village and links into riverside and forest pathways, supporting car-free access.

The facility will feature multiple hot pools, both indoors and outdoors, set within natural landscaping to preserve a calm, nature-oriented ambiance. Compact supporting amenities such as sauna/steam, change rooms, and seating terraces are included. Designed for year-round operation, the spa offers an all-season recreation option for resort guests and the local community, with barrier-free access from P5 and along primary routes.



Huckleberry Lodge

The Huckleberry Lodge is a proposed facility located at the top of the Huckleberry Lift. The lodge will include guest service amenities such as restrooms, an information desk, a lounge, and a small retail area, in addition to a restaurant designed to accommodate 150 indoor seats and 50 outdoor seats on a large, south, east, and north-facing patio. The ground floor will also incorporate employee space and a small first aid area. Restaurant seating will be provided on the main level, with additional capacity on an upper mezzanine. The total gross floor area of the lodge is approximately 550 m². Figure 22 shows the Mountain Lodge Site Plan.



4.7 Summer Recreation Master Development Plan

Expanding to year-round operations with a strong focus on summer programming allows CMR to reach new markets and showcase its unique mountain environment in new ways. The proposed activities are designed to celebrate the resort's natural setting while offering both family-friendly and adventure-oriented options that appeal to a broad spectrum of visitors.

By diversifying recreational opportunities, the summer program is expected to enhance CMR's attractiveness as a multi-day destination, encouraging longer guest stays and supporting higher occupancy in hotels and condominium units throughout the warmer months.

The following section provides an overview of the proposed summer activities at CMR, with their locations illustrated in Figure 21.

Downhill and Cross Country Mountain Biking

Mountain biking has become one of the fastest-growing segments of summer mountain recreation, and guests increasingly expect high-quality riding experiences as part of their resort visits. CMR is well positioned to respond to this demand by leveraging its terrain and lift infrastructure to create a distinctive bike park.

The upgraded Huckleberry Chair provides direct access to an ideal zone for mountain bike trail development. This area has the capacity to accommodate a full range of machine-built trails, designed to progress riders from beginner to advanced levels. A mix of flow, technical, and jump-oriented trails would ensure variety and allow guests to develop their skills over multiple visits.

While the current Master Development Plan identifies the conceptual locations for these trails, detailed planning and design will require the expertise of a specialized mountain bike trail design-build firm. Engaging such a partner will ensure that the bike park aligns with industry best practices, rider expectations, and environmental considerations.

To complement the lift-serviced network, a temporary pump track and skills park could be installed in the base area adjacent to the village. This feature would create a lively and visible connection between the bike park and the base area, offering a family-friendly space for practice, progression, and animation of the resort's summer atmosphere.



Chairlift Accessed Sightseeing & Hiking / Huckleberry Lodge

The new detachable Huckleberry Chair will provide guests with a safe, efficient, and comfortable way to reach higher elevations on the mountain. From the upper terminal, a network of loop trails of varying lengths and difficulty levels can be developed, giving visitors opportunities to explore the alpine environment through hiking, biking, and sightseeing.

In addition to recreation, the Huckleberry area offers significant potential for hosting summer events. Weddings, concerts, festivals, and corporate or team-building gatherings can all be accommodated within a flexible event program. The Huckleberry Lodge, shown on Figure 22, is envisioned as a multi-purpose venue that can be adapted for both private functions and public activities, while adjacent outdoor spaces are planned to support stages, seating areas, and open-air celebrations.



Stagecoach Suspension Bridge, Interpretive Hiking Loop, Viewing Tower/Platform, and Zip Lines

An incredible opportunity for a zipline that crosses the valley between Haig and Gravenstafel mountains could be possible depending on exact site conditions. The terrain here is dramatic with a steep drop-off to the valley and Haig creek below. If ground conditions are suitable, a suspension bridge could also span some of the rocky outcrops over the cliff for a spectacular experience.



Mountain Carts off the Huckleberry Lift

Mountain carts are three-wheeled, low-profile, gravity-powered vehicles equipped with large pneumatic tires and bicycle-style handlebars and brakes. They can be operated by a single rider or in tandem with a small child using a designated seat. The activity delivers a downhill, mountain-bike-like experience with lower risk and a gentler learning curve, broadening appeal to families and novice riders. At the bottom of the course, carts are returned uphill on the chairlift using rear-mounted carriers or hooks, enabling efficient circulation. Well established in Europe and Oceania, mountain carts have limited presence in Canada, creating an opportunity to be an early adopter and offer a distinctive guest experience.



18 Hole Disc-Golf Course

A new 18 hole disc golf course is proposed to the south of the village on low lying land near the river.



Public Spa

The spa continues to operate year round and will be a great amenity in the summer, fall and spring seasons.

Children's Activity Zone and Aerial Adventure Park

Near the snowfront is flat land suitable for a variety of kids activities such as euro-bungee trampolines, obstacle courses and aerial adventure park.

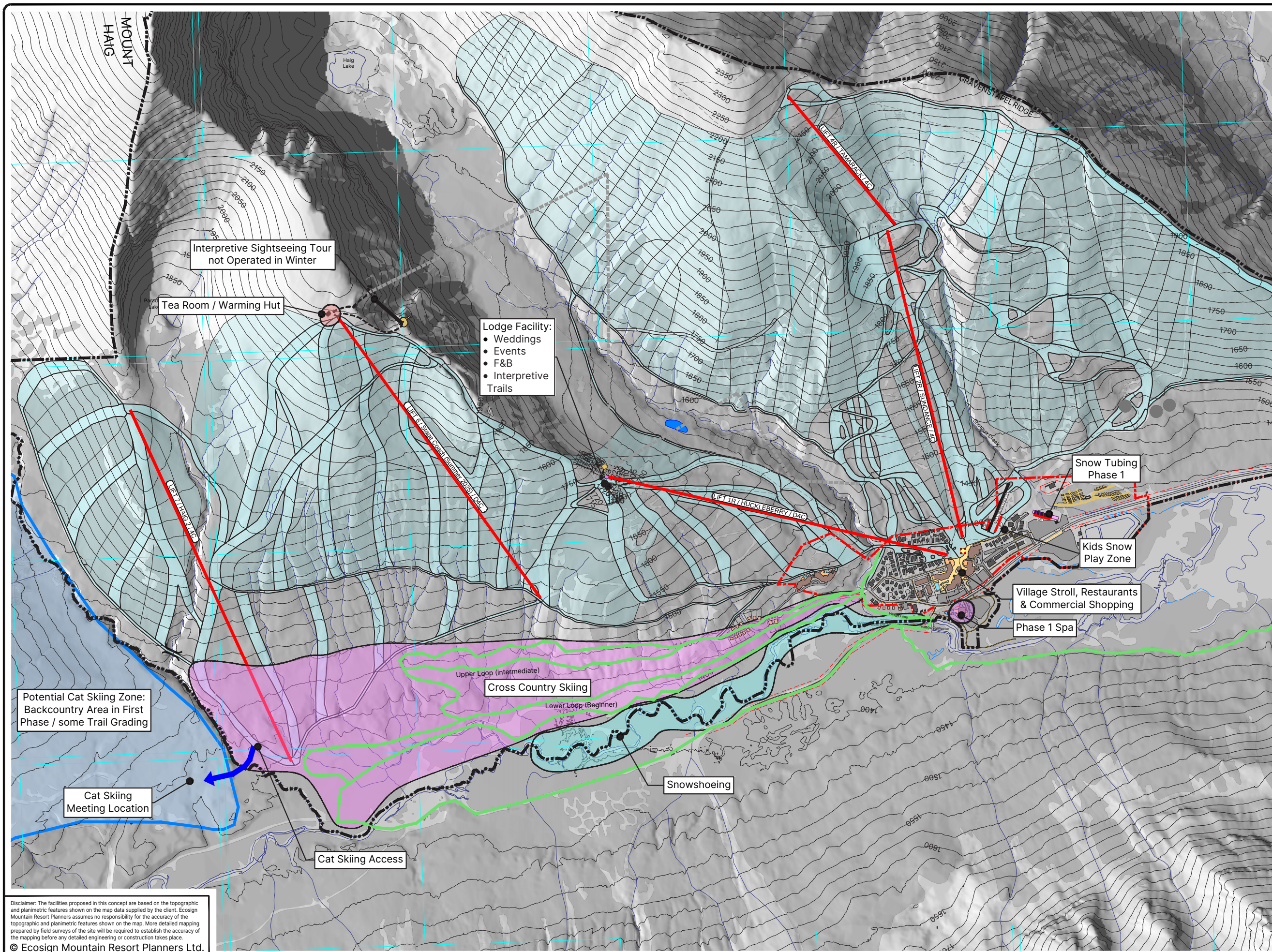


Summer Tubing

The winter tubing area could be used in the summer if a dry slope material is laid down.



Credit: <https://www.neveplast.it/choose-neveplast-tubby-for-your-summer/>



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:

Castle Mountain

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 25 Meter Date: 11/2025

0m 150 300 450 600

Legend:

LEGEND

Proposed Lifts

Summer Zip Line

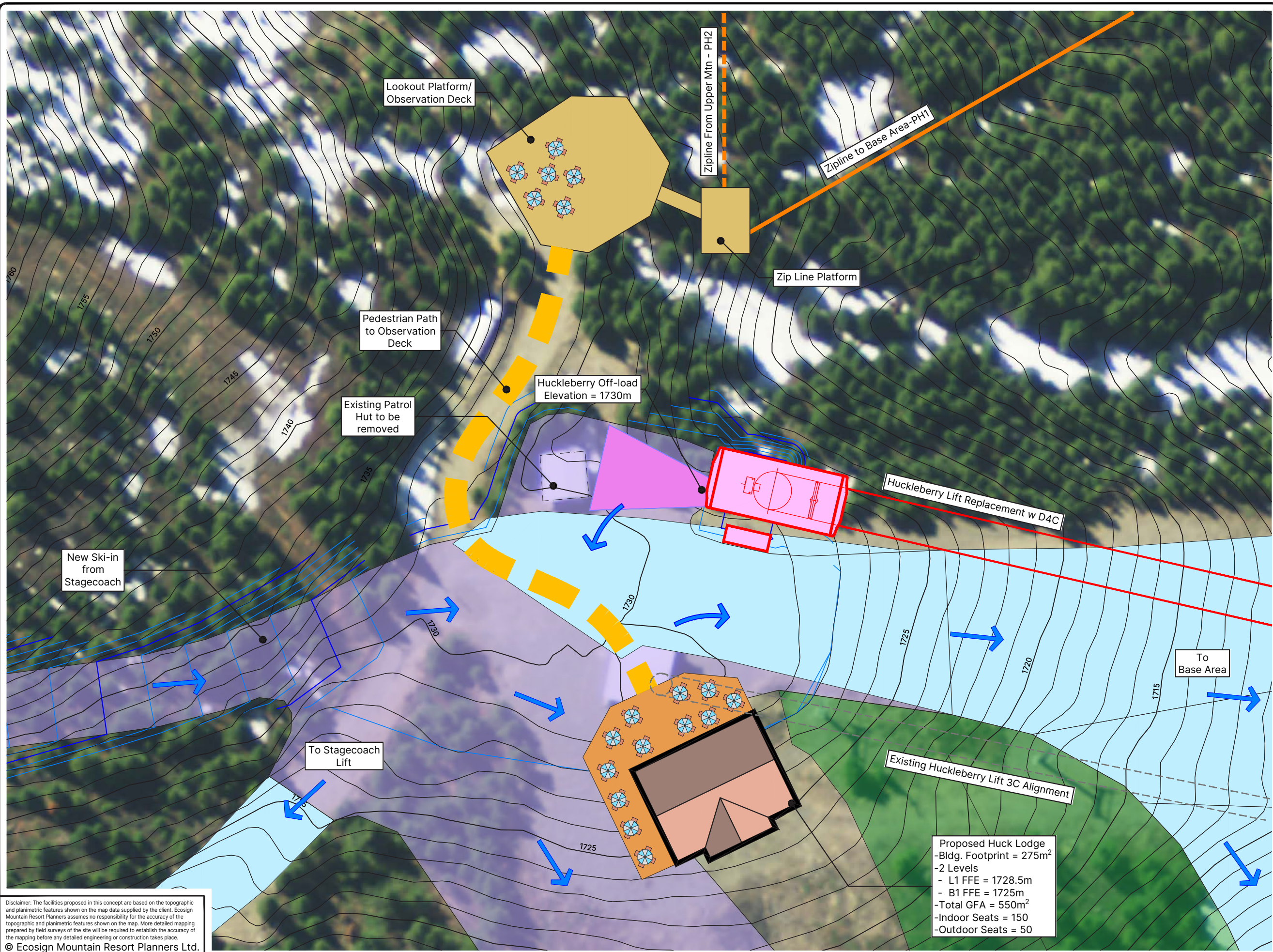
Ski Trails

Proposed Department License of Occupation

CMR Owned Property Boundary

Proposed Cross-Country Trails

MSO/Infirmary



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Client:



Consultant:



Contour Interval: 5 Meter Date: 09/2025

0m 5 10 15 20

Legend:

LEGEND

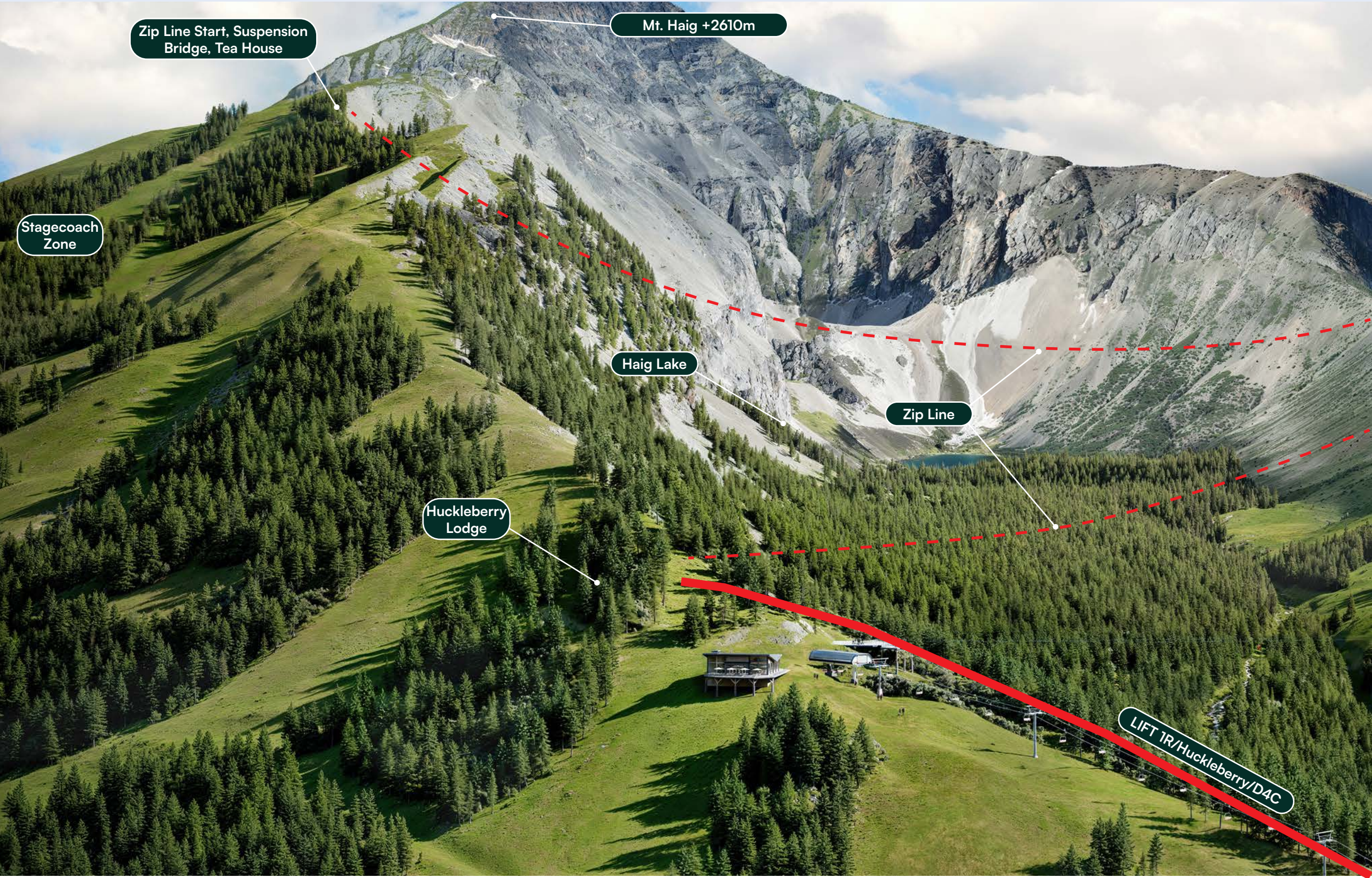
Removed Lift	
Proposed Lift	
Existing Ski Trails	
Proposed Ski Trails	
Existing Freeski Trails	
Proposed Contours	
Existing Contours	
Skier Circulation	

Figure Name:

ON-MOUNTAIN LODGE

Figure Number: 22

Figure 23 Huckleberry Lodge 3D View



4.8 Mountain Phasing Plan

Figures 18a–b uses colour coding to illustrate the logical sequence of lift construction at CMR, while Table 33 summarizes the resort's comfortable carrying capacity at the completion of each development phase.

Phase 1

The first phase of mountain development at CMR includes several key improvements. The Stagecoach Express Lift is scheduled for completion in Summer/Fall 2025, accompanied by the redesign of the beginner zone, the addition of the North Ridge trail and associated glades, and a tree-thinning project near the top of the Huckleberry Chair. Toward the end of this phase, the Huckleberry Lift is proposed to be upgraded to a detachable quad. Phase 1 is anticipated to span approximately 1 to 8 years. Collectively, these improvements will increase the resort's skier carrying capacity from 1,850 to 2,890, representing an increase of 1,040 skiers, and mark Castle's first step toward transitioning into a true destination resort. Additional details for Phase 1 are outlined in Section 6.0 of this report.

Phase 2

The second phase of mountain development at CMR is projected to occur between years 8 and 25, during which the resort will expand to encompass the full extent of the DLO boundary. Key projects in this phase include upgrading the Sundance Chair to a fixed-grip quad, upgrading the Tamarack Chair to a fixed-grip quad (or replacing it with equipment from the removal of Huckleberry), and constructing the Haig 2 fixed-grip quad along with its associated terrain expansion. This ~17-year phase would complete the development of the resort within its DLO boundary, increasing the skier carrying capacity from 2,890 to 3,610 skiers per day.

Table 33 Mountain Development Phasing

Development Phasing	Mountain Phasing Elements	Skier Capacity / Day
Existing Area (2024-25 Season)		1,850
PHASE 1 1-8 yrs Transition to All-Season Resort	Stagecoach Express D4C Beginner Zone re-design North Ridge trail and glades Huckleberry tree thinning Huckleberry D4C upgrade	2,890
PHASE 2 8-25 yrs Buildout of DLO area	Sundance lift replacement Tamarack lift replacement Haig 2 chair and terrain expansion	3,610

4.9 Visitation Growth Estimate

Seasonal utilization of a ski resort's lift system is measured as the percentage of average daily skier visits relative to the Comfortable Skier Carrying Capacity (SCC). In the 2024–2025 season, CMR recorded approximately 89,000 skier visits over 122 days, averaging 730 skiers per day, or 39% of the SCC of 1,850 skiers per day. From over 50 years of ski resort planning, Ecosign has found that:

- 30% utilization is generally the minimum threshold for profitability.
- 40% or more usually indicates a need for additional capacity.
- Resorts with SCC's at or below 2,000 often require higher utilization to remain profitable

Seasonal utilization is a key metric for projecting visitation in mountain master plans. Planned lift and trail expansions will raise CMR's SCC from 1,850 to 3,610 skiers per day in Phase 2. With an average season of 120 days and a 35% utilization rate, annual skier visits are projected at ~151,000. With new summer activities, year-round visitation by Active Users could reach ~249,000.

Table 34 summarizes estimated future skier and non-skier visits across the two phases. Winter non-skier visits include sightseers, tubers, and snowplay guests, while summer visitors include bikers, adventure activity participants, and other lift or activity users. Estimates are based on average daily visitation and seasonal operating days.

