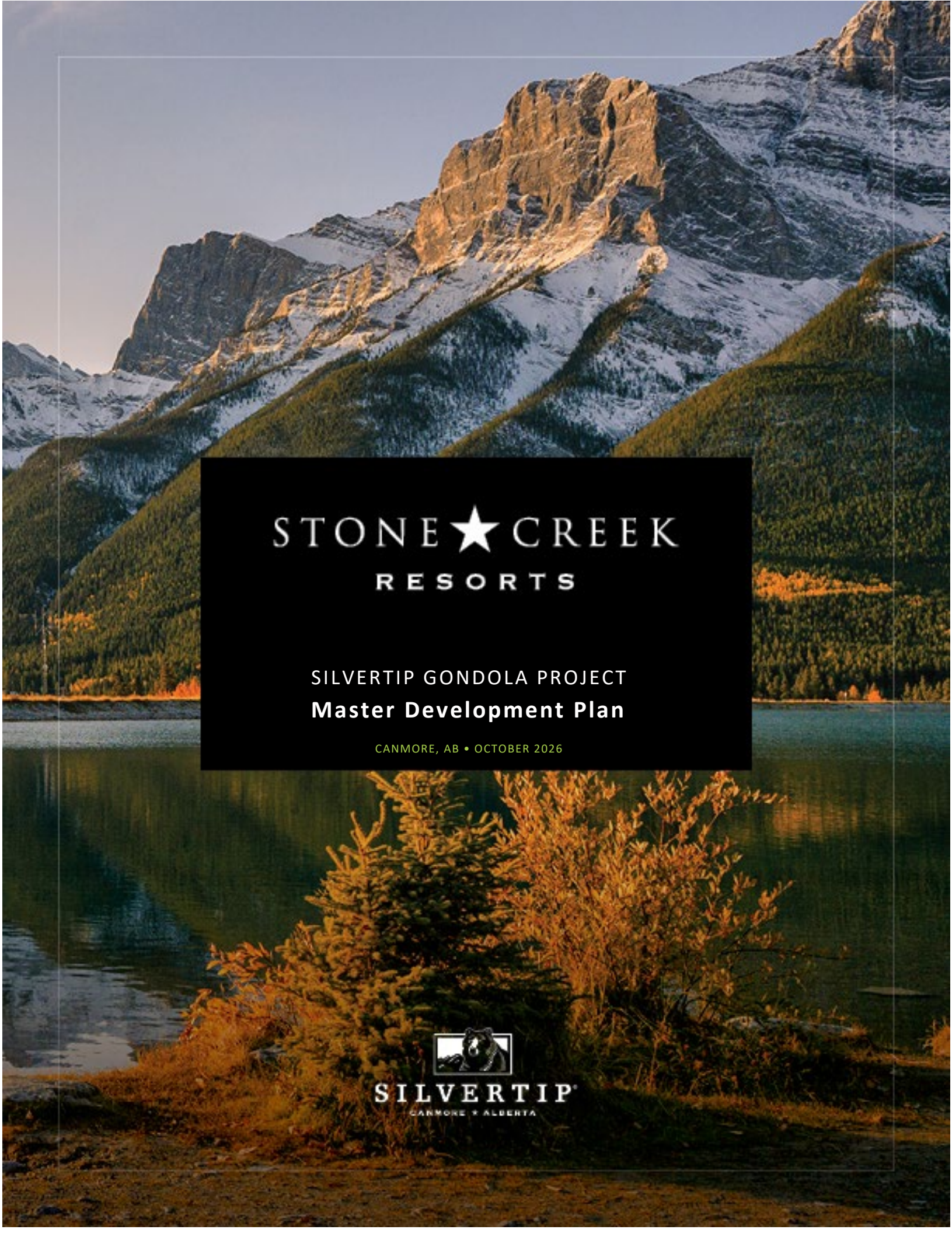


STONE ★ CREEK
RESORTS

SILVERTIP GONDOLA PROJECT

Master Development Plan

CANMORE, AB • OCTOBER 2026

SILVERTIP
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1.0 **EXECUTIVE SUMMARY**