Table 34 Visitation Estimates

PHASE	WINTER					SUMMER			YEAR TOTAL
	Skier Capacity / Day	Other Rec. Capacity / Day	Non-Partic. / Day	Skier Visits / Season*	Active Users / Season*	Rec. Capacity / Day	Non-Partic. / Day	Active Users / Season*	Active Users / Year
Existing Capacity (2024-25 Season)	1,850	120	200	89,100	93,600	100	50	1,500	95,100
PHASE 1 1-8 yrs Transition to All-Season Resort	2,890	700	540	104,040	129,240	1,380	160	41,400	170,640
PHASE 2 8-25 yrs Build-out of DLO Area	3,610	1,170	720	147,844	195,760	1,780	1,070	53,400	249,160



5.0 CMR VILLAGE & BASE AREA MASTER DEVELOPMENT PLAN

5.1 Introduction

The proposed Resort Village at Castle Mountain Resort (CMR) is located entirely within CMR-owned lands, and primarily on the existing parking lots. The long-term vision for the village is anticipated to unfold over a 25+ year period, with the first phase of construction scheduled between 2026 and 2034. Details of Phase 1 are outlined in Section 6.0 of this Master Development Plan Report.

The base area development program acknowledges the unique context of the village, situated within an established residential area containing approximately 165 homes and rental units. The Resort Village is intended to create a distinctive and authentic atmosphere that:

- Diversifies CMR's offerings with a mix of "hot" and "warm" beds, thereby increasing overall visitation, including mid-week stays, and supporting long-term financial sustainability.
- Builds upon the existing community culture to reinforce authenticity and sense of place.

The village will be implemented through a phased construction strategy, enabling flexibility and efficient operations while subsequent portions of the plan are completed.

To further strengthen all-season appeal, a spa is proposed on the eastern side of the access road opposite the current main parking lot. This development will require an adjustment to the Department License of Occupation (DLO) boundary which is illustrated in Figure 17b, Section 4.0.

5.2 Base Area Planning Process

Throughout the planning process, Ecosign prepared multiple Base Area and Mountain Concepts with different approaches to help determine the optimal solution. These options were presented to the client team via online meetings in April 2025.

Ecosign integrated feedback from the Preliminary Concept work into a Preferred Concept which was then presented to the client team onsite at CMR in June 2025. The meeting covered all the design material to date, including conclusions on the existing inventory, all-season recreational concepts, construction phasing, programming and architectural intentions. Overall, the meeting was a collaborate endeavor which resulted in additional adjustments made to the Preferred Concept both during the meeting and after returning to the Ecosign head office.

In late September 2025, Ecosign again visited CMR for a presentation of the draft Master Development Plan document that included the Phase 1 section of the report in order to get final feedback and comments before finalizing the Master Development Plan report.

Balanced Resort Capacity

One of the fundamental goals of the Master Development Plan and base area development is to ensure a suitable density and scope of work that balances with the site's natural population capacity and balances with the on-mountain and base area activities. This ensures an optimal guest experience that reflects the natural capacity of the surrounding area to support tourism.

The balanced resort capacity analysis simply compares the capacity of the base area in terms of parking and accommodation with the capacity of resort activities and non-participating guests.

An imbalanced resort with excess base area capacity would overcrowd the activities, leading to lineups, congestion, unsafe experiences and a general poor guest experience. On the other hand, a resort where the activities capacity exceeds the base area capacity could result in insufficient business levels to support the infrastructure and resort investments.

Base Staging Capacity

When calculating the Base Area Capacity, an estimation of visitors generated from each of the staging facilities is calculated for a typical "peak day." This represents the maximum amount of visitors that can be generated from the base area facilities. Staging facilities include those guests from overnight tourist accommodation, local residents located within the base area, as well as those arriving for the day by car, bus, transit, or shuttle bus.

Resort Activities

The total capacity of the resort activities is a calculation involving various assumptions based on the specific activity. Activities are organized into Summer and Winter operations and consider on-mountain activities, as well as those located in the valley and in the resort village. Guests who visit the resort and don't actively participate in an activity are still considered in this category and noted as "non-participating guests."

5.3 Accommodation Planning Assumptions

In order to calculate the capacity of existing and proposed accommodation, we have used various assumptions depending on the type and typical size of each accommodation unit. Only accommodation located within the walking or ski-in/ski-out distance to the resort are included in the accommodation capacity, as guests located in units located further away will need to transport themselves to the resort and will therefore be included in the parking / transit / shuttle bus counts.

The number of active users and guests from overnight accommodation is estimated by applying peak period nightly occupancy assumptions to the total number of pillows in the resort and estimating a percentage of total guests that will choose to ski or participate in other recreational activities. Table 35 provides a summary of the planning assumptions applied to various types of accommodation in the CMR Master Development Plan.

Table 35 Accommodation Planning Assumptions

ACCOMMODATION TYPE	Average Net Unit Size m ²	Average Pillows per Unit	Parking Stalls per Unit	Peak Period Nightly		Guest Yield (from pillows)	Active User Participation Rate	Active User Yield (from pillows)
				Unit Occupancy Rate	Pillow Occupancy Rate			
Hotels (100% Public)	40	2.9	0.7	95%	85%	81%	80%	65%
Condotel (100% Public)	60	4.0	1.0	95%	85%	81%	80%	65%
Townhouses - Low Density (50% Public / 50% Private)	150	6.0	1.0	90%	80%	72%	70%	50%
Single-Family Real Estate (100% Private)	250	11.5	2.0	50%	50%	25%	70%	18%
Camping / RV	15	3.0	1.0	40%	50%	20%	80%	16%
Employee Housing (Shared House Units / Apartments) 100% Private	80	5.5	0.5	100%	100%	100%	10%	10%

5.4 Parking and Drop-off Planning Assumptions

Assumptions have also been made in regards to the number of guests per car, active user participation rates and guests from buses, etc. The assumptions outlined were informed from the existing analysis in the Inventory section but also adjusted to assume an increased car occupancy once the resort transitions to an all-season destination resort. Parking and drop-off assumptions are also noted to reflect peak period patterns in order to calculate the theoretical peak utilization of the parking and drop-off areas. Table 36 Parking and Drop-off Planning Assumptions, shows the summary of parking and drop-off assumptions to calculate base capacity.

Table 36 Parking and Drop-off Planning Assumptions

PARKING ASSUMPTIONS	ECOSIGN STANDARDS
Cars per Hectare	330
Charter Buses per Hectare	70
Number of Guests Per Bus	40
Number of Guests Per Car	2.5
Active User Yield from Buses	70%
Active User Yield from Cars	80%
Average % stalls used by Staff	2%
Area of Underground Car Stall 6.0 X 2.5m plus half aisle (m ²)	23
Area of Surface Bus Stall 12 X 3.5m plus half aisle (m ²)	143

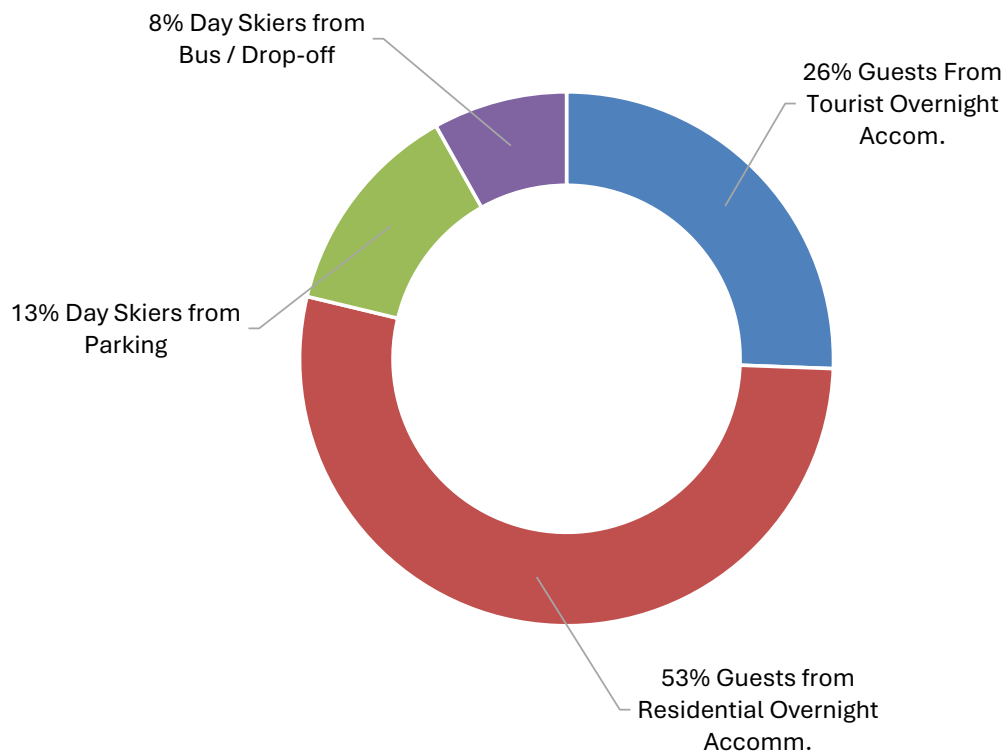
5.5 Base Area Capacity

At the build-out of the DLO lands in Phase 2, the visitation of the resort on a busy day is the culmination of the capacity of both the day visitor parking areas, bus and drop-off arrivals and the capacity of overnight accommodation. Table 37, Base Area Capacity shows the total base capacity calculated at 5,530 guests. Plate 10, shows the proportion of visits from each of the staging types.

Table 37 Base Area Capacity

BASE CAPACITY - PH2	NUMBER OF GUESTS
Overnight Guests & Residents	2,140
Day Guests	
Shuttle bus / private vehicle drop-off	50
Bus Parking	400
Car Parking	2,940
Subtotal Day Guests	3,390
TOTAL BASE CAPACITY	5,530

Plate 10 Base Capacity Proportions



5.6 Balanced Resort Capacity

At build-out of the DLO boundary lands in Phase 2, the base area capacity is calculated at 5,530 guests per day, as shown in Table 37 Base Area Capacity. This should closely balance with the winter activity capacity to ensure an efficient and sustainable resort operation.

Winter Resort Capacity

As shown in Table 38, Winter Balanced Resort Capacity, the capacity of the ski area has been calculated at 3,610 skiers per day. An estimate of the other winter recreational activities has been listed and shows that the total active users in winter is 4,780 active users.

Assuming an additional 15% are non-participating guests, the total number of guests could be 5,500 which balances with the base area capacity.

Table 38 Winter Balanced Resort Capacity

WINTER Balanced Resort Capacity		PHASE 2 # Guests per day
Winter Accommodation		
Hot Beds (Hostel, Condos, Hotel, Rental Units, Suites)		1,415
Cold Beds (Private Residences, Staff Housing)		725
Total Accommodation		2,140
Total Parking (Cars, Buses & Drop-off)		3,390
TOTAL BASE CAPACITY		5,530
Winter Activities		
Skiing / Snowboarding		3,610
Cross Country Skiing		300
Snowshoeing		60
Snowmobiling		50
Backcountry Skiing		50
Kids Snowplay Zone		60
Snow Tubing		100
Ice Skating		50
Viewing Platform at Top of Stagecoach		160
Zipline & Suspension Bridge		200
Spa		140
Total Active Users		4,780
<i>Non-Participating Guests (15% of total Active Guests)</i>		<i>720</i>
TOTAL GUESTS		5,500

Summer Resort Capacity

Summer activities are listed in Table 39, Summer Balanced Resort Capacity. The capacity of the summer activities is estimated per activity which all together amounts to 1,780 active users. In addition, a higher number of non-participating guests are proposed (60% of active users) that reflect typical summer business patterns.

All together there could be 2,850 guests during busy summer days at the resort according to our assumptions.

Table 39 Summer Balanced Resort Capacity

SUMMER Balanced Resort Capacity	PHASE 2 # Guests per day
Summer Accommodation	
Hot Beds (Hostel, Condos, Hotel, Rental Units, Suites)	1,415
Cold Beds (Private Residences, Staff Housing)	725
Total Accommodation	2,140
Total Parking (Cars, Buses & Drop-off)	3,390
TOTAL BASE CAPACITY	5,530
Summer Activities	
DH Mountain Biking	500
Cross Country Mountain Biking	150
Pump Track / Skill Park	50
Zipline & Suspension Bridge	50
Mountain Carts	150
Viewing Platform	160
Disc Golf	50
Hiking & Interpretive Trails	200
Spa	140
Huckleberry Lodge (Weddings, Events etc.)	150
Childrens Activity Zone	80
Aerial Adventure / Ropes Course	60
Summer Tubing	40
Total Active Users	1,780
Non-Participating Guests (60% of total Active Guests)	1,070
TOTAL GUESTS	2,850

5.7 Land Use Plan

Development at CMR is proposed on suitable land within the DLO area and entirely on the lands west of the Westcastle River. Reference to the 2020 Area Structure Plan was made and adjustments to that plan are proposed in order to meet the resort balanced strategy outlined previously. In general, all development is located within a comfortable walking distance to the main staging lifts or with ski-in/out access to ensure a compact, efficient plan that can be implemented over time. Additional lands located to the south were evaluated for development potential; however, due to site constraints—specifically steep slopes and low-lying, flood-prone areas—these lands were not proposed for development.

Figure 25, the Base Area Context Plan, illustrates the extent of the proposed base area development and improvements.

The Base Area Land Use Plan presented in Figure 24, and shows the proposed adjustments required to the 2020 ASP plan including additional parcels that extend into the surrounding DLO area.

Table 40, Land use Summary outlines the size, number of units and pillows for each of the parcels in CMR's Land Use Plan. A description of each land use designation is provided below:

CMR-1: CMR – Residential 1

The Residential 1 designation accommodates low-density housing, generally single-detached or duplex dwellings on individual lots. It provides opportunities for private home ownership and long-term accommodation within the resort community. This zone is typically located on gentler slopes or areas suited for individual on-lot development.

CMR-2: CMR – Residential 2

This designation permits medium-density housing types such as semi-detached or cluster units that blend into the resort's residential fabric and act as a transition between low-density housing and higher-density or commercial resort areas. The intent is to offer flexible housing that meets demand for both permanent and recreational use.

CMR-CCC: CMR – Ski Resort Core

The Ski Resort Core designation forms the commercial and recreational hub of CMR. This designation accommodates base area functions such as ski lifts, ticketing, lodging, food and beverage services, retail shops, and skier amenities. Development in this area emphasizes pedestrian connectivity, compact form, and an active year-round visitor experience.

CMPU: CMR Public Utility / Day Visitor Parking Lot

This designation identifies lands for public utility and servicing infrastructure and is also used to denote the main surface parking areas. Typical uses include water and wastewater treatment facilities, pump stations, storm water management, and related service buildings.

CMR-MD: CMR – Medium Density Residential

This designation allows for a mix of multi-unit residential forms such as townhouses, rowhouses, and small apartment buildings. This designation supports the development of permanent or seasonal housing within walking distance of the resort core.

CMSR: CMR – Seasonal Residential

The Seasonal Residential district provides for vacation or recreational dwellings intended for part-time or short-term occupancy. Dwellings may include chalets, cabins, or recreational units with limited servicing and access. Development standards emphasize maintaining the natural landscape and minimizing servicing demands during non-peak seasons.

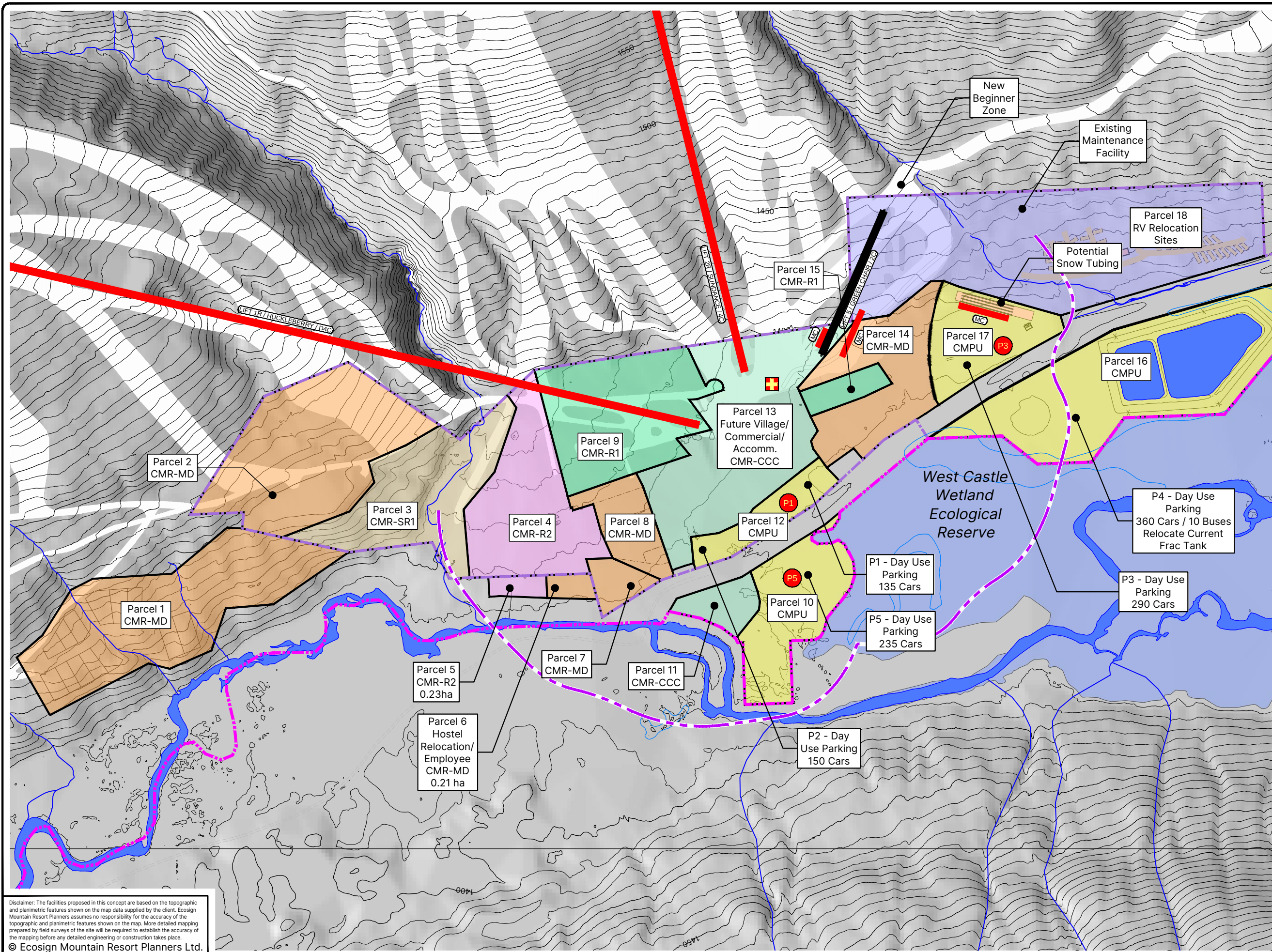
Table 40 outlines the key metrics for the CMR base area, including total parcel area, gross floor area (GFA), accommodation units, pillows, guest capacity, and active user numbers across the identified land uses. Within the plan, approximately 76 hectares have been allocated across 18 development parcels. This allocation supports 735 accommodation units, providing more than 3,540 pillows.

At peak occupancy, overnight capacity is estimated at about 2,140 guests from both residential and tourist (overnight) accommodation and day-use parking facilities can generate an additional 3,340 guests.

It is important to note that the land use plan reflects a maximum build-out scenario. Actual development may be reduced or adjusted over time, depending on market conditions and the phasing of mountain facility expansions.

Table 40 Landuse Summary

Land Use Site #	Potential Use Designation	Gross Parcel Area ha.	Gross Floor Area (GFA) m ²	Floor Area Ratio (FAR)	OVERNIGHT ACCOMMODATION				PARKING		TOTALS	
					Total Accom. Units	Total Pillows	Total Guests from Pillows	Total Active Users from Pillows	Total Guests from Parking (Cars and Buses)	Total Active Users from Parking (Cars and Buses)	Total Potential Guests (Accom. & Parking)	Total Potential Active Users (Accom. & Parking)
1	New Single Family Lots	4.76	2,600	0.05	13	156	40	30	-	-	40	30
2	New 3/4 Star Hotels	4.30	14,400	0.33	218	545	440	350	-	-	440	350
3	Natural	2.99	-	-	-	-	-	-	-	-	-	-
4	Existing Single Family Homes	2.97	na.	-	36	432	110	80	-	-	110	80
5	New Single Family Homes	0.23	800	0.35	4	48	10	10	-	-	10	10
6	New Staff Accom.	0.21	1,900	0.89	20	110	110	10	-	-	110	10
7	Existing Staff Accom.	0.44	na.	-	20	110	110	10	-	-	110	10
8	New Stacked Townhouses	1.00	3,300	0.33	36	238	170	110	-	-	170	110
9	Existing Single Family Homes	33.17	na.	-	40	480	120	80	-	-	120	80
10	Parking P5	2.13	na.	-	-	-	-	-	590	470	590	470
11	Public Spa	0.58	2,500	0.43	17	68	50	40	-	-	50	40
12	Day Skier Parking P1 & P2	0.90	na.	-	-	-	-	-	720	570	720	570
13	Mixed-Use Resort Village	4.60	28,015	0.61	259	877	710	580	-	-	710	580
14	Existing Townhomes	2.39	na.	-	45	338	240	170	-	-	240	170
15	Existing Single Family Homes	0.42	na.	-	7	84	20	10	-	-	20	10
16	Day Visitor Parking P4	5.61	na.	-	-	-	-	-	1,300	1,000	1,300	1,000
17	Day Visitor Parking P3	1.71	na.	-	-	-	-	-	730	580	730	580
18	RV Park and Snow Tubing	7.98	na.	-	20	60	10	10	-	-	10	10
TOTAL		76.39			735	3,546	2,140	1,490	3,340	2,620	5,480	4,110



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Client:

Consultant:

Contour Interval: 5 Meter Date: 11/2025

0m 50 100 150 200

Legend:

Planimetric Data

Department License of Occupation

CMR Owned Property Boundary

Proposed Lifts

Skier Walking Distance

Building Key:

Parking

MSO/Infirmary

2020 Landuse Zones

Department License of Occupation

CMR Owned Property Boundary

Existing Lifts

Skier Walking Distance

Castle Carbondale Resources

CMR Medium Density (CMR-MD)

CMR Public Utility (CMPU)

CMR Residential 1 (CMR-R1)

CMR Residential 2 (CMR-R2)

CMR Seasonal Residential

CMR Ski Resort 1 (CMR-SR1)

CMR Ski Resort Core (CMR-CCC)

Figure Name:

BASE AREA LAND USE PLAN

Figure Number: 24

5.8 Base Area Master Development Plan

Figure 25 illustrates the proposed Base Area Context Plan for CMR, showing new building footprints, pedestrian paths, commercial areas, roads, vehicle drop-off points, and landscaping. The plan introduces a paved pedestrian network that connects the new village with all parts of the existing resort, while parking is expanded both at the northern arrival area and along the east side of the access road, where it is integrated with a public spa and condominium units above. The new village core is developed over the existing parking area, and a snow tubing zone is added to diversify winter activities. At the southern end of the resort, a new road provides access to ski-in single-family lots and continues up to a plateau, the site of a future flagship five-star slopeside hotel and residences.

Particular key elements of the plan are further described below:

Slope Side Real Estate

In Parcel 1, 13 estate lots are proposed, each averaging 900 m² in size. These lots offer excellent ski-in access, with potential for future ski-out connections, and benefit from strong view corridors across the surrounding landscape.

Signature Hotel

In Parcel 2, a 218-room hotel and residences complex is proposed. Access will be provided via an improved road that crosses Haig Creek and climbs the east-facing slopes to the site of the former snowmaking reservoirs, which are to be relocated to alternative locations identified in the overall resort plan. This site is well-suited for a five-star hotel, offering direct ski-in/ski-out access, panoramic views in all directions, and excellent sun exposure. The development program could also include meeting rooms, outdoor dining areas, and pools to enhance the guest experience.

Staff Housing

The existing staff housing is located in Parcel 7, and Parcel 6 includes new staff housing facilities for an additional 20 rooms together with some new surface parking.

Tourist Townhouse Rental Units

In Parcel 8, there are three main buildings with a variety of unit types. In total, there could be 36 units as shown on Table 41, Accommodation Program.

Resort Public Spa

A key amenity proposed in Parcel 11 is a new public spa, located on the east side of the existing road near the visitor surface parking lot and village core. The site is heavily forested, creating a secluded atmosphere, while the nearby river enhances the ambiance with the sound of running water. Indoor and outdoor pools, saunas and solarium provide different options to enjoy the surroundings. Above the spa, two levels of rental condominium units will provide a total of 17 units, offering guests a unique stay outside of the main Village core. The spa is planned to operate year-round.

Resort Village

In Parcel 13, the new CMR Village will serve as the primary hub for commercial space and guest services, forming the central focus of the resort. The plan includes approximately 260 units, accommodating approximately 880 pillows, which will provide the critical mass needed to establish a vibrant “sense of place”. Further detail on the CMR Village is provided in Section 5.11.

Existing residences

Extensive effort has been made to ensure minimal disruption to the existing resident homes at CMR. However, in order to create adequate snowfront, ensure a high quality resort experience, enhance visitor wayfinding, and allow for new lift placement, a small number of homes may need to be relocated in Phase 2 (years 8 through 25). Relocation will be dependent on final building design and placement, along with potential changes to the MDP as the plan evolves. Homes that may need to be relocated are near the bottom of the Huckleberry Chairlift and on the north side of Building D. Relocation options include Parcel 5 just south of Staff Accommodation and Parcel 1 future estate lots (see Figure 24).

Existing RV

In Parcel 18, there is the recently constructed RV camping area which currently has 42 sites and are offered under a five year lease agreement.

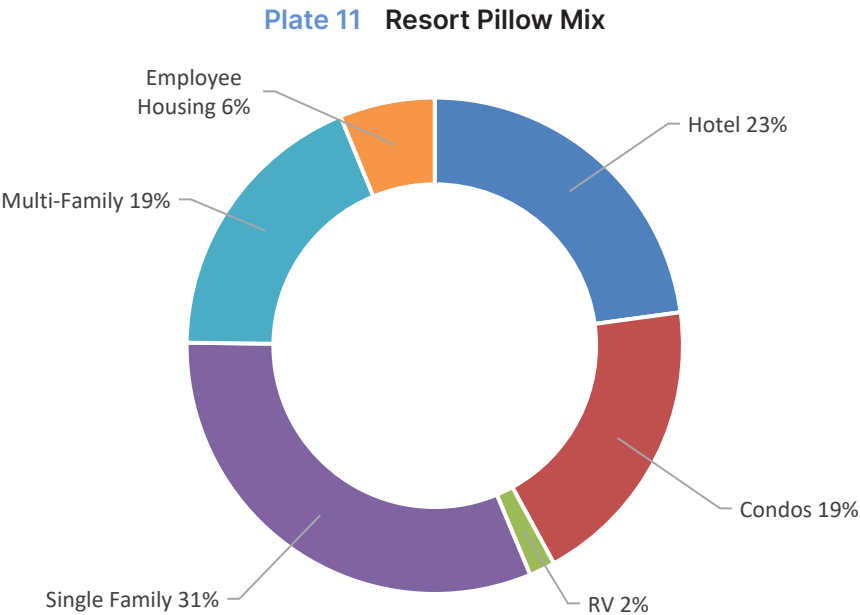
5.9 Resort Accommodation

The full accommodation inventory, including existing homes, as well as proposed residences, condominiums, and hotels, is summarized in Table 41, Accommodation Program. Across all 18 development parcels, the program provides 745 units with a capacity of over 3,540 pillows. Based on planning assumptions, this inventory could accommodate approximately 2,140 overnight guests during peak periods.

Plate 11 Resort Pillow Mix, shows the proportion of various types of accommodation across the resort.

Table 41 Accommodation Program

Bldg.	Building Description	Foot-print <i>m²</i>	Max. # of Floors	Approx. GFA <i>m²</i>	Total Accom. Units / Keys	Total # of Pillows	Total Guests from Pillows	Total Active Users from Pillows
Parcel 1 Single Family Homes								
na.	New Single Family Units	100		2,600	13	156	40	30
Parcel 2 Hotel & Residences								
K	Hotel	2,300	4	8,500	128	320	260	210
L	Hotel	1,600	4	5,900	90	225	180	140
Subtotal Parcel 2		3,900		14,400	218	545	440	350
Parcel 4 Existing Residences								
na.	Single Family Units	na.	na.	5,400	36	432	110	80
Parcel 5 New Residences								
na.	New Single Family Units	100		800	4	48	10	10
Parcel 6 Staff Housing								
I	New Employee Housing	620	3	1,900	20	110	110	10
Parcel 7 Existing Staff Housing								
na.	Existing Employee Housing	620	3	1,900	20	110	110	10
Parcel 8 Multi-Family								
A	Stacked Townhomes	800	3	2,100	20	130	90	60
B	Row Townhomes	300	2	500	4	30	20	10
C	Stacked Townhomes	250	3	700	12	78	60	40
Subtotal Parcel 8		1,350		3,300	36	238	170	110
Parcel 9 Existing Residences								
na.	Single Family Units	na.	na.	6,000	40	480	120	80
Parcel 11 Public Spa								
J	Public Spa & Condos	950	3	2,500	17	68	50	40
Parcel 13 Village Core								
D	Daylodge and Condos	2,000	4	6,770	48	192	160	130
E	Condos	2,100	4	7,040	52	208	170	140
F	Events Pavilion	300	1	300	-	-	-	-
G	Hotel	2,200	4	7,555	106	265	210	170
H	Condos	1,600	4	6,000	53	212	170	140
I	Commercial Buildings	350	1	350	-	-	-	-
Subtotal Parcel 13		8,550	18	28,015	259	877	710	580
Parcel 14 Existing Townhouse Residences								
na.	Multi-Family Units	na.	na.		45	338	240	170
Parcel 15 Existing Townhouse Residences								
na.	Multi-Family Units	na.	na.		7	84	20	10
Parcel 18 Existing RV Site								
na.	RV Sites	na.	na.		20	60	10	10
TOTAL				66,815	735	3,546	2,140	1,490



5.10 Day Visitor Parking

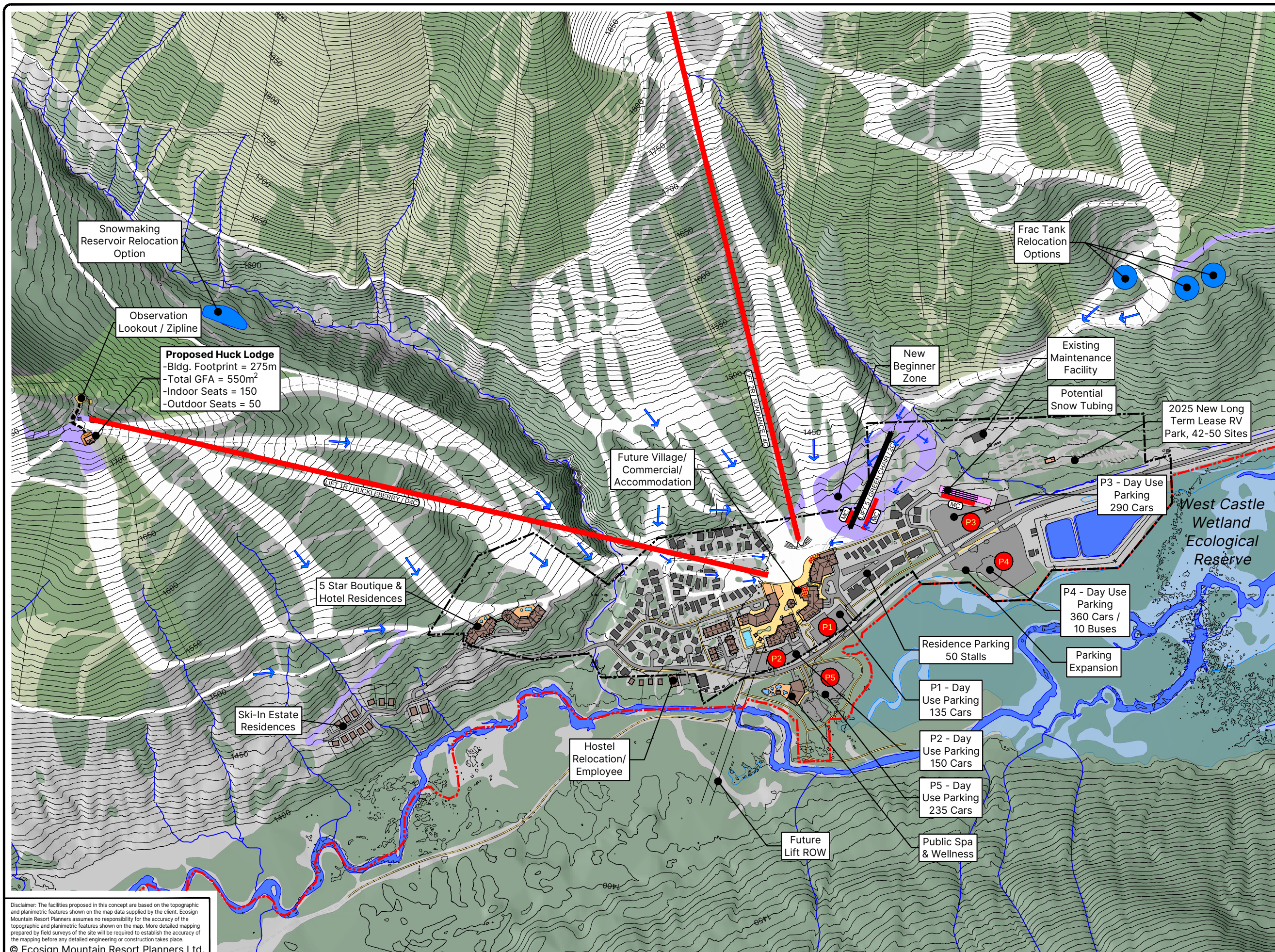
Day visitor parking occurs in 5 surface parking lots that can accommodate 1,170 cars and 10 buses in total at the end of Phase 2. As shown in Table 42, this results in approximately 65% of the base area capacity coming from day visitors.

Figure 27, shows the Resort Parking and Circulation Plan for the resort.

It should be noted that the parking counts represent theoretical maximum visitation during peak periods when 2.5 guests per car can be expected. It also does not take into account any turnover in the parking lots from visitors that only stay a part of the day. Therefore, maximum visitation might be slightly higher then the physical parking capacity is calculated. Table 42 outlines the Phase 2 parking summary.

Table 42 Parking Summary - Phase 2

Parking Lot Designation	Number of Cars	Guests from Cars	Active Users from Cars	Number Of Buses	Guests from Buses	Active Users from Buses	Total Guests from Parking (Cars & Buses)	Total Active Users From Parking (Cars and Buses)
Day Visitor Parking								
P1 - Guest Parking	135	340	270	-	-	-	340	270
P2 - Guest Parking	150	380	300	-	-	-	380	300
P3 - Guest Parking	290	730	580	-	-	-	730	580
P4 - Guest Parking	360	900	720	10	400	280	1,300	1,000
P5 - Guest Parking	235	590	470	-	-	-	590	470
Total Parking	1,170	2,940	2,340	10	400	280	3,340	2,620



Client:

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 75 150 225 300

Legend:

Planimetric Data

Department License of Occupation

CMR Owned Property Boundary

Proposed Lifts

Existing Ski Trails

Off Piste Trails

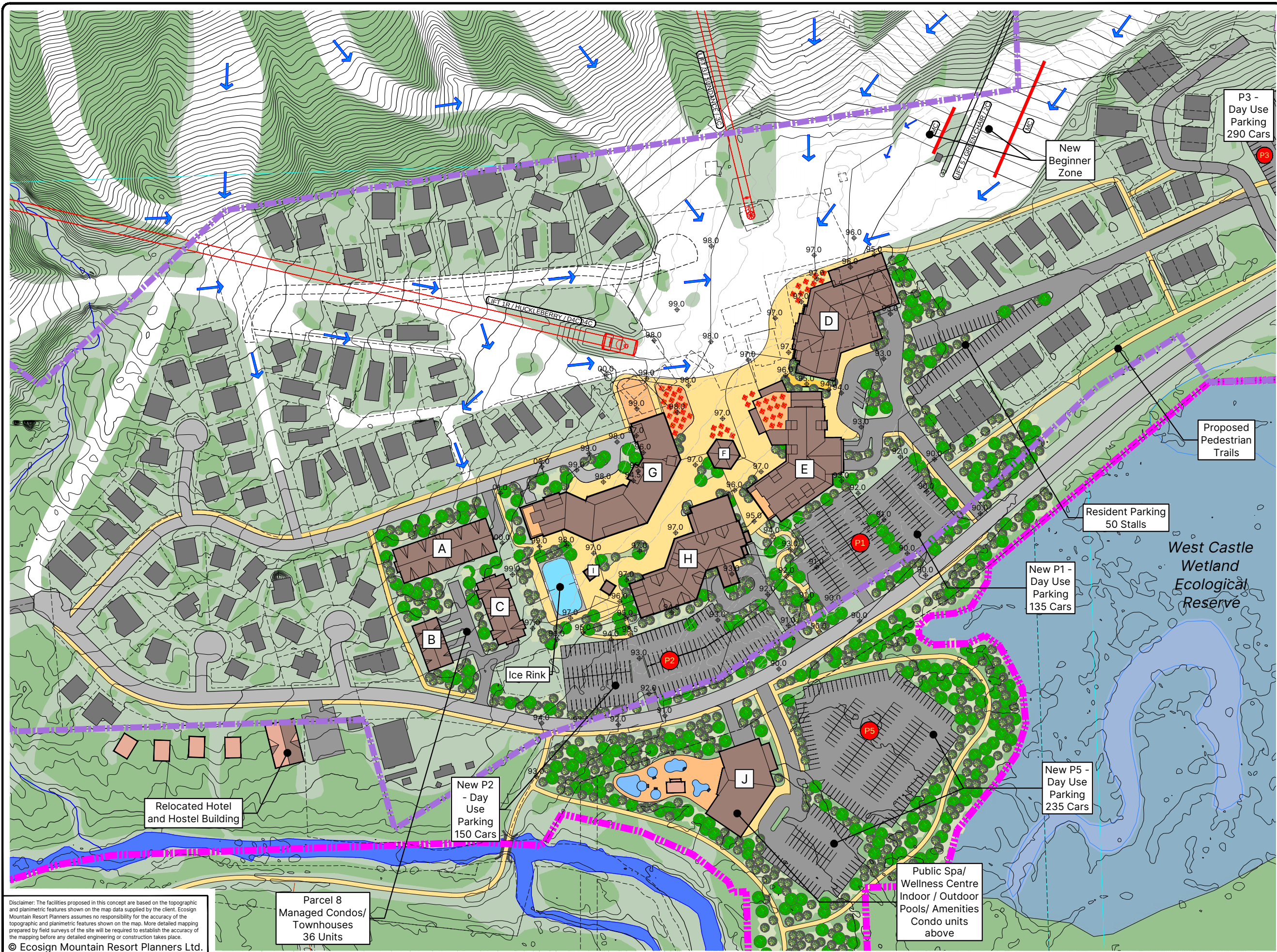
Proposed Ski Trails

Skier Direction

Building Key:

Parking

MSO/Infirmary



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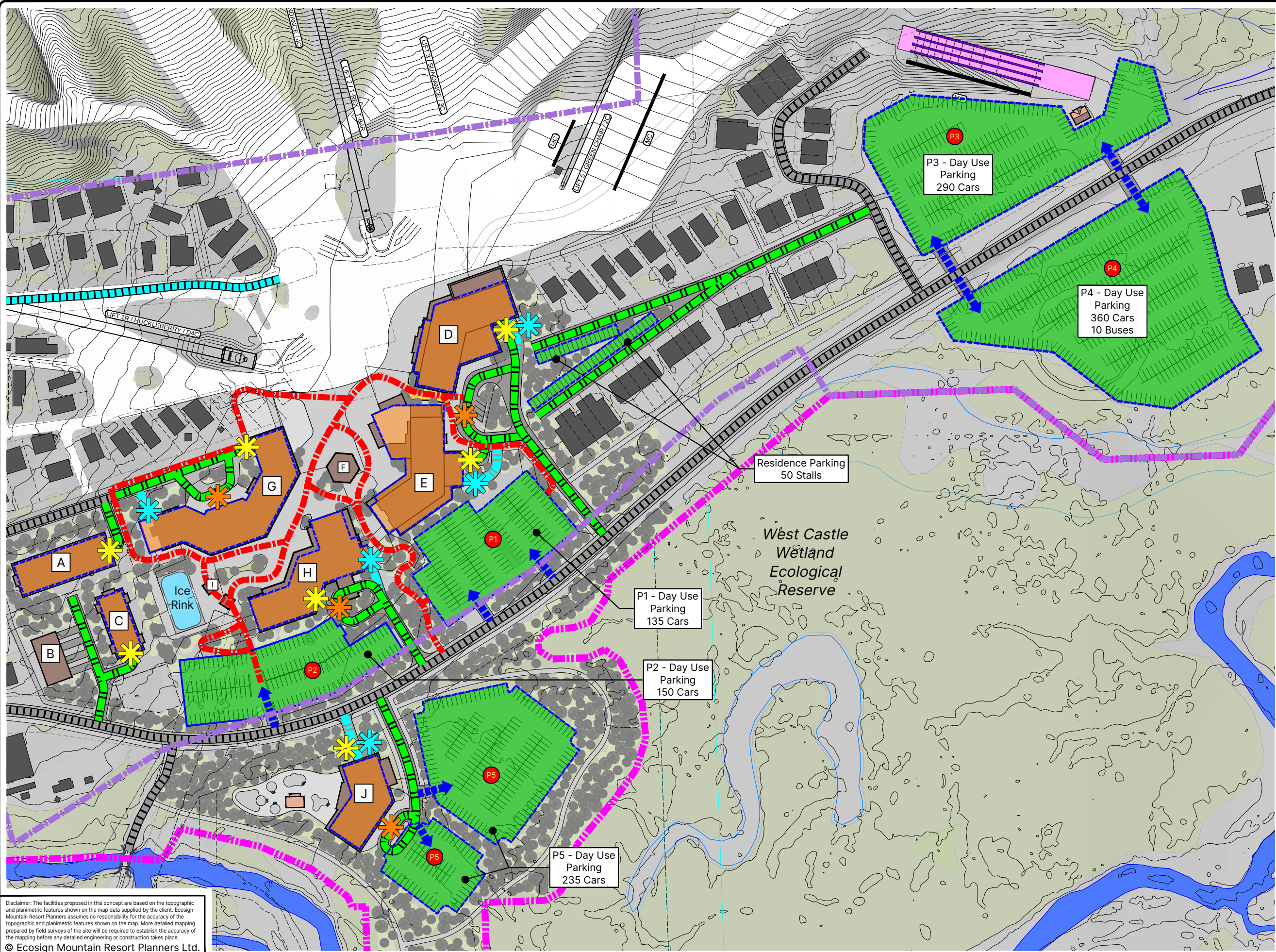
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Parcel 8
Managed Condos/
Townhouses
36 Units

Contour Interval: 5 Meter Date: 11/2025

0m 20 40 60 80

- Legend:
- Planimetric Data**
- Department License of Occupation
 - CMR Owned Property Boundary
 - Proposed Lifts
 - Existing Road
 - Proposed Road
 - Pedestrian Path
 - Existing Buildings
 - Proposed Buildings
 - Proposed Patio
 - Removed Buildings
 - Spot Elevations
 - Skier Direction
 - Parking



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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- Legend
- Department License of Occupation _____
- CMR Owned Property Boundary _____
- Proposed Lifts _____
- Existing Road _____
- Secondary Access Road _____
- Service Access Road _____
- Summer Only Access Road _____
- Underground Parking _____
- Emergency Access Route _____
- Surface Parking _____
- Surface Parking Access _____
- Drop Off Location _____
- Underground Parking Entrance _____
- Underground Service Location _____
- Building Key:**
- Parking _____

5.11 Castle Mountain Resort Village

The CMR Village is the signature development that establishes CMR as both a regional and international destination. Designed to appeal to a wide range of guests, the village will provide a modern, high-quality overnight experience that encourages multi-day stays. The objective is to create a village at an appropriate scale for the area—integrated with the natural surroundings, respectful of local residents, and contributing to the cultural character of the resort.

The design process has carefully considered the existing site while ensuring sufficient density to support a financially sustainable model. This section outlines the guiding principles of the village design and describes each building in detail. Supporting figures are provided to illustrate the design intent for both individual buildings and the village as a whole.

This document is intended to communicate overall vision and design intent to the architects and engineers who will be responsible for detailed construction-level planning during the implementation phase. It is essential that these groups understand the full Master Development Plan context so that design decisions are made in alignment with the broader resort vision.

The following plans provide additional detail on village planning:

- Figure 28: Resort Commercial Space Plan
- Figure 29: Resort Grading Plan
- Figure 30: Resort Sections
- Figures 31a to 31d: Resort Base Area 3D Views

Village Planning Principles

The CMR Village serves as the central gathering place and defining heart of the resort and functions as both the social and activity hub for residents and visitors alike, anchoring the overall sense of place within the resort.

The Master Development Plan for the village draws upon established resort planning principles refined through decades of global precedent and experience. The design aspires to create a world-class mountain village that attracts visitors from across Canada and beyond, while remaining sensitive to its local context.

Careful attention has been given to the village's form, layout, and massing to ensure that it integrates seamlessly with the surrounding residential areas. The scale and character of the development are designed to complement rather than dominate the existing community, maintaining harmony with the established built form and mountain landscape.

The following section outlines the core design principles that have informed and guided the planning and design of the CMR Village.

VIEWS

CMR is surrounded by mountain ridges and peaks in all directions, east, west, north, and south, providing a strong natural backdrop to the site. The north–south orientation of the main valley allows for good sunlight penetration and contributes to the overall quality of the setting.

The Master Development Plan carefully considers the scale and height of new buildings to ensure that view corridors are maintained between structures, creating opportunities for views toward the surrounding mountains from various points within the village.

WALKABILITY AND THE PEDESTRIAN EXPERIENCE

Once guests arrive at the resort, whether staying overnight or visiting for the day, the intent is for them to leave their vehicles behind and experience the resort on foot. Walkability and accessibility are key design considerations, with all primary pedestrian circulation routes designed to be barrier-free and free of stairs, ensuring ease of movement for all users.



View North



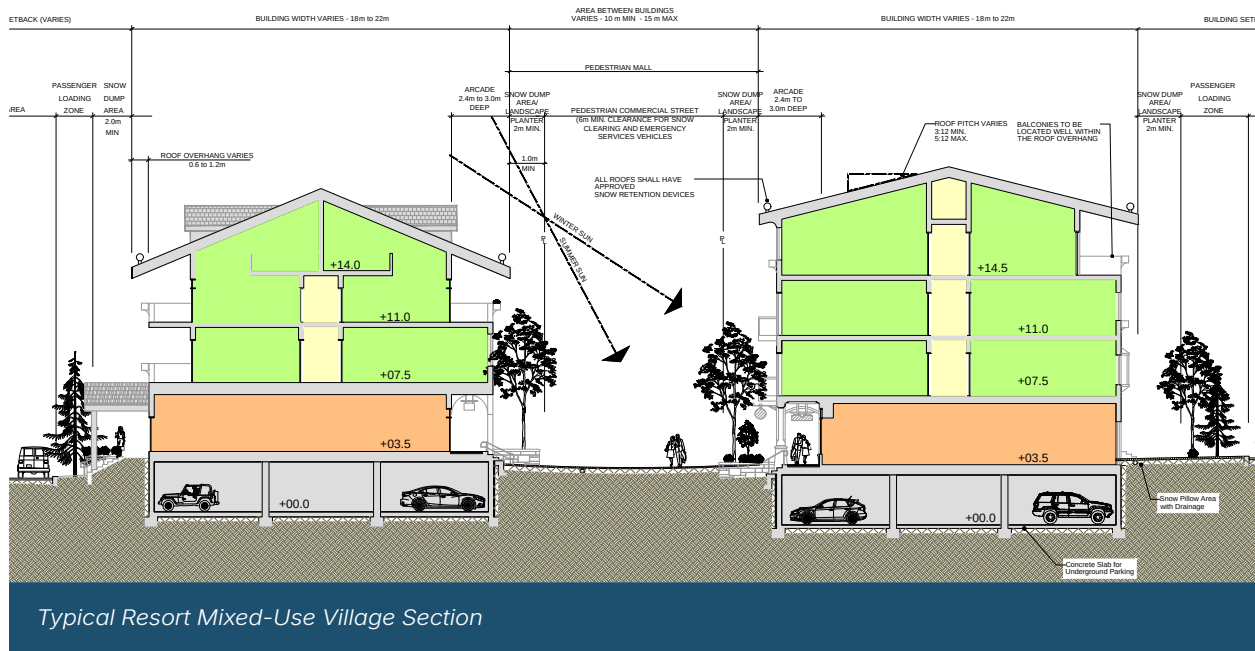
View South



View East



View West



VILLAGE ACTIVATION

A key component in creating a lively and welcoming village atmosphere throughout the year is the integration of active ground-floor uses. Commercial spaces at grade along the main pedestrian routes enhance retail viability and contribute to an engaging streetscape.

At the south end of the village street, a large plaza space is proposed, featuring an ice skating area in the winter and a water feature or splash park in the summer. Seasonal kiosks, pop-up shops, and food trucks will further activate this area and support year-round use.

Building F, located near the centre of the village, is envisioned as a gazebo-style structure that can accommodate farmers' markets, small performances, and other multi-purpose community events.

At the north end of the village, the snowfront serves as a primary activity anchor. The snowfront is framed on two sides by restaurant patios, helping to create an active, social atmosphere with direct visual and physical connections to on-mountain activities.



Village Activation

MASSING AND BUILDING HEIGHT

Given the surrounding one- to two-storey residences and the compact nature of the site, it was important to limit building heights to four storeys to maintain views, fit within the surrounding context, and allow sunlight to reach pedestrian and public areas within the village.

Building ends are designed with step-backs to further improve sunlight penetration into public spaces and to enhance views toward the surrounding landscape.

BUILDING ARCHITECTURE AND WILDFIRE RESISTANT BUILDING DESIGN

Architecture should reflect the surrounding landscape and be sympathetic to the natural environment. The design approach should emphasize clarity of form, authentic materials, and a modern interpretation of mountain architecture to create a unified and enduring village character.

The architecture of CMR village must also address the heightened risk of wildfire through careful material selection. Spot fires often ignite on asphalt roofs, leading to catastrophic property loss. The roof, soffits, siding, and windows are the most critical components in preventing wildfire intrusion.

The following outlines best-practice design strategies to reduce ignition risk:

- Soffits – Thin wood or vinyl soffits ignite easily under high heat or when exposed to wind-driven embers. Gaps or poor sealing allow embers to enter the structure. Use non-combustible materials such as metal or fiber-cement products, or heavy timber (e.g., decking or CLT panels) if wood is required. Ensure all soffits are properly sealed.
- Ventilation Screens – Install ember-resistant screens on ventilation openings to block ember intrusion while maintaining airflow, or design inverted roof systems with non-vented soffits. Enclose overhangs with soffits rated to at least one hour of fire resistance. Flat, horizontal soffits reduce ember entrapment compared to sloped soffits. Fascia should be constructed from non-combustible or fire-resistant materials.

- Roofing – Metal roofing offers excellent fire resistance, surpassed only by slate or irrigated green roofs. Metal roofs with Kynar® PVDF coatings provide superior fire performance, meeting UL burn ratings and ASTM flame spread/smoke standards.
- Siding – Preferred options include stucco, metal siding, or fiber-cement siding. Research shows siding joints are the most vulnerable point; complex joints such as shiplap or tongue-and-groove perform better than plain bevel joints. Non-combustible or ignition-resistant materials are recommended to reduce fire exposure on windows and eaves.
- Windows – Vinyl frames fail quickly under heat and should be prohibited. Tempered glass, roughly four times stronger than standard glass, is recommended—particularly for elevations facing natural vegetation. Note that even dual-pane, tempered glass will not protect a building if left open.

Building Program

Following is a brief description of each main accommodation building within the core village area.

Building D

The main daylodge building serves as the central hub for guests, skiers, and visitors requiring convenient access, such as parents dropping children at the childcare area or adaptive skiers. Building D features a dedicated large drop-off zone designed to accommodate these needs efficiently.

The ground level includes the lobby and check-in area for guests staying in the condominium units located on the upper floors. On the north end, this level also provides access to underground parking and associated service and back-of-house areas.

The Level 1 (L1) floor houses the primary daylodge services, including guest services, the ski rental shop, the adaptive center, and the main cafeteria with its kitchen facilities. This level is directly accessible from both the main plaza and the snowfront. Large west-facing windows are planned to provide expansive views of the outdoor activity, enhancing the visitor experience.

The upper three levels are dedicated to 56 condominium units. These units are designed to offer uninterrupted views to both the west and east, maximizing the scenic value for residents.

Building E

This building is primarily a condominium development with integrated commercial and guest service spaces located on the main plaza level (L1).

The B1 level accommodates underground parking for approximately 70 vehicles, along with designated service areas, and is where guests access the main lobby off the shared drop-off with Building D.

The plaza level (L1) provides a mix of guest amenities and resort functions, including seasonal ski lockers, a daycare/child-minding facility, and a public restaurant with kitchen facilities. The restaurant offers both plaza-level outdoor seating and an elevated deck option. This level also includes space for resort employee use and administrative offices.

The upper residential levels (L2, L3, and L4) contain a total of 52 condominium units.

Building F

This building is envisioned as a flexible, multi-purpose facility located at the heart of the village. Building F is designed to accommodate a wide range of uses, including a covered stage area suitable for concerts, festivals, and presentations.

An adjacent open plaza provides complementary space to support these activities. The plaza can be adapted for seasonal and community programming such as farmers' markets, temporary play structures, and cultural activities including buskers, street performances, and theatre events.

Together, the building and plaza create a vibrant focal point for year-round village life and community engagement.

Building G

This hotel is envisioned as a family-friendly, 3–4 star property offering over 100 keys. Building G is accessed from the upgraded road on the west side of the site, with underground parking located on the B1 level. The parking area provides more than 80 stalls with direct ramp access.

The main level (L1) includes the hotel lobby, which connects directly to the pedestrian village street, creating a seamless guest arrival experience. Additional guest amenities and support spaces on this level include meeting rooms, guest ski lockers, and a small children's activity area. Hotel service and operational spaces, such as administration, storage, housekeeping, receiving, and engineering, are also accommodated on L1, along with general resort-oriented commercial space.

The upper levels are organized with hotel rooms and a small gym on L2, while L3 and L4 contain the remaining hotel rooms. This hotel plays a key role within the resort by appealing to guests seeking a higher level of comfort and full-service amenities.

Positioned along the west side, the hotel frames the main skier's plaza and snowfront. A public restaurant located here enhances the atmosphere of the plaza and provides excellent views of skiers on the hill, as well as up the mountain. For greater privacy, a large outdoor pool and hot tubs are located to the side of the building, while still maintaining spectacular views of the mountain and ski activity.

Building H

Building H is accessed from its own dedicated drop-off located on the east side at the B1 level, where the main lobby, service areas, and entrance to the underground parking are situated. The L1 level, positioned along the main pedestrian commercial street, accommodates guest ski lockers, a small gym and hot tub, and back-of-house functions. It also includes substantial resort commercial space fronting the pedestrian street on the west side. This commercial space is envisioned for retail, food and beverage outlets, or other unique stores that reflect the character of CMR.

The upper levels (L2, L3, and L4) are residential and contain a total of 53 condominium units, designed to integrate living spaces with direct proximity to the village core and its amenities.

Building I

Building I is a smaller collection of buildings designed to animate the plaza at the terminus of the pedestrian street. In the winter months, they can function as skating rental facilities, concessions, or pop-up food and retail shops, providing seasonal activity and enhancing the vibrancy of this part of the village.

Table 43, the Village Building Program, outlines the buildings within Parcel 13 that make up the core of the resort village, and provides details on gross floor area (GFA), number of floors (excluding underground parking), and the distribution of public, accommodation, and commercial space. The table also summarizes the total number of units and pillows associated with each building. Collectively, the village comprises approximately 28,000 m² of GFA, offering approximately 260 keys and over 870 pillows.

Table 43 Village Building Program

Bldg.	Building Description	Foot-print m ²	Max. # of Floors	Approx. GFA m ²	Gross Accomm. Space m ²	Public Space m ²	Service (BOH) Space m ²	Other Commer- cial Space m ²	Skier Service Space m ²	Total Accom. Units / Keys	Total # of Pillows
Parcel 13 Village Core											
D	Daylodge and Condos	2,000	4	6,770	3,740	240	480	-	2,310	48	192
E	Condos	2,100	4	7,040	4,000	240	570	420	1,810	52	208
F	Events Pavilion	300	1	300	-	-	-	300	-	-	-
G	Hotel	2,200	4	7,555	5,000	1,055	1,240	260	-	106	265
H	Condos	1,600	4	6,000	4,100	240	560	1,100	-	53	212
I	Commerical Buildings	350	1	350	-	-	-	-	-	-	-
Subtotal Parcel 13		8,550	18	28,015	16,840	1,775	2,850	2,080	4,120	259	877

5.12 Resort Infrastructure

Sewage

As referenced in the BHA 2017 Master Plan, sewage generated at CMR is treated through a lagoon-based wastewater system. The design capacity of these lagoons was established to match the overall capacity of the resort's water supply infrastructure, providing a built-in margin of safety. As a result, even during peak winter operating days, the lagoons are functioning at less than their maximum design capacity. This surplus capacity is sufficient to manage both existing demand and the additional loads anticipated from the committed and planned developments identified within the current Area Structure Plan (ASP). However, with the increased number of units proposed in Phase 2 of the CMR Master Development Plan, more major upgrades and expansion will be required.

Power

As the resort expands and grows, an increase in power supply will be required. Currently there are some power limitations that will need to be addressed including the implementation of three-phase power.

Water

Water at CMR is currently supplied by the MD of Pincher Creek via pipeline from the Oldman Reservoir with treatment provided at the resort's water plant before distribution. The MD has allocated 50,142m³ of water to CMR. The present system supports existing volumes and allows for modest increases before water infrastructure may need to be addressed.

Domestic demand will grow as the proposed additional residential, commercial, and tourism development proceeds, and as day-use skier visits increase. Seasonal demand peaks are particularly pronounced during winter months, when resort occupancy and skier visits are highest. Summer visitation and expanded year-round operations will also require a sustainable water supply to meet the needs of guests, residents, and staff.

Snowmaking is currently licensed to use up to 70,000m³ of water from the groundwater and surface sources. Reliable water withdrawal when needed is considered critical in adapting to climate variability and ensuring consistent operating conditions. Note that snowmaking water requirements and calculations have not been included in this Master Development Plan.

As shown in Table 44, Water Demand Estimate, the total annual water requirements at build-out would reach approximately 53.4 Million imperial gallons.

Table 44 Water Demand Estimate

Phase	Accom. Units	Density (visits/unit)	Resident (lgcd)	Occupancy	Housing Total (lgal)	Annual Visitation (2016/2017)	Day Use (lgcd)	Day Use Total* (lgal)	Daily Demand (lgal)	Predicted Annual Demand (lgal)
2020 Area Structure Plan										
Existing	128	3.5	50	100%	8,176,000	89,100	15	1,109,295	25,439	9,285,295
Build-out	225	3.5	50	100%	14,371,875	89,100	15	1,109,295	42,414	15,481,170
2025 Master Development Plan										
Existing	128	3.5	50	100%	8,176,000	89,100	15	1,109,295	25,439	9,285,295
Phase 1 - Base Development	210	3.5	50	100%	13,413,750	170,640	15	2,124,468	42,570	15,538,218
Phase 2 - Base Development	397	3.5	50	100%	25,358,375	249,160	15	3,102,041	77,974	28,460,416
Total 2025 Master Development Plan - Phase 2										53,283,929

The 2020 Area Structure Plan (ASP) confirms that the lagoon and water servicing systems were designed with additional capacity and can accommodate the committed and planned development to full build-out. However, further evaluation and upgrades will be necessary to align with an amended ASP.