The Silvertip Gondola is envisioned as a signature year-round mountain experience, connecting the Palliser Base Area, Silvertip Resort Village and the Summit Lodge Area of Mount Lady Macdonald. Building on more than three decades of planning at Silvertip, the project will create a seamless journey from the Bow Valley to the alpine, bringing together mountain transportation, recreation, hospitality and environmental stewardship within one integrated destination.

At the heart of the project is approximately 3.2 kilometres of aerial ropeway connecting three distinct destination areas. The Palliser Base Area will provide the primary arrival and transportation hub. The Silvertip Village Mid-Station will bring visitors directly into the heart of the existing resort village. From there, the gondola will ascend to the Summit Lodge Area, where dining, accessible viewpoints, interpretation and managed recreation will provide an immersive alpine experience overlooking the Bow Valley and surrounding Rocky Mountains.

Environmental data and analysis have helped shape the project from the outset. Decades of environmental work at Silvertip are complemented by current wildlife telemetry, remote-camera monitoring and project-specific field investigations. This information has influenced the gondola alignment, infrastructure siting and approach to visitor management, with a focus on maintaining established wildlife movement corridors and concentrating activity within defined and managed areas. Construction controls, human-wildlife coexistence measures, ongoing monitoring and adaptive management will provide a responsive framework as the project advances.

A Carrying Capacity Framework brings measurable limits directly into destination planning. Rather than relying solely on the mechanical capacity of the gondola, the framework considers environmental, cultural, utility and infrastructure constraints alongside visitor density and experience time. The analysis establishes a Guests at One Time capacity of 1,253, with a peak Comfortable Carrying Capacity of approximately 3,683 guests per day in winter and fall and 5,064 guests per day in spring and summer. These are peak-period capacity thresholds and not forecasts of average visitation. This provides a quantitative foundation for managing visitor use while maintaining experience quality, safety and environmental integrity.

Barrier-free gondola transportation, accessible and managed walking routes, viewpoints and interpretive experiences will allow families, seniors and people with limited mobility to experience a mountain landscape that can otherwise be difficult to reach. Existing hiking opportunities will remain separate from the managed Summit area, providing different ways to experience Mount Lady Macdonald.

Sustainability will carry through from planning into detailed design and operations. Energy-efficient ropeway and building systems, water conservation, waste reduction, wildlife-resistant waste management, and environmental monitoring will support long-term performance. A staged development approach will allow infrastructure, visitor facilities and environmental management measures to advance together through detailed design and regulatory review.

The Silvertip Gondola represents the next evolution of the long-planned Silvertip Resort Village as a memorable, accessible and carefully managed mountain destination grounded in environmental stewardship. It is an opportunity to create an exceptional year-round journey from valley to summit while maintaining ecological connectivity and demonstrating a thoughtful approach to experiencing the Bow Valley's remarkable mountain landscape.

2.0 PROJECT BACKGROUND

2.1 Silvertip Gondola

The Silvertip Gondola is a proposed year-round aerial passenger ropeway that will connect three destinations within the Silvertip Resort Village and the Palliser lands in Canmore, Alberta. The project is intended to provide visitors with access to the alpine environment while expanding recreation and visitor services within an integrated mountain destination.

The development includes three connected areas. The Palliser Base Area will serve as the primary arrival point, with parking, Visitor facilities, operations and employee housing. The Silvertip Village Mid-Station will connect directly with the existing and planned resort village, providing convenient access to hotels, restaurants, conference facilities, shops and recreational amenities. The upper section of the gondola will terminate at the Summit Lodge on Mount Lady Macdonald, where visitors will have access to dining, accessible viewpoints, interpretive exhibits and a managed network of alpine trails.