A dedicated, sustainable, and consistently reliable water source for snowmaking is required. CMR currently has up to 70,000 m³ of water via surface water (Haig Creek) and ground water (well). Future infrastructure planning must therefore ensure that snowmaking and domestic water needs can be balanced, with sufficient capacity for peak seasonal demands and fire protection requirements.

At full build-out, CMR must secure a year-round, resilient water supply strategy that integrates both groundwater and potential surface water storage or diversion. This strategy will allow the resort to meet projected domestic needs, support snowmaking operations, and provide reliable service to residents, tourists, and staff while adapting to climate change and long-term resort growth.

Commercial Level Plan

Figure 28 presents the conceptual layout of commercial space at the ground-level “plaza” of the six resort village buildings. The plan identifies the proposed locations for restaurants, retail, skier services (as outlined in Section 4.0), conference facilities, back-of-house/service areas, main lobbies, and internal circulation.

The intent of this plan is to illustrate how commercial uses are distributed across the village, showing where key elements such as restaurants, retail shops, or building lobbies should be positioned to support an optimal guest experience.

This conceptual framework provides architectural design teams with guidance as they develop detailed programming for each building and ensures they understand how the commercial spaces of individual buildings relate to those opposite or adjacent. In addition, a retail consultant may be engaged at later stages to refine the layout and tenant mix, building on this initial conceptual plan.

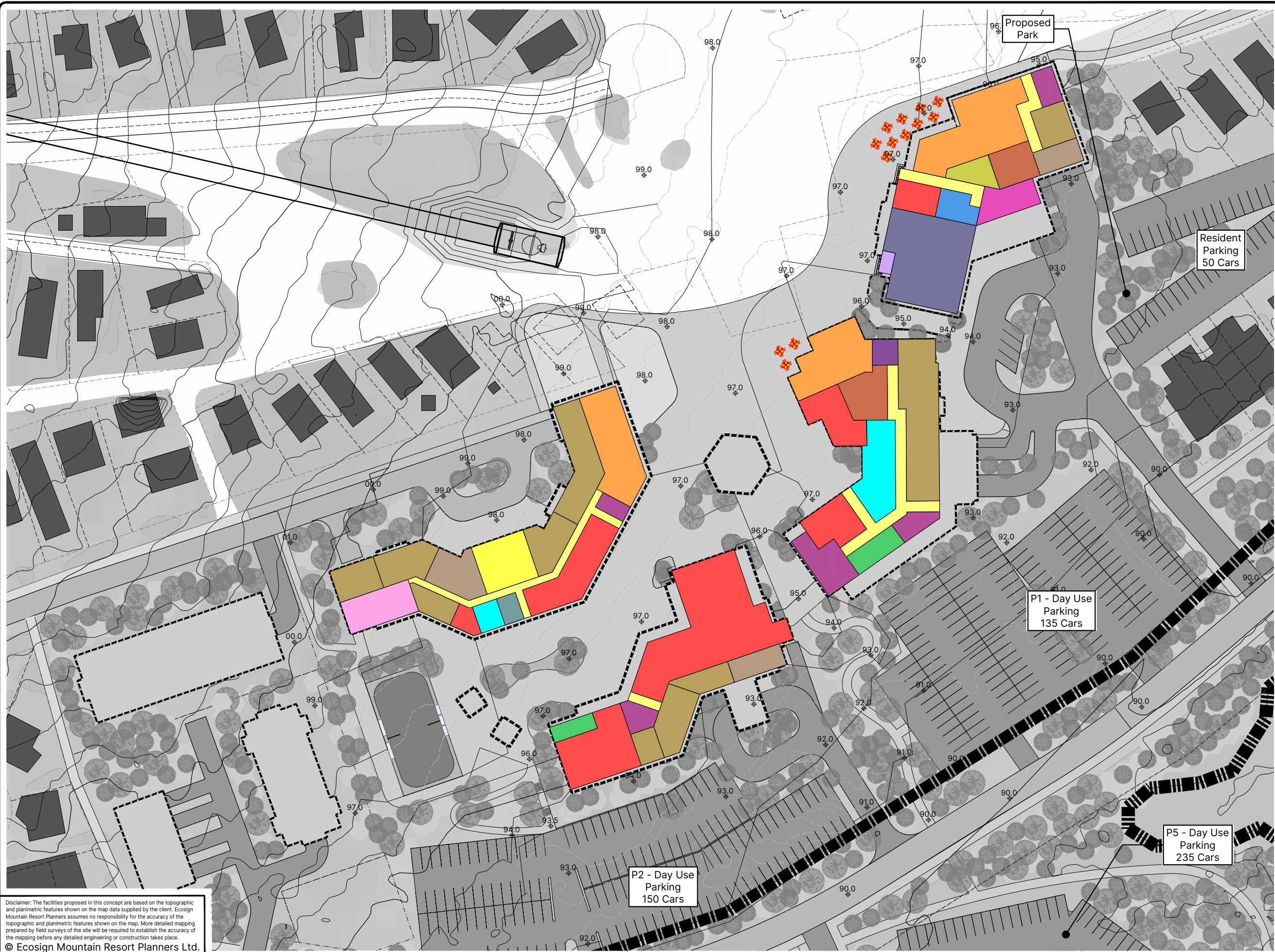
Village Grading Plan

Careful consideration has been given to how the buildings integrate with the existing terrain, with floor levels designed to provide convenient underground parking access, seamless pedestrian movement through the village, and direct connections to the snowfront and ski lifts. Accessibility is a core principle of the village plan, with main public areas designed to remain free of stairs or other barriers to circulation.

Figure 29 illustrates the proposed grading plan, showing 1-metre contour intervals and the conceptual earthworks required to implement the plan.

Village Sections

Figure 30 presents two sectional views of the village, illustrating the vertical relationships across the site and how the proposed buildings integrate with the natural terrain to help minimize the earthworks required. These sections highlight the interaction between ground levels, pedestrian circulation routes, plaza spaces, and adjacent building floor plates.



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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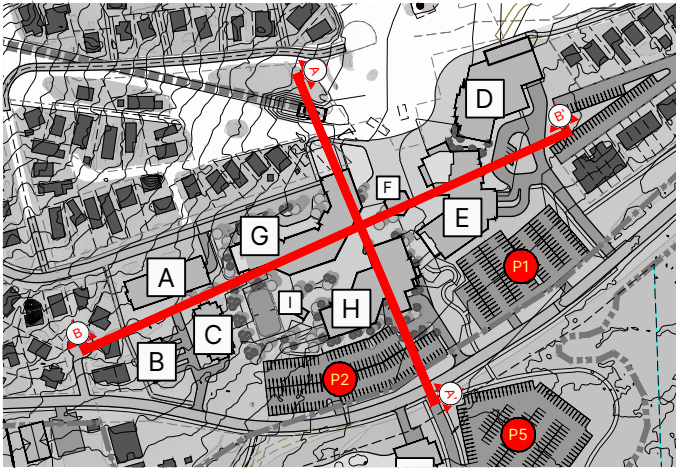


Contour Interval: 5 Meter Date: 11/2025

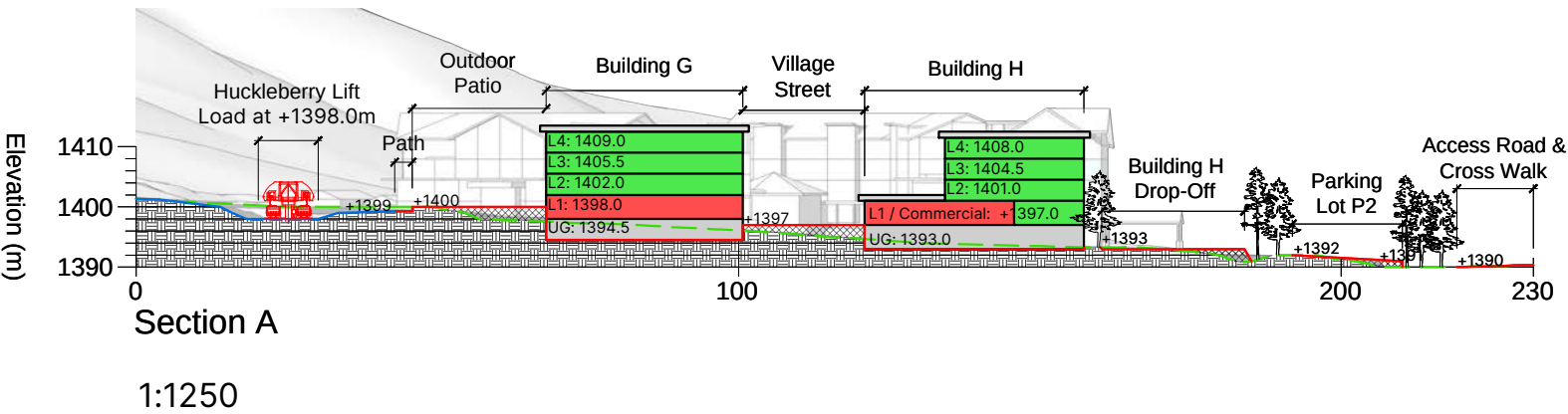


- Legend:
- Back of House
 - Daycare
 - Circulation
 - Mechanical
 - Kitchen / Scramble
 - Lockers
 - Adaptive Center
 - Recreation
 - Retail
 - Ski Rental
 - Restaurant
 - Guest Services
 - Admin / Front office / Accounting
 - Tickets
 - Snow Sports School
 - Business Centre
 - Conference Centre
 - Roof Edge

KEY PLAN

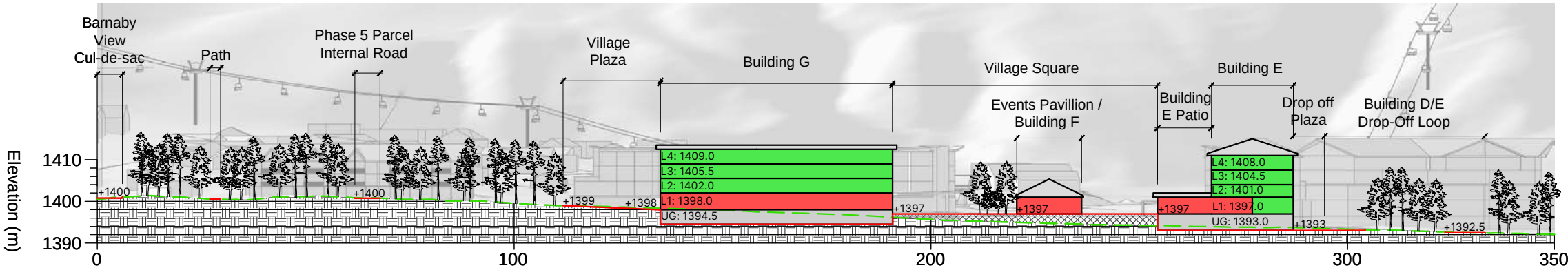


1:5000



Section A

1:1250



Section B

1:1250

Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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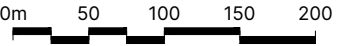
Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025



Legend:

SECTION

Ski Trail	
Proposed Grade	
Existing Grade	
Commercial	
Accommodation	
Parking	
Proposed Fill	
Earth	

Figure Name:

RESORT SECTIONS

Figure Number: 30

Figure 31a Resort Base Area 3D View 1



Figure 31b Resort Base Area 3D View 2



Figure 31c Resort Base Area 3D View 3



Figure 31d Resort Base Area 3D View 4





6.0 PHASE 1

6.0 Introduction

The development of Castle Mountain Resort (CMR) is expected to take place over a period of more than 25 years through a phased and carefully managed process. This approach will enable the resort to expand strategically, add accommodation units in alignment with demand, and maintain efficient operations throughout construction.

The development of the CMR DLO lands is proposed in two primary phases:

- Phase 1 (0–8 years): Transition the resort into a year-round, all-seasons destination by introducing key amenities, popular attractions, ski terrain expansions, and new accommodation options.
- Phase 2 (8–25+ years): Continue improvements to both summer and winter recreational offerings and complete the build-out of the resort village. This phase represents the maximum development potential of the DLO lands and is anticipated to take 25 or more years to complete.

Table 45, Development Phasing Summary, outlines the components proposed for each phase along with the associated increase in guest capacity.

Table 45 Development Phasing Summary

PHASE	PHASING ELEMENTS	RECREATION ELEMENTS		GUEST CAPACITY (PARKING & ACCOM.)
Existing Capacity (2024-25 Season)		Hiking Downhill Skiing / Snowboarding	Cross Country Skiing Snowshoeing Catskiing / Backcountry	2,570
PHASE 1 1-8 yrs Transition to All-Season Resort	New Stagecoach Lift Huckleberry Upgrade Beginner Zone Rental Condos & Daylodge (Bldg D & E) Stacked Townhouses (Parcel 8 parcel) Parking Lot P1 Move Hostel / Hotel building to new location Spa Parking (P5) Condo Units above Spa Huckleberry Lodge (150 seats & deck)	North Snowtubing (±100m long 3 lanes) Public Spa Stagecoach Top Tea House and Suspension Bridge & Single Zipline DH Mountain Biking	18 Hole Disk Golf Cross-Country Skiing Cross-Country MTB Mountain Carts Snowshoeing trail expansion Staging Area / Wildland Access Parking Weddings in Huckleberry Lodge	4,110
PHASE 2 8-25 yrs Build-out of DLO Area	New Sundance Chair New Tamarack Chair Haig 2 Chair Village Buildings (Bldg F, H, I, E) Parking P2 and P4 Boutique Hotel (Bldg J & K)	Ice Skating Zipline Expansion Ropes Course		5,530

6.1 Phase 1 Ski Area

Phase 1 of mountain development at CMR is designed to address the most pressing challenges of the current lift and trail network while laying the foundation for long-term success. This immediate action plan focuses on a series of key lift and trail improvements intended to enhance skier circulation, open new terrain opportunities, expand offerings for beginner and intermediate users, and upgrade essential access lift infrastructure. The Preferred Beginner Zone Concept is shown in Figure 33.

Phase 1 Lifts

In Phase 1, three major lift improvement projects are planned: the Stagecoach Express detachable four-passenger chairlift (targeted for opening in winter 2025/26), the upgrade of the Huckleberry Chair to a detachable four-passenger chairlift, and the redesign of the beginner zone, which will include the installation of two moving carpet lifts. Upon completion of Phase 1, the proposed lift fleet will provide a total uphill capacity of 9,091 passengers per hour, deliver a vertical transport capacity of 2,849,000 VTM/hr, and support a comfortable carrying capacity of 2,890 skiers per day. The lift system upgrades planned in Phase 1 are described in greater detail, including their intended purpose and design, in Section 4.0 of this report. Detailed lift specifications for Phase 1 are presented in Table 46.

Table 46 Phase 1 Lift Specifications

Lift Number Lift Name	1R Huck.	2 Trex	3 Sun- dance	4 Tama- rack	5 Green	MC1 MC1	MC2 MC2	6 Stage- coach	
Lift Type Year	D4C PH1	Tbar 1965	3C 1996	2C 1998	2C 2002	MC PH1	MC PH1	D4C PH1	TOTAL
Top Elevation m.	1,730	1,932	1,866	2,257	1,452	1,399	1,403	2,115	
Btm Elevation m.	1,401	1,414	1,412	1,861	1,410	1,397	1,395	1,555	
Total Vertical m.	329	518	454	396	42	3	8	560	2,310
Hz Distance m.	1,430	1,261	1,108	884	210	27	70	1,417	
Slope Distance m.	1,467	1,363	1,197	969	214	27	70	1,524	6,832
Average Slope %	23%	41%	41%	45%	20%	9%	11%	40%	36%
Rated Capacity	1,800	645	1,180	710	865	1,000	1,000	1,891	9,091
V.T.M./Hr.(000)	592	334	536	281	36	3	8	1,059	2,849
Speed m/sec.	5.0	2.0	2.0	2.5	1.5	0.6	0.6	5.0	
Trip Time min.	5.00	11.50	10.00	6.50	2.50	1.00	2.00	5.08	
Hr./Day	7.0	7.0	7.0	6.0	7.0	7.0	7.0	6.0	6.8
V.T.M. Dem/Day	4,013	6,106	6,570	6,658	2,120	940	940	6,546	
Loading Eff. %	90%	90%	85%	95%	70%	90%	90%	90%	
Access Reduction	14%	4%	3%	0%	0%	0%	0%	0%	
SCC Skiers/Day	800	330	470	240	80	20	80	870	2,890
Cumulative Total	800	1,130	1,600	1,840	1,920	1,940	2,020	2,890	

Phase 1 Ski Trails

In Phase 1 of mountain development, several new ski trail projects and redesigns are proposed to improve circulation, expand terrain variety, and enhance the overall ski experience, particularly for lower skill class skiers. Planned trail improvements include the development of a new trail pod to accompany the Stagecoach Express lift, a full redesign of the beginner zone to strengthen the learn-to-ski offering, and the creation of a signature intermediate trail descending the north ridge of Gravenstafel. Additional enhancements include expanded expert gladed terrain on the lower north ridge and selective tree thinning near the top of the Huckleberry Chair to improve skier flow through the new off-load area and to add north-facing steep terrain. These conceptual improvements are illustrated in Figure 32 and described in further detail, including their intended purpose and design, in Section 4.0 of this report. Based on the target densities outlined in Section 3.0 of this report, the ski trail network at the completion of Phase 1 will be capable of supporting approximately 2,474 skiers at one time.



View from the "Chutes", looking towards north facing terrain at top of Huck

Phase 1 Ski Terrain Skill Class Balance

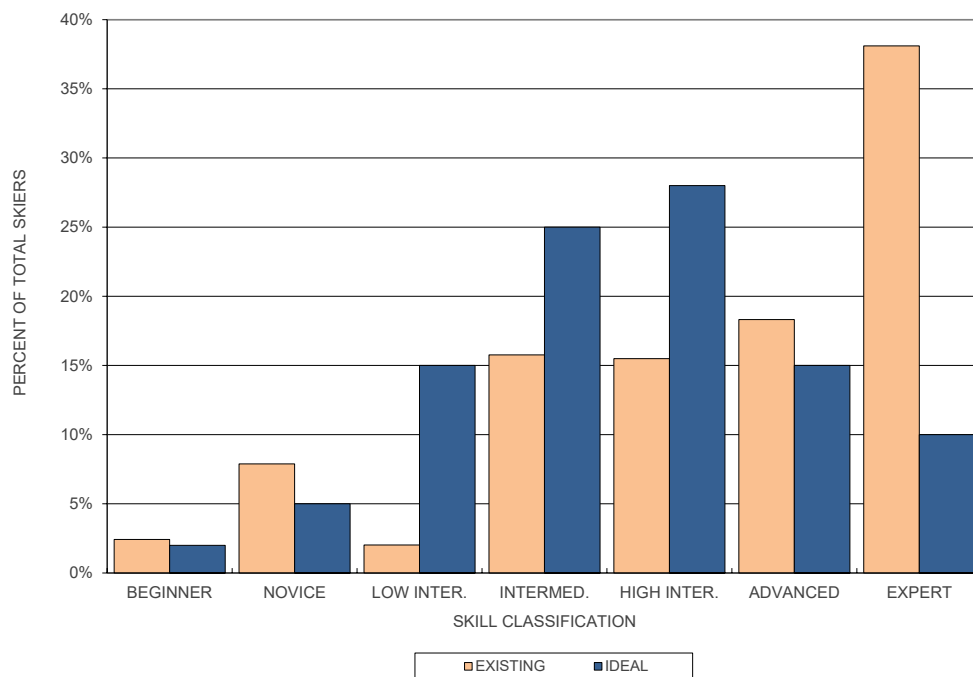
At the completion of Phase 1 of mountain development, the skill class distribution at CMR is summarized in Table 47 and illustrated graphically on Plate 12. While efforts have been made to improve the overall balance of terrain by skill class, the resort's offering remains strongly skewed toward advanced and expert terrain. This reflects the inherent steepness of Castle's natural topography. However, the redesign of the beginner area and the introduction of a new intermediate route from the top of Tamarack significantly enhance the experience for novice and progressing skiers. At the same time, the addition of advanced terrain in the Stagecoach pod and expanded gladed areas will continue to meet the expectations of Castle's core expert clientele, which remains central to the resort's identity and ski culture.