The gondola is designed to complement the Bow Valley's existing recreation opportunities by providing an accessible way to experience the mountains. Existing hiking opportunities will remain available but separated from the Summit area, while the gondola will improve access to the Summit area for a broader range of visitors, including families, seniors and people with limited mobility.

As a year-round destination, the Silvertip Gondola will combine sustainable transportation, recreation, hospitality and visitor experiences within a single integrated development. Together with the existing and planned amenities at Silvertip Resort Village, the project will create a connected mountain destination that offers visitors opportunities to experience the landscape throughout the year.

2.2 Site Location and Regional Context

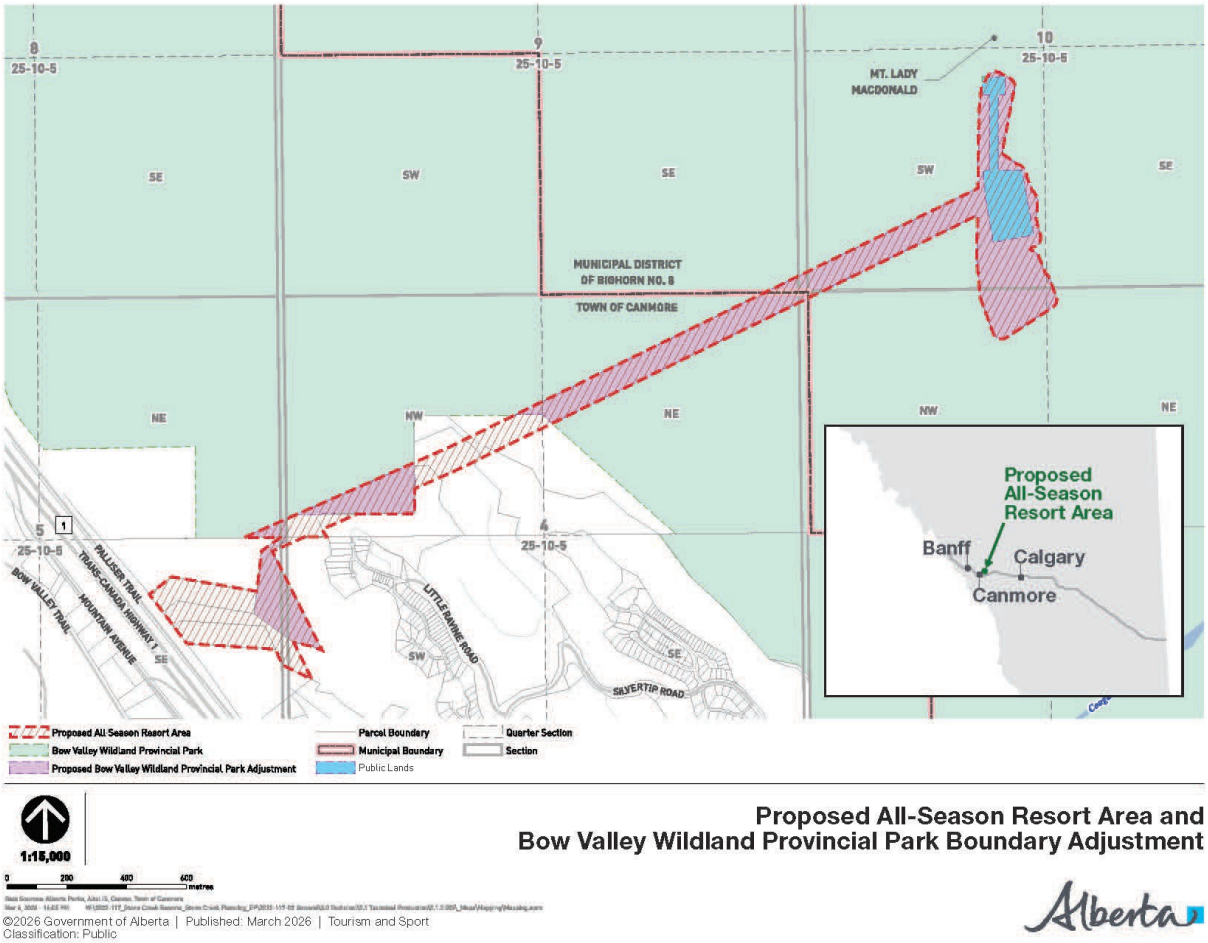
The Silvertip Gondola is proposed on the northeastern side of Canmore, Alberta, within the Bow Valley, extending from the Palliser Base Area through Silvertip Resort Village to the Summit Lodge Area on Mount Lady Macdonald. The project spans lands within the Town of Canmore and the Municipal District of Bighorn, requiring coordination between municipal and provincial jurisdictions.