Table 47 Phase 1 Ski Terrain skill Class Balance Table

Lift SCC = 2,890

Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	0.3	60	2%	2%
2 Novice	10.0	195	8%	5%
3 Low Intermediate	3.3	50	2%	15%
4 Intermediate	25.8	390	16%	25%
5 High Intermediate	38.2	383	15%	28%
6 Advanced	143.9	453	18%	15%
7 Expert	313.9	942	38%	10%
TOTALS	535.4	2,474	100%	100%

Average Density = 5.4 Skiers/Hectare
 Optimum Density = 11.7 Skiers/Hectare
 Weighted Demand = 5,945 VTM/Skier/Day

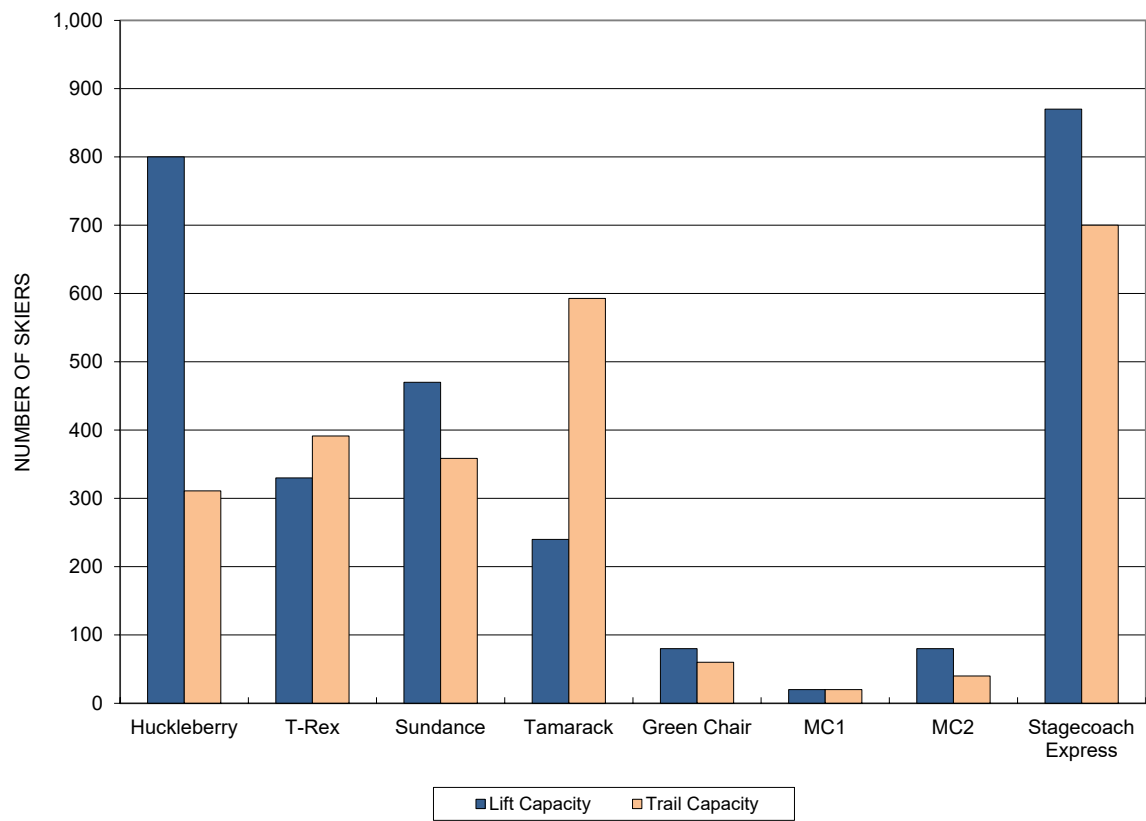
Plate 12 Phase 1 Ski Terrain Skill Class Balance Chart

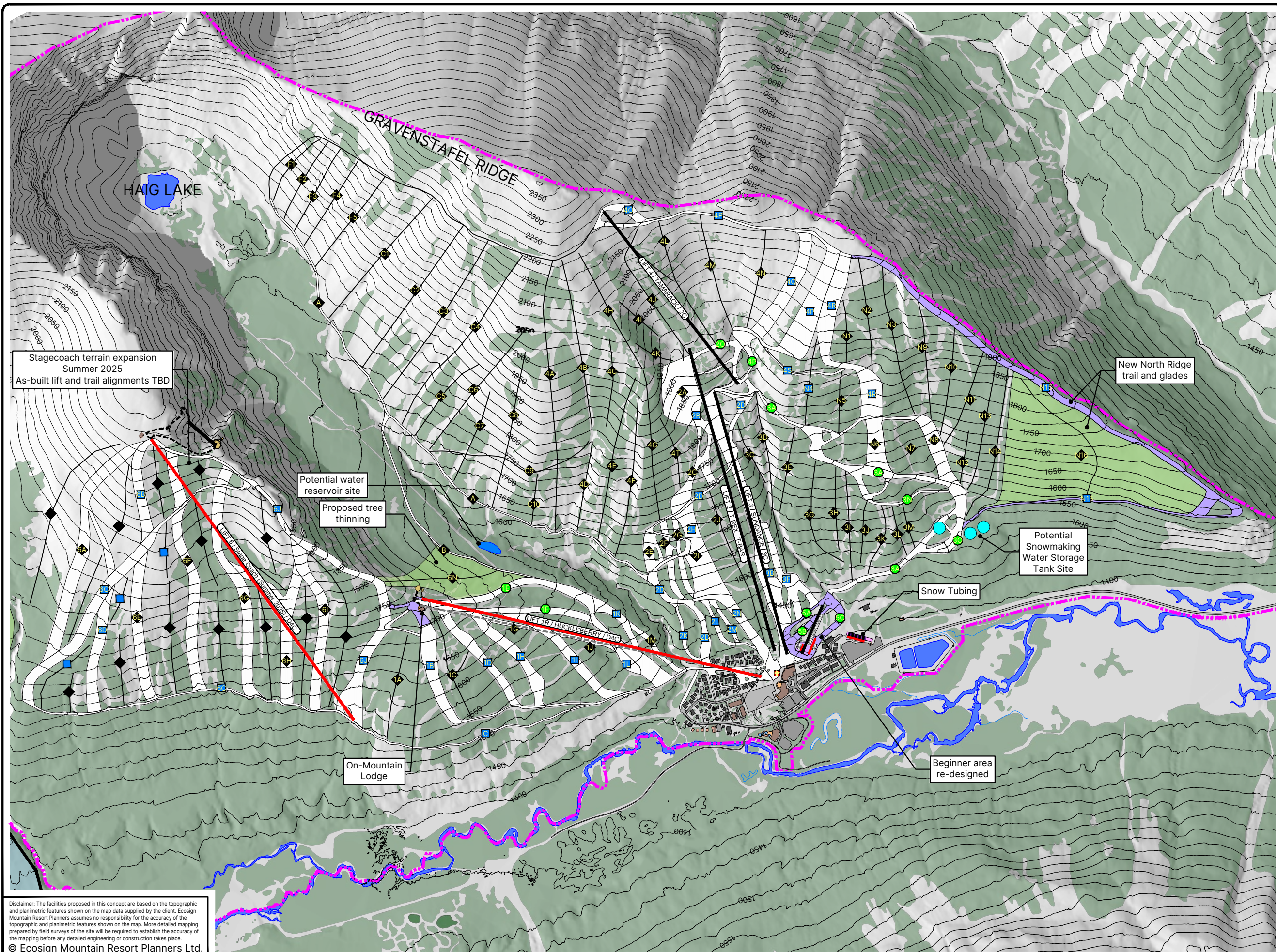
Phase 1 Lift vs Trail Capacity

An important metric in planning new lifts and ski terrain is analyzing the relationship between uphill lift capacity and downhill trail capacity for each lift system, in order to identify potential imbalances. As illustrated in Plate 13, most lift systems at CMR are reasonably well matched with their associated trail networks. However, two notable exceptions exist: the Huckleberry Chair, which shows a significant excess of lift capacity, and the Tamarack Chair, which shows a significant excess of trail capacity.

The imbalance at Huckleberry can be explained by its role as the primary access lift out of the base area to the new Stagecoach Expansion. In future phases, additional terrain will be developed in this area, further relying on Huckleberry’s capacity to manage peak access times in the morning and after lunch. By contrast, Tamarack’s apparent excess of trail capacity reflects the expansive terrain it serves on the upper mountain. This imbalance is not problematic; rather, it translates into an uncrowded ski experience that is highly valued by expert skiers, offering less skied-out terrain and more opportunities for fresh tracks.

Plate 13 Phase 1 Lift vs Trail Capacity





Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025



Legend:

SKI TRAIL ABILITY LEVEL

- Easiest
- More Difficult
- Most Difficult

LEGEND

- Existing Lifts
- Proposed Lifts - Phase 1
- Removed Lifts
- Existing Trails
- Existing Off-Piste Trails
- Proposed Trails
- Proposed Off-Piste Trails
- Proposed DLO Boundary
- MSO/Infirmary

Figure Name:

SKI AREA MASTER PLAN - PHASE 1

Figure Number:

6.2 Phase 1 Recreational Activities

Phase 1 Winter Recreation

The first phase of the resort development is intended to quickly offer more recreational options for guests in the winter and summer months. The winter activities proposed to be implemented in Phase 1 are illustrated in Figure 34 and include:

- Expansion to Downhill Skiing
- Cross Country Skiing and Snowshoeing Trail Expansion
- Snowmobiling / Cat Skiing / Backcountry Skiing in Castle Wildland Provincial Park
- Children Snowplay Zone
- Snowtubing
- Ice Skating
- Viewing Platform at top of Stagecoach
- Zipline and Suspension Bridge (Weather dependent)
- Public Spa

Phase 1 Summer Recreation

Phase 1 proposed summer activities shown in Figure 35 include:

- Expanded lift Accessed Mountain Biking
- Cross Country Mountain Biking
- Pump Track / Skills Park
- Zipline and Suspension Bridge
- Mountain Carts
- Viewing Platform
- 18 hole disk golf course
- Expanded Hiking Trails
- Public Spa
- Children's Activity and Aerial Adventure Course
- Summer Tubing

6.3 Phase 1 Balanced Resort Capacity

In Phase 1 the expansion of winter activities closely balances with the increased capacity in the base area as shown in Table 48

Table 48 Phase 1 Winter Balanced Resort Capacity

WINTER Balanced Resort Capacity		PHASE 1 # Guests per day
Winter Accommodation		
Hot Beds (Hostel, Condos, Hotel, Rental Units, Suites)		684
Cold Beds (Private Residences, Staff Housing)		526
Total Accommodation		1,210
Total Parking (Cars, Buses & Drop-off)		2,900
TOTAL BASE CAPACITY		4,110
Winter Activities		
Skiing / Snowboarding		2,890
Cross Country Skiing		140
Snowshoeing		40
Snowmobiling		30
Backcountry Skiing		30
Kids Snowplay Zone		40
Snow Tubing		100
Ice Skating		na.
Viewing Platform at Top of Stagecoach		100
Zipline & Suspension Bridge		100
Spa		120
Total Active Users		3,590
Non-Participating Guests (15% of total Active Guests)		540
TOTAL GUESTS		4,130

In the summer the additional activities amount to 1,380 active users as shown in Table 49.

Table 49 Phase 1 Balanced Resort Capacity Summer

SUMMER Balanced Resort Capacity		PHASE 1 # Guests per day
Summer Accommodation		
Hot Beds (Hostel, Condos, Hotel, Rental Units, Suites)		684
Cold Beds (Private Residences, Staff Housing)		526
Total Accommodation		1,210
Total Parking (Cars, Buses & Drop-off)		2,900
TOTAL BASE CAPACITY		4,110
Summer Activities		
DH Mountain Biking		400
Cross Country Mountain Biking		150
Pump Track / Skill Park		20
Zipline & Suspension Bridge		50
Mountain Carts		100
Viewing Platform		80
Disc Golf		50
Hiking & Interpretive Trails		150
Spa		120
Huckleberry Lodge (Weddings, Events etc.)		150
Childrens Activity Zone		50
Aerial Adventure / Ropes Course		30
Summer Tubing		30
Total Active Users		1,380
Non-Participating Guests (60% of total Active Guests)		830
TOTAL GUESTS		2,210

6.4 Phase 1 Parking

Phase 1 retains most of the existing E-P parking area, providing approximately 350 vehicle stalls, and introduces the P1 lot, which can be constructed once the existing hotel and hostel are relocated. The P3 lot is reconfigured with an optimized layout to accommodate the new tubing area, improving circulation and efficiency. The P5 lot is a new facility serving the spa and general day visitors. Table 50 summarizes the Phase 1 parking inventory and capacities.

Table 50 Phase 1 Parking Summary

Parking Lot Designation	Number of Cars	Guests from Cars	Active Users from Cars	Number Of Buses	Guests from Buses	Active Users from Buses	Total Guests from Parking (Cars & Buses)	Total Active Users From Parking (Cars and Buses)
Day Visitor Parking								
E-P - Guest Parking	350	880	700	-	-	-	880	700
P1 - Guest Parking	135	340	270	-	-	-	340	270
P3 - Guest Parking	290	730	580	-	-	-	730	580
P5 - Guest Parking	180	450	360	10	400	280	850	640
Total Parking	955	2,400	1,910	10	400	280	2,800	2,190

6.5 Phase 1 Accommodation

To expand accommodation capacity, increase midweek business, and lengthen the average guest stay, new accommodation buildings are proposed in Phase 1. The program includes:

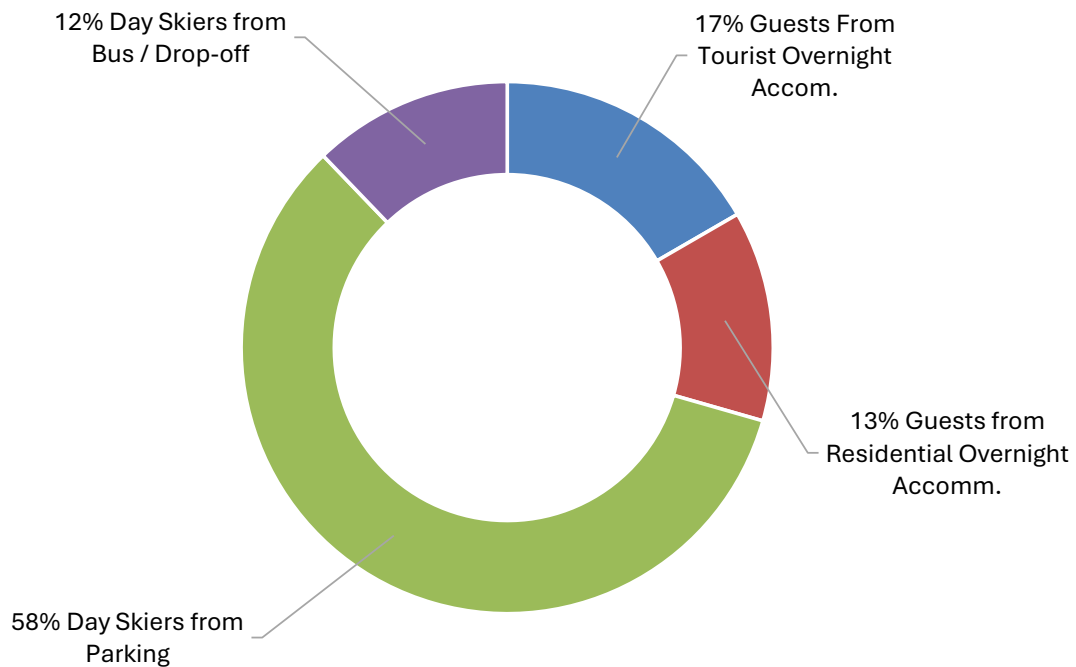
- Parcel 1 - single-family lots
- Parcel 5 - single-family lots
- Parcel 8 - townhomes
- Parcel 11 - Spa and Condos
- Parcel 13 - Building D - daylodge and condos and Building E - condos
- Parcel 18 relocated RV sites

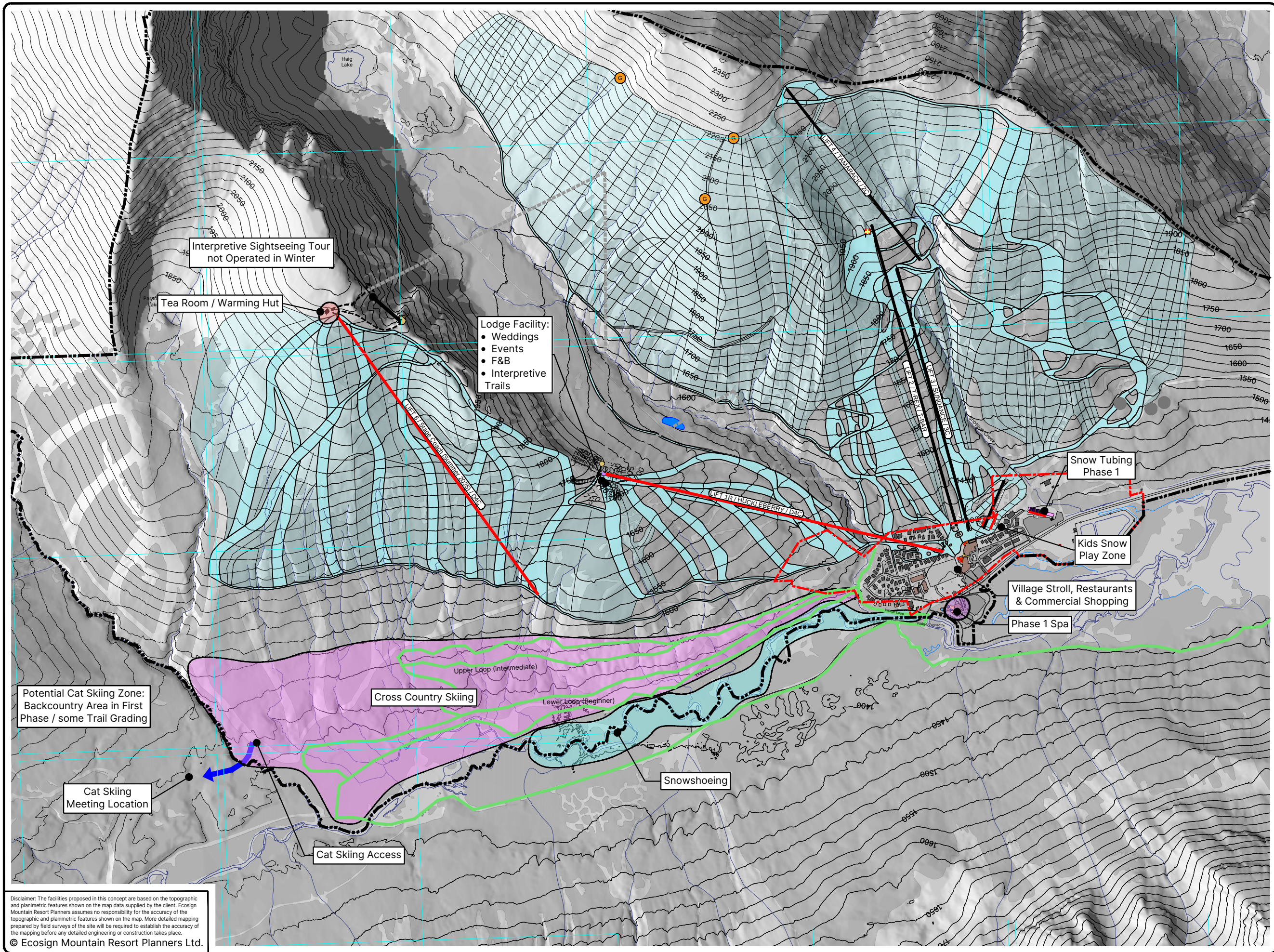
6.6 Phase 1 Base Area Capacity

Phase 1 base-area capacity includes all Phase 1 parking (private vehicles and buses), guests arriving via the drop-off, and overnight guests comprising residents and new tourist accommodation. As summarized in Table 51: Phase 1 Base Area Capacity, the resort can accommodate approximately 4,110 guests on peak days during the season. Plate 14, shows the proportion of visits from each of the staging types.

Table 51 Phase 1 Base Area Capacity

BASE CAPACITY - PH1	NUMBER OF GUESTS
Overnight Guests & Residents	1,210
Day Guests	
Shuttle bus / private vehicle drop-off	100
Bus Parking	400
Car Parking	2,400
Subtotal from Parking & Transit/Drop-Off	2,900
Total Base Area Staging Capacity	4,110

Plate 14 Phase 1 Base Capacity Proportions



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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Client:

Castle Mountain

Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 25 Meter Date: 11/2025

0m 150 300 450 600

Legend:

LEGEND

Proposed Lifts

Summer Zip Line

Ski Trails

Free Skiing

Department License of Occupation

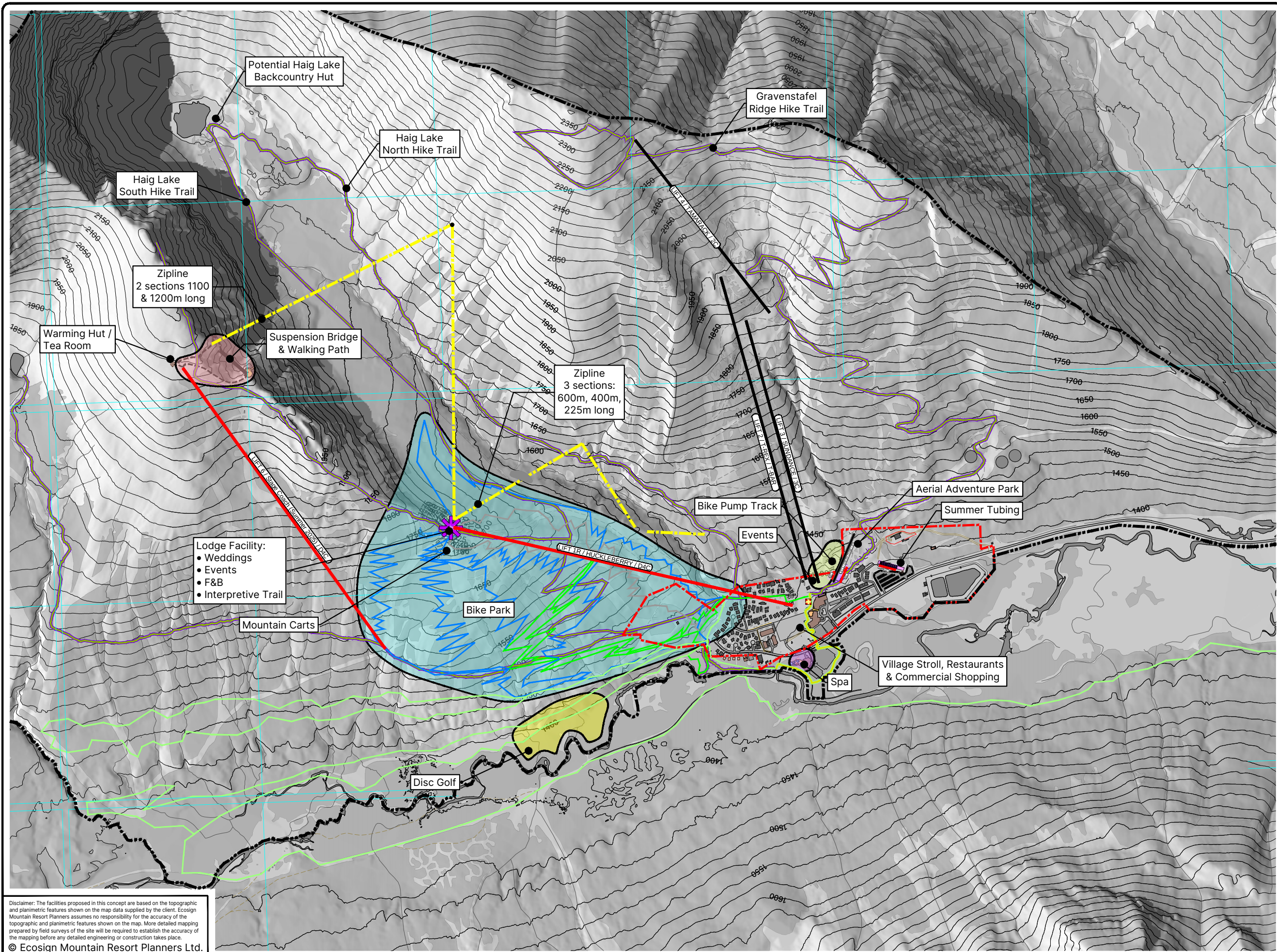
CMR Owned Property Boundary

Proposed Cross Country Trails

Terrain Access Gate

Parking

First Aid



Client:

Consultant:

ecesign
MOUNTAIN RESORT
PLANNERS

Contour Interval: 25 Meter Date: 11/2025

0m 150 300 450 600

LEGEND

Summer Access Lift

Winter Access Lift

Department License of Occupation

CMR Owned Property Boundary

Existing Hiking Trails

Proposed Hiking Trails

Existing XC Bike Trails

Proposed XC Bike Trails

Easy Mountain Bike Trails

Intermediate Mountain Bike Trails

Advanced Mountain Bike Trails

Cross Country Biking Trails

Zip Line

On-Mountain Lodge

Provincial Campground

Disk Golf

Bike Park

Interpretive Sightseeing Tour

Aerial Adventure Park

Spa

Parking

MSO/Infirmary

Figure Name:

**SUMMER RECREATION
- PHASE 1**

Figure Number: 35

6.7 Phase 1 Base Area Land Use Plan

Amendments to the CMR Area Structure Plan (ASP) will be required to implement Phase 1 development and ensure consistency between the approved ASP framework (Bylaw 1313-19, 2020) and the updated development concept, servicing, and phasing strategy. To provide flexibility and future-proofing, it is recommended that the amendment package also include all Phase 2 adjustments, allowing the MD of Pincher Creek and the proponent to accommodate early implementation of select Phase 2 components, such as accommodation areas, infrastructure, or access improvements, if warranted by market demand or servicing efficiencies.

Combining the Phase 1 and 2 updates into a single amendment supports the ASP's policy direction for adaptive, phased resort growth (Section 6.1) and minimizes the need for multiple bylaw revisions in later stages. This approach streamlines approvals, enhances coordination of servicing and infrastructure design, and ensures flexibility in build-out sequencing, while maintaining alignment with the ASP's objectives for sustainable, year-round resort development and the protection of the mountain environment.

6.8 Phase 1 Townhouse Development Parcel 8

Parcel 8 currently serves as a parking area and has been rezoned for CMR Ski Resort Core in accordance with the Land Use Plan, Figure 24. The proposed development includes three multi-family buildings, each with a maximum height of three storeys.

The units are recommended to operate as warm beds to ensure high utilization during the busy winter season. Warm bed units may be used by the owners; however, when not in use, they must be placed in a managed rental pool and made available for public rental.

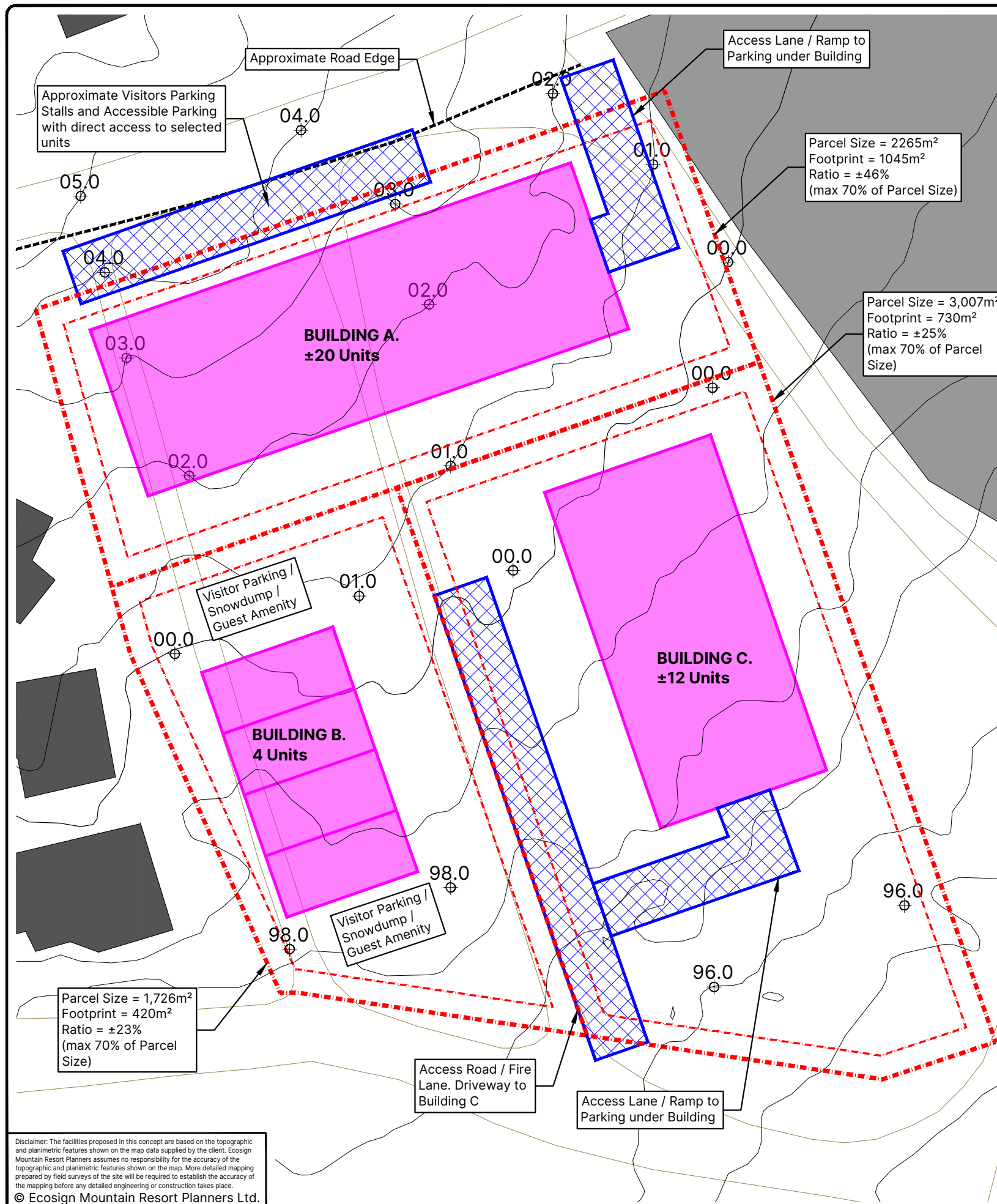
Buildings A and C are envisioned as condominium or stacked townhouse developments, each with one level of underground parking located beneath the building footprint. Building B is proposed as a standard rowhouse configuration, consisting of four units. Each unit includes an enclosed garage and a driveway capable of accommodating an additional vehicle, providing two parking stalls per unit.

The site layout allows for sufficient road access, landscaping elements, visitor parking beside Building A and areas for snow storage in winter.

Figure 36 illustrates the development concept for Parcel 8.



Initial Concept Sketch



BUILDINGS A & C.

Stacked Townhouse / Apartments. Approximately 55m X 19m
Ecosign Recommendation: *Warm Beds. Unlimited Owner Usage otherwise must be put into a rental pool available to tourists.*

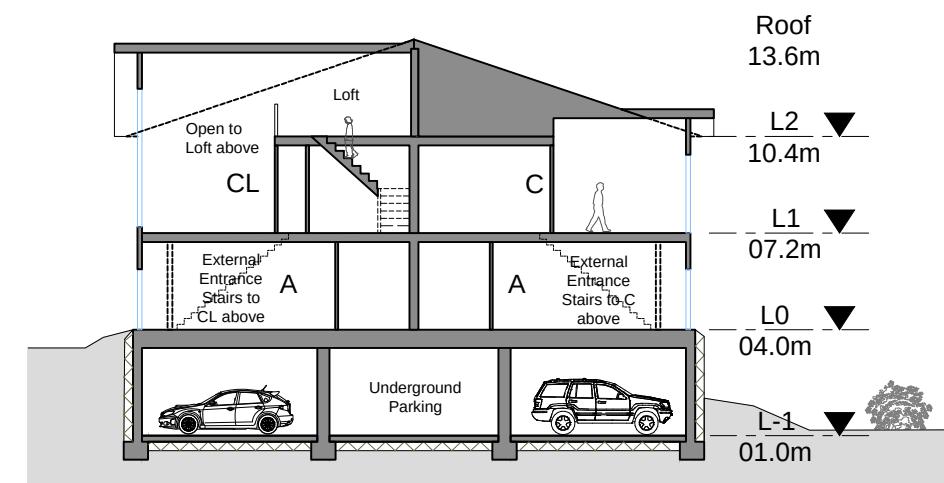
Parking below footprint ±26 Stalls
Potential for 8-10 2 bedroom units
Potential for 10-12 1 bedroom units
Total Units = 20-22 Building A
Total Units = 12-14 Building C
Additional visitor and accessible parking required
Accessible Unit(s) based on local regulations

BUILDING B.

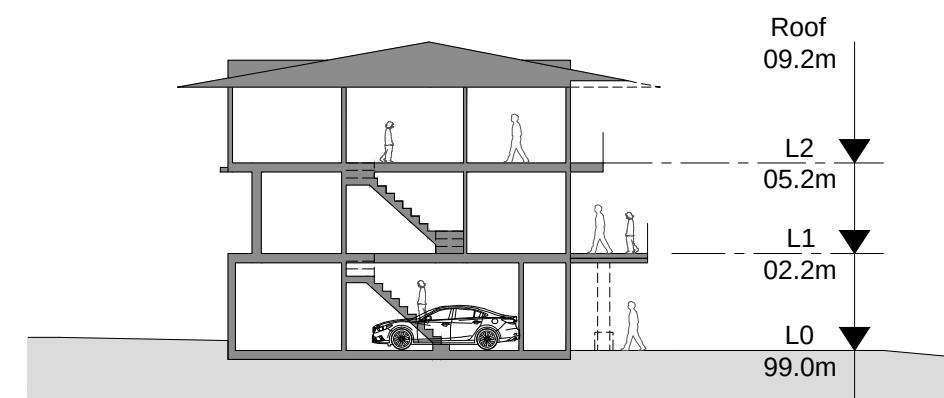
Townhouse
Ecosign Recommendation: *Warm Beds. Unlimited Owner Usage otherwise must be put into a rental pool available to tourists.*

Each unit has garage for 1 or 2 vehicles
Each unit has own driveway
4 X 3 bedroom units
Additional visitor and accessible parking required

TYPICAL STACKED TOWNHOUSE SECTION



TYPICAL TOWNHOUSE SECTION



Client:



Consultant:



Contour Interval: 5 Meter

Date: 11/2025



Legend:

Planimetric Data

Property Line	
Property Line Setback	
Existing Trees	

Figure Name:
**TOWNHOUSE
DEVELOPMENT
PARCEL 8 - PHASE 1**

Figure Number: 36

6.9 Phase 1 Resort Village

The Phase 1 Resort Village Schematic in Figure 37 shows that in Phase 1, the current daylodge will be replaced with a larger, multi-purpose facility that incorporates guest services and dining on the lower levels with condominium units on the upper floors. Together with Building E, these two new building structures will establish the core of the Phase 1 village, creating a small, but active hub at the resort.

Phase 1 Parking & Circulation Plan

Phase 1 focuses on expanding parking capacity to support the projected growth associated with mountain improvements and the enhancement of recreation amenities. As illustrated in Figure 38, Parking and Circulation - Phase 1, new parking areas will be developed to increase the base area's overall capacity and improve circulation efficiency.

A new drop-off loop will be introduced to establish a formalized entry sequence for the resort and daylodge, enhancing guest arrival experience and traffic flow. Parking for existing CMR residents will be located in a dedicated area north of the drop-off loop, ensuring clear separation between resident and day-use visitor traffic. This configuration will improve operational efficiency, user safety, and overall site organization.

Phase 1 Commercial Space Plan

The Phase 1 Commercial Space Plan, illustrated in Figure 39, outlines the internal organization of key ground-level functions. Restaurant spaces are strategically located to engage with the primary pedestrian street, activating the public realm and encouraging foot traffic throughout the area. Retail frontages are positioned to maximize visibility and accessibility for visitors, while back-of-house areas are located in less prominent zones to optimize the use of valuable frontage space. This layout supports both operational efficiency and an active, vibrant ground-level experience.

Phase 1 Grading Plan & Sections

The Phase 1 Grading Plan, illustrated in Figure 40, outlines the conceptual earthworks necessary to support the proposed site improvements. Regrading of the existing snowfront area and parking lots will be undertaken to establish safe and efficient skier circulation during winter operations and to create a functional, level area in front of the daylodge. This flat zone will accommodate snow play, guest staging, and preparation space for skiing activities.

Additional grading within the existing parking area will ensure a smooth transition between the reconfigured snowfront and the adjacent snowfront plaza, promoting seamless connectivity and an integrated guest experience across the base area.

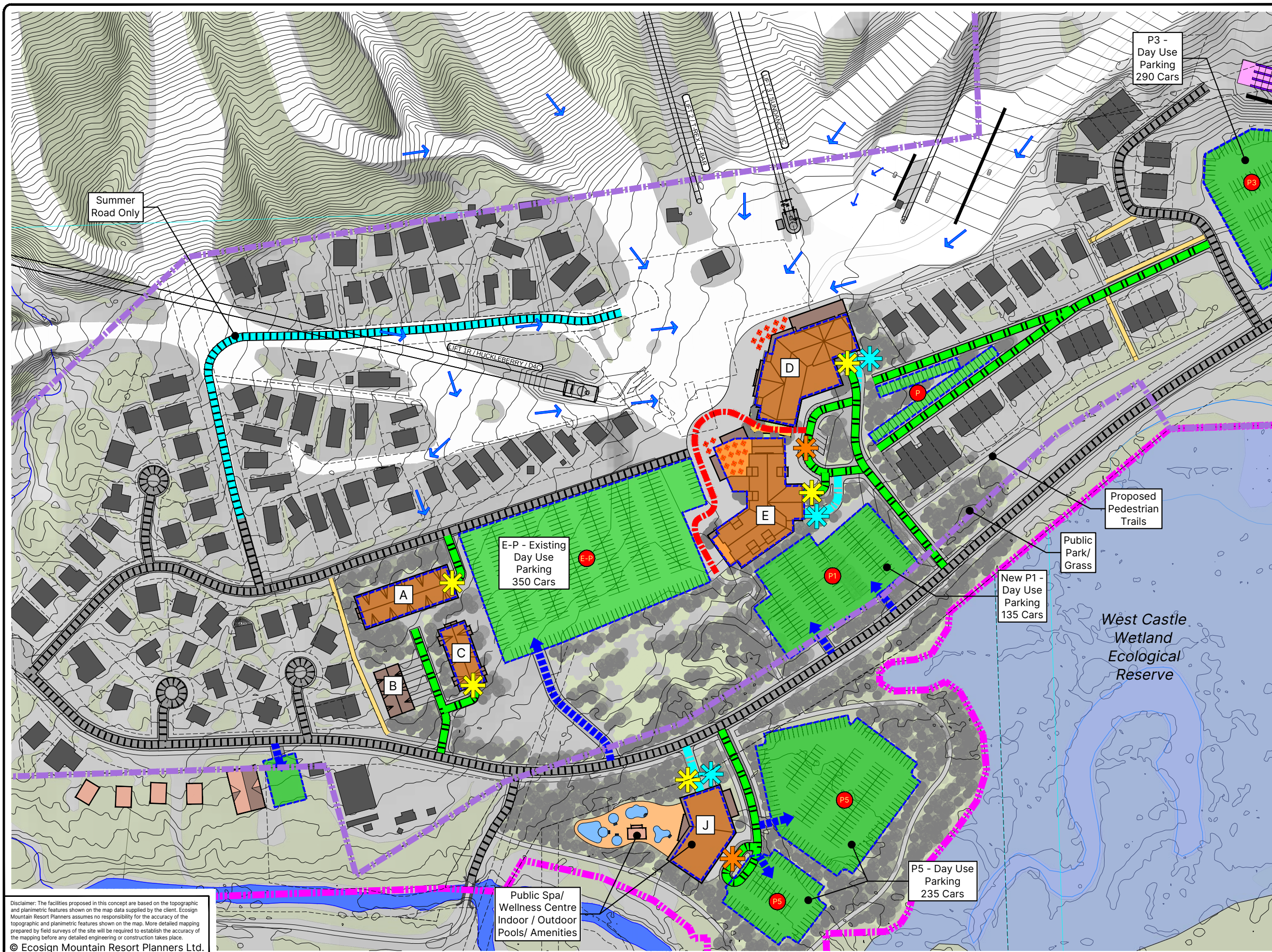
Figure 41 provides a section view for the Phase 1 grading requirements in the resort village.