The project is located within one of Alberta's premier mountain tourism destinations, adjacent to Banff National Park and Kananaskis Country. The Palliser Base Area is situated near the Trans-Canada Highway, providing convenient regional access from Calgary, Banff and surrounding communities, while Calgary International Airport is approximately one hour away, supporting both domestic and international

visitors. The location also provides opportunities to integrate future transit services, intercept parking and coordinated visitor arrival management.

The gondola alignment rises approximately 950 metres through montane and subalpine landscapes, connecting established resort development with the alpine environment. The surrounding landscape is characterized by significant mountain scenery, diverse ecological values and wildlife movement areas that define the Bow Valley. These landscape characteristics have informed the project layout, with infrastructure concentrated within defined development nodes and the gondola providing aerial access between them while limiting the overall physical footprint.

Figure 1: Site Location



2.2.1 Silvertip Resort Village

Silvertip Resort Village is a master-planned mountain resort community that has been contemplated since the late 1980s. The long-term vision is to integrate residential neighbourhoods, resort accommodation, recreation, commercial services and environmental stewardship within the mountain landscape overlooking the Bow Valley.

The original Hyatt Regency Canmore Master Plan established the concept of concentrating development within defined neighbourhoods while preserving open space and maintaining ecological connectivity. Subsequent planning, including the Silvertip Area Structure Plan (2007), refined this approach through environmental studies, transportation planning and municipal servicing strategies.

Today, Silvertip includes residential neighbourhoods, the Silvertip Golf Course, retail, restaurants, employee housing, and open space. The approved master plan will guide the development of future resort accommodation, conference facilities, restaurants, retail services, employee housing and tourism amenities that support year-round visitation. The planned Palliser lands are an important part of this vision because they will support workforce accommodation and visitor services near the principal Gondola arrival area.

The Silvertip Gondola represents a meaningful implementation component of this long-term plan. The project reinforces the established resort vision by improving connectivity between the Palliser Base Area, Silvertip Village and the alpine environment, while dispersing visitors throughout the area. The Silvertip Village Mid-Station is intended to function as both ropeway infrastructure and a central activity hub with access to accommodation, dining, conference facilities, retail services and recreation.

The Gondola also broadens the Resort Village into a year-round alpine visitor experience. Visitors will be able to move from the valley floor to the Summit Lodge Area through a coordinated sequence of transportation, hospitality, interpretation and recreation.

The project is intended to complement existing recreational opportunities at Silvertip and throughout the Bow Valley dispersing guests and visitors throughout the area. Existing hiking routes to Mount Lady Macdonald will remain separate from the Summit experience, while the Gondola will provide an accessible way for people of varying mobility levels to experience the alpine landscape. Environmental interpretation, Indigenous storytelling, mountain ecology programming and responsible recreation messaging can reinforce the Resort Village's role in Canmore.

By integrating transportation, recreation, hospitality and environmental stewardship within the existing resort framework, the Silvertip Gondola advances the objectives of the Silvertip Master Plan and Area

Structure Plan while maintaining the environmental planning principles that have guided Silvertip since its inception.

Figure 2: Silvertip Resort Village Master Plan



3.0 MASTER DEVELOPMENT PLAN

3.1 Guiding Principles and Objectives

The Silvertip Gondola is proposed as a year-round mountain transportation system and alpine destination. The project will provide accessible access to alpine environments while integrating recreation, visitor services and hospitality within an established resort community. It will serve to complement the region's existing tourism destinations and outdoor recreation opportunities.

The Master Development Plan establishes the long-term framework for development, identifying how the project will be planned, phased and managed to balance environmental values, visitor experience, operational requirements and community interests.

The Master Development Plan is guided by the following principles.

3.1.1 Environmental Stewardship

Protect the ecological integrity of the Bow Valley by careful site planning, avoiding or minimizing disturbance, concentrating development within defined activity areas and incorporating environmental considerations into project planning, construction and operations. Environmental monitoring and adaptive management will support the project as it evolves.

3.1.2 Integrated Resort Development

Develop the Gondola as an integral component of the Silvertip Resort Village, connecting the Palliser Base Area, Silvertip Village and Summit Lodge through a coordinated network of transportation, recreation, hospitality and visitor services that supports the long-term vision for the resort.

3.1.3 Accessible Mountain Experiences

Provide year-round opportunities for people of all ages and abilities to experience the alpine environment through accessible transportation, barrier-free facilities, guided experiences, sensory-friendly approaches, accommodation of adaptive equipment, adaptive recreation, scenic viewpoints, trails and interpretive experiences that encourage appreciation of the surrounding mountain landscape.

3.1.4 Sustainable Tourism and Recreation

Create a high-quality mountain destination that complements existing tourism opportunities within Canmore, Kananaskis Country and Banff National Park while providing carefully managed recreation that protects environmental values and encourages responsible visitor use.

3.1.5 Staged and Responsible Growth

Construct the Gondola in logical stages that align infrastructure, municipal servicing, and environmental management.

3.1.6 Long-Term Community and Economic Benefits

Advance responsible investment that delivers lasting benefits to Canmore and the Bow Valley by creating employment, generating municipal tax revenue, enhancing year-round visitor experiences and strengthening the long-term viability of Silvertip Resort Village as an established tourism destination.

3.2 Silvertip Gondola Development Concept

3.2.1 Development Concept Overview

The Silvertip Gondola is proposed as a year-round aerial passenger ropeway and integrated mountain destination connecting the Bow Valley with the alpine environment of Mount Lady Macdonald. The development combines mountain transportation, visitor services, recreation and hospitality within the established Silvertip Resort Village, creating a cohesive destination that complements the broader tourism offerings of Canmore, Kananaskis Country and Banff National Park.

The Gondola is planned as an integral component of the long-term Silvertip Resort Village rather than as a stand-alone attraction. It links three interconnected destination areas—the Palliser Base Area, Silvertip Village Mid-Station and Summit Lodge Area—each with a distinct role that contributes to a seamless visitor experience. Together, these destinations support year-round recreation, tourism and resort operations while providing flexibility for future growth.

Development has been organized around compact activity nodes connected by approximately 3.2 kilometres of aerial ropeway. Concentrating buildings, visitor facilities and infrastructure within these nodes minimizes the overall development footprint while allowing the ropeway to traverse the landscape with relatively limited permanent ground disturbance between stations.

3.2.2 Integrated Destination Framework

The development is organized around three interconnected destination areas that together create a continuous visitor journey from arrival in the Bow Valley to the alpine environment of Mount Lady Macdonald.

The framework has been designed to:

- provide a logical sequence of visitor arrival, transportation and destination experiences;
- integrate with the approved Silvertip Resort Village;
- concentrate the gondola and associated development within defined activity areas;
- improve accessibility to the alpine environment; and
- support year-round recreation, hospitality and visitor services.

Each destination performs a complementary role within the overall gondola development while functioning as part of a single integrated mountain resort.