Daylodge Floorplans

Building D, the Castle Mountain Guest Daylodge, serves as the primary facility for guest and skier services during Phase 1. Figure 42 illustrates the conceptual spatial organization across the daylodge's four levels.

The B1 level accommodates underground parking, the main lobby, and back-of-house areas to support efficient building operations. The L1 level, aligned with both the plaza and snowfront, houses the principal guest service functions and provides direct access for day visitors and skiers.

The upper levels (L2, L3, and L4) are designed to contain condominium units, offering convenient accommodation options integrated with the core resort amenities. This vertical arrangement ensures a clear separation of public, operational, and private uses, while maintaining strong spatial and functional relationships between the plaza, snowfront, and guest facilities.



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Client:

Castle Mountain

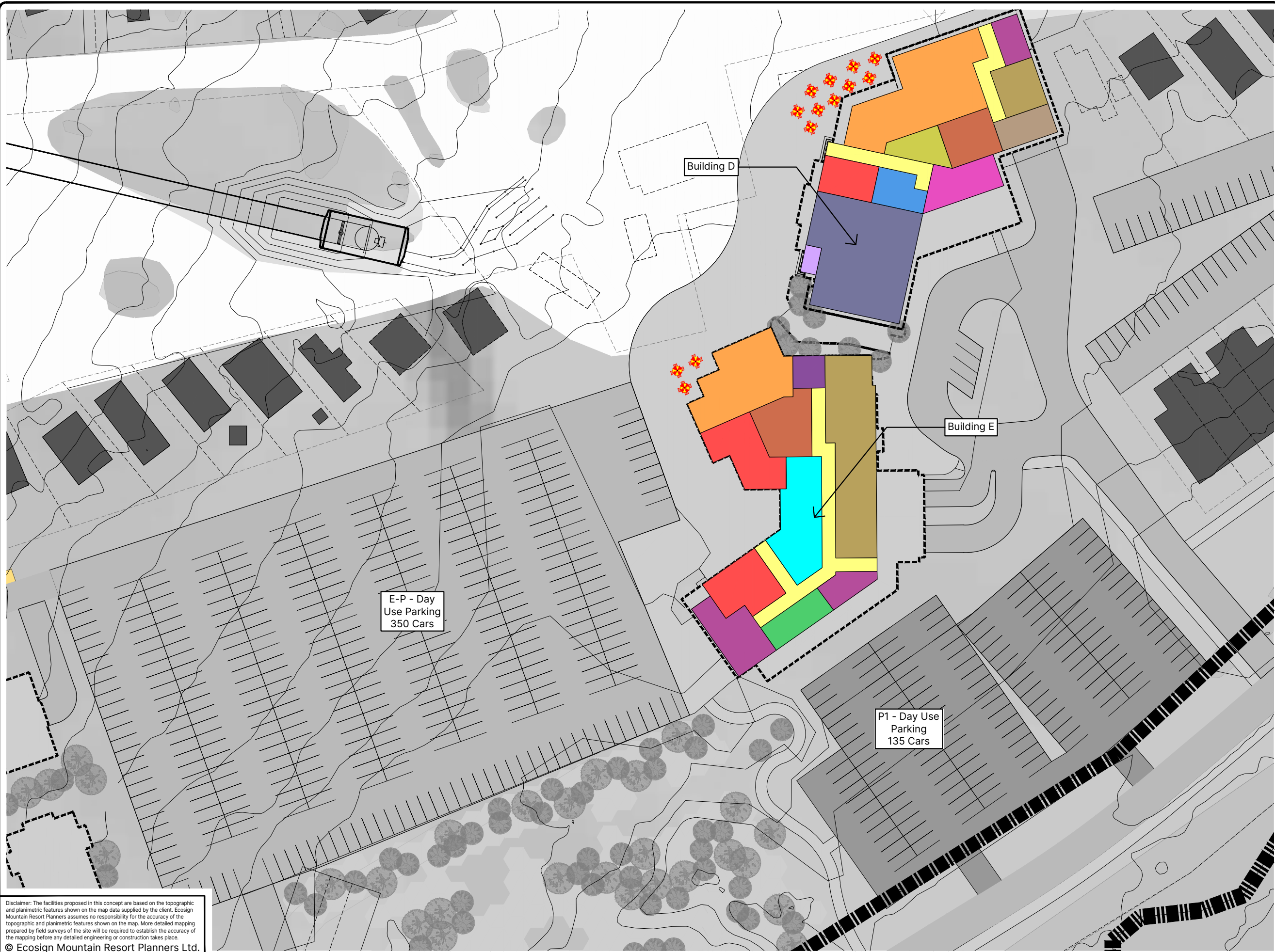
Consultant:

ecosign MOUNTAIN RESORT PLANNERS

Contour Interval: 5 Meter Date: 11/2025

0m 20 40 60 80

- Legend
- Department License of Occupation
 - CMR Owned Property Boundary
 - Proposed Lifts
 - Existing Road
 - Secondary Access Road
 - Service Access Road
 - Summer Only Access Road
 - Underground Parking
 - Emergency Access Route
 - Surface Parking
 - Surface Parking Access
 - Drop-Off Location
 - Underground Parking Entrance
 - Underground Service Location
 - Parking



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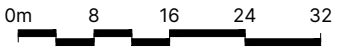
Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025



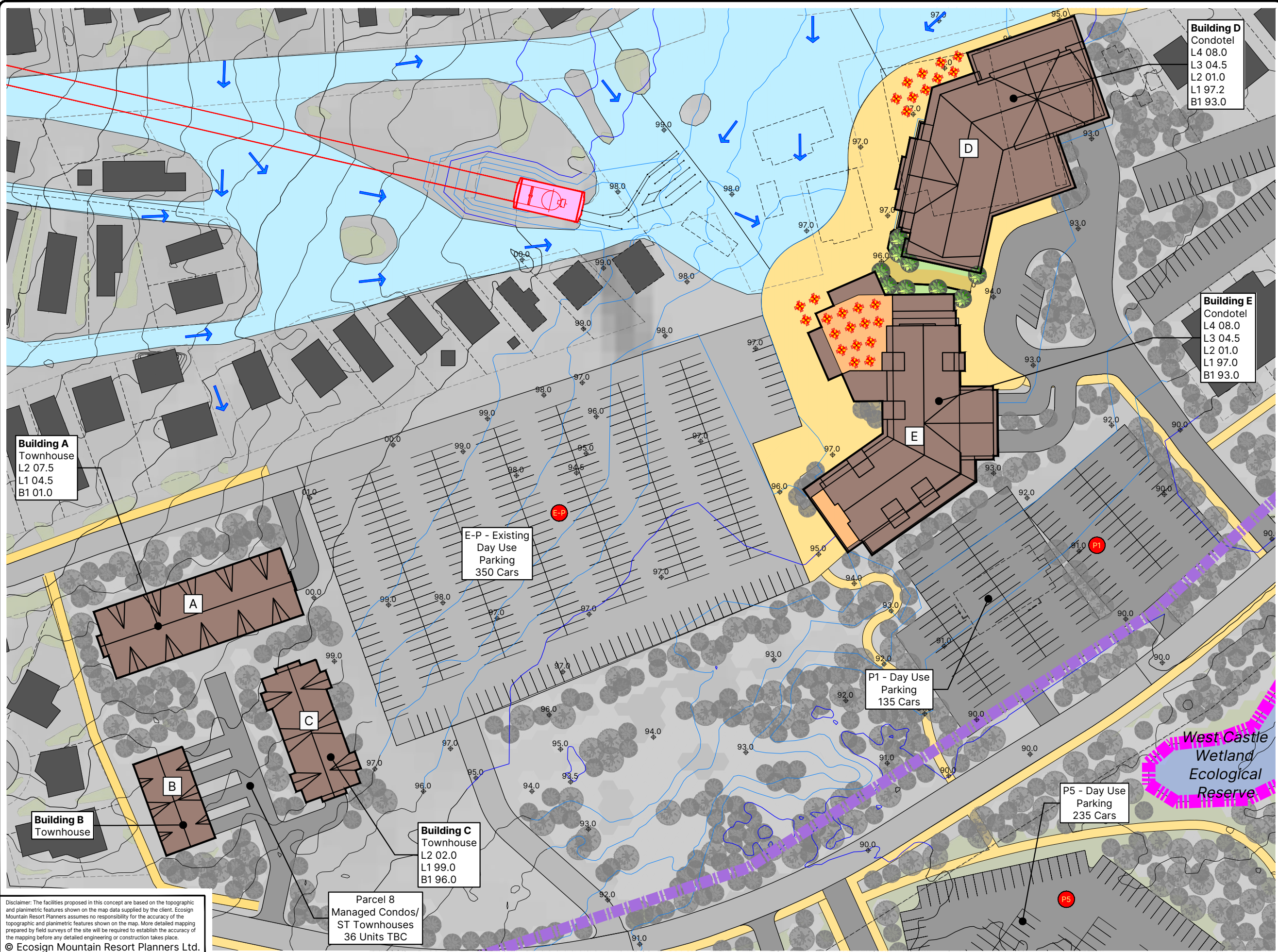
Legend:

Back of House	
Daycare	
Circulation	
Mechanical	
Kitchen / Scramble	
Lockers	
Adaptive Centre	
Recreation	
Retail	
Ski Rental	
Restaurant	
Guest Services	
Admin / Front office / Accounting	
Tickets	
Snow Sports School	
Roof Edge	

Figure Name:

COMMERCIAL SPACE PLAN - PHASE 1

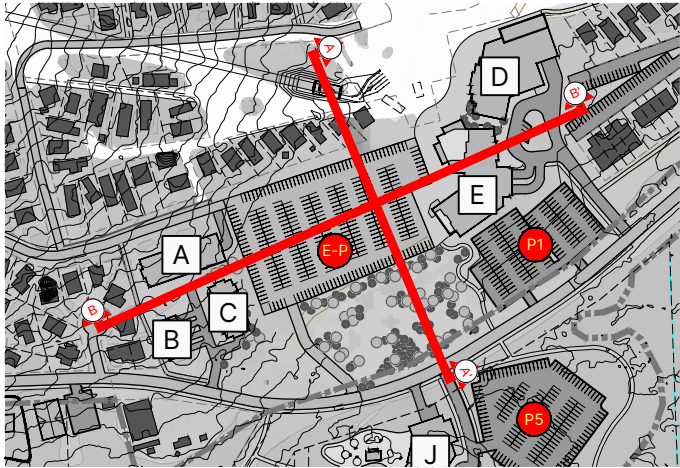
Figure Number: 39



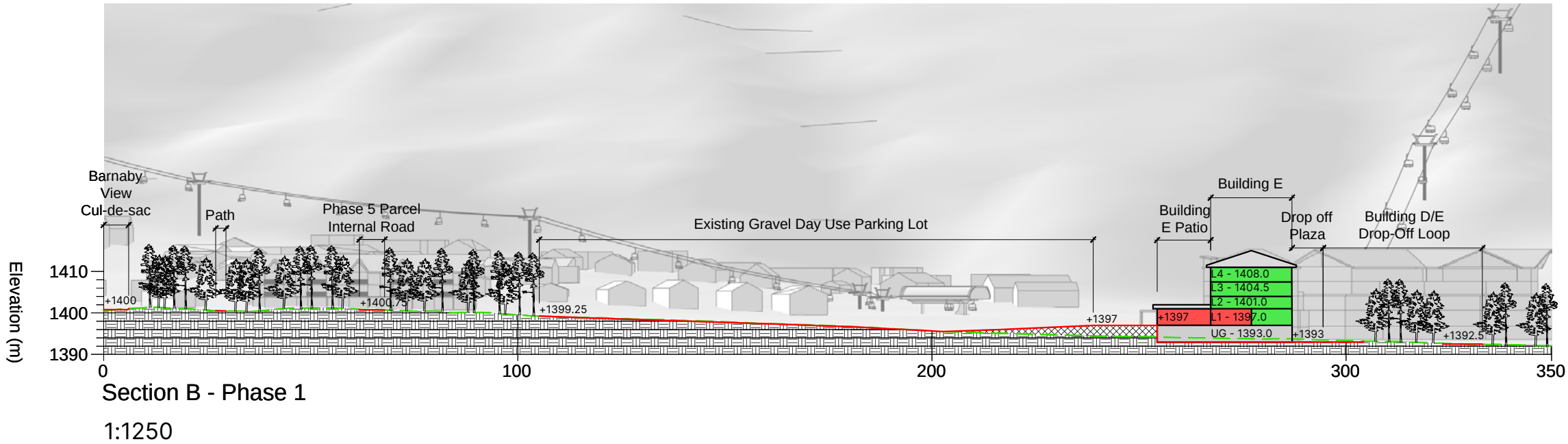
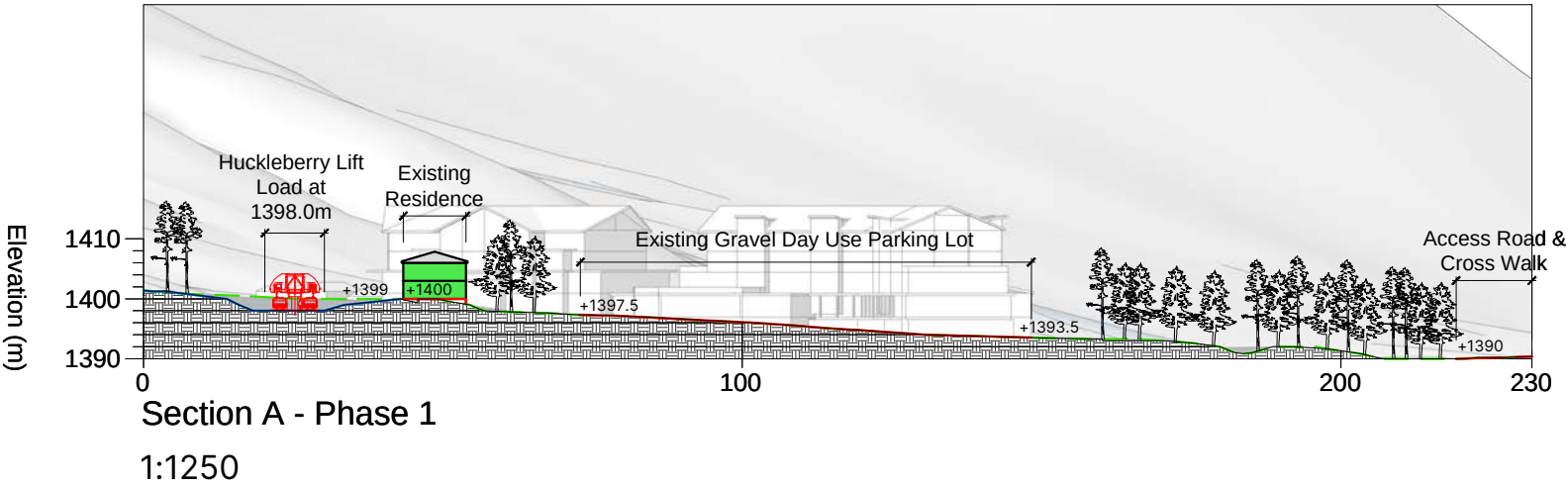
Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.

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KEY PLAN



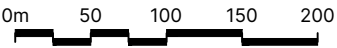
1:5000



Disclaimer: The facilities proposed in this concept are based on the topographic and planimetric features shown on the map data supplied by the client. Ecosign Mountain Resort Planners assumes no responsibility for the accuracy of the topographic and planimetric features shown on the map. More detailed mapping prepared by field surveys of the site will be required to establish the accuracy of the mapping before any detailed engineering or construction takes place.
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Contour Interval: 5 Meter Date: 10/2025

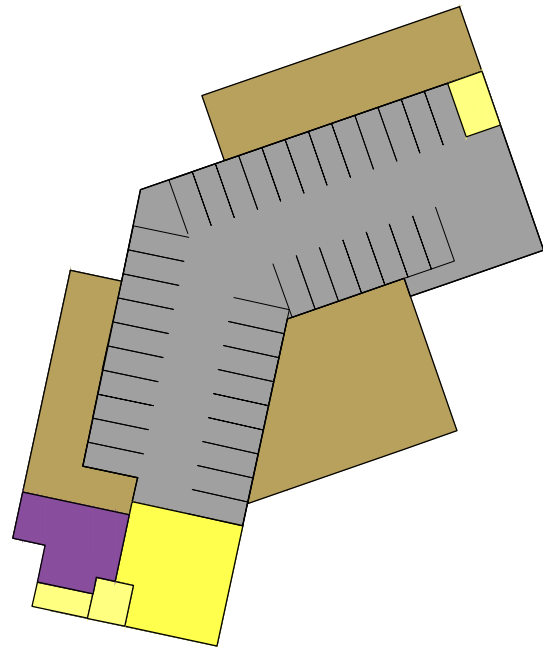


Legend:

SECTION	
Ski Trail	
Proposed Grade	
Existing Grade	
Commercial	
Accommodation	
Parking	
Proposed Fill	
Earth	

Figure Name:
RESORT SECTIONS -
PHASE 1

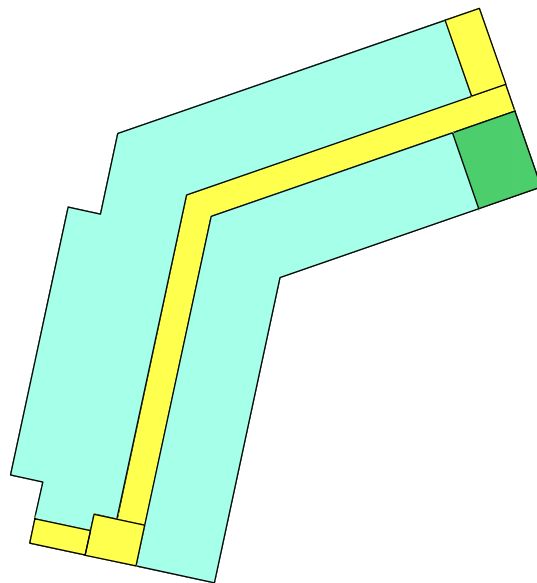
Figure Number: 41



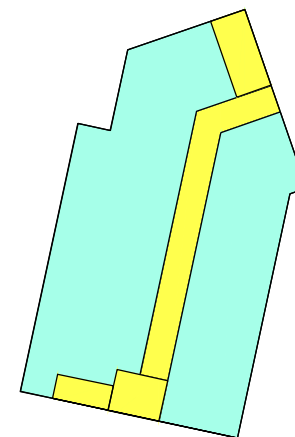
B1 - Underground Level



L1 - Ground Level



L2 & L3 - Second and Third Storey



L4 - Fourth Storey

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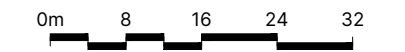
Client:



Consultant:



Contour Interval: 5 Meter Date: 11/2025



Legend:

Accommodation	
Back of House	
Daycare	
Circulation	
Mechanical	
Kitchen / Scramble	
Lockers	
Vehicle Circulation	
Adaptive Centre	
Recreation	
Retail	
Ski Rental	
Restaurant	
Guest Services	
Admin / Front office / Accounting	
Tickets	
Snow Sports School	
Roof Edge	

Figure Name:

DAY-LODGE FLOORPLANS

Figure Number: 42