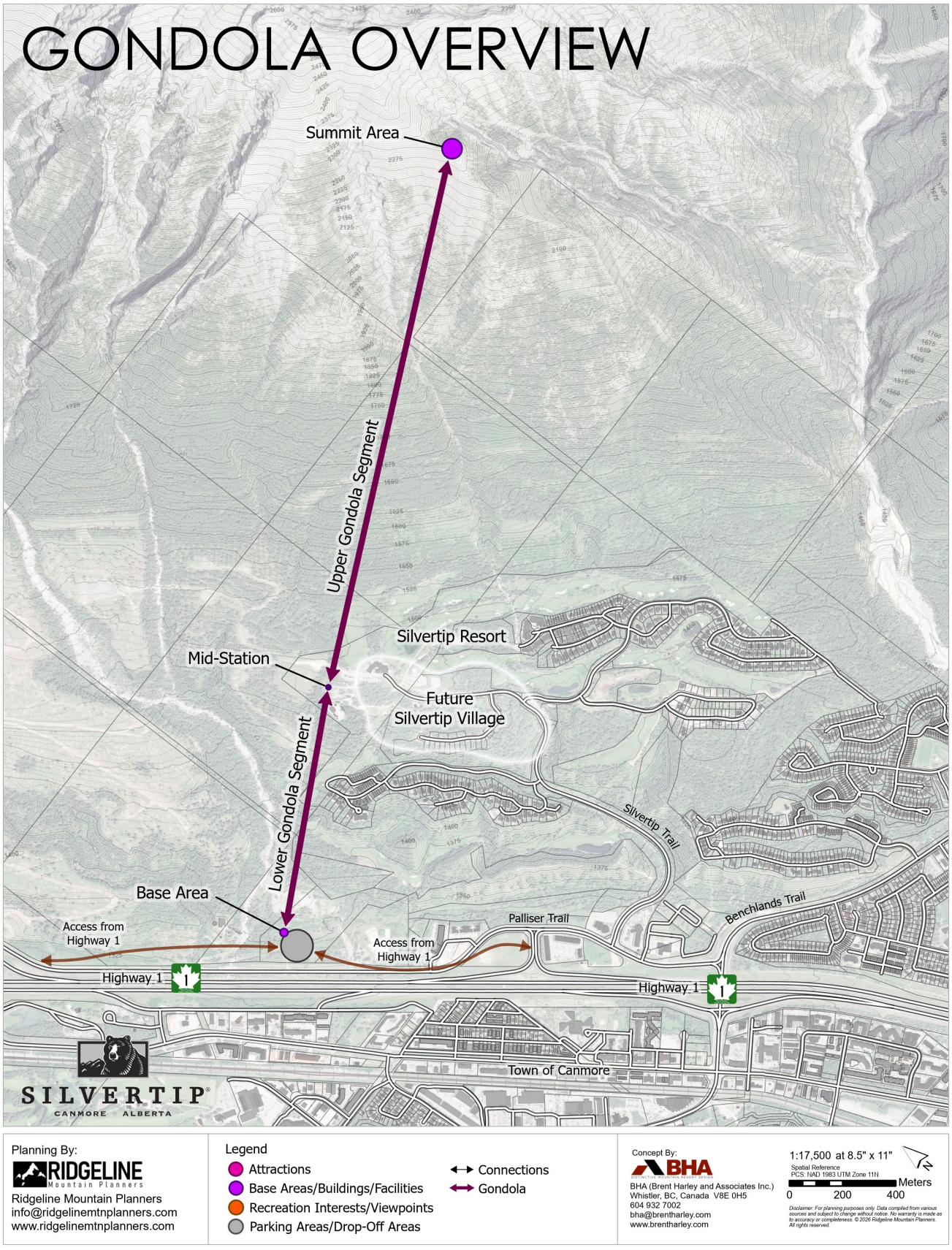


Figure 3: Gondola Overview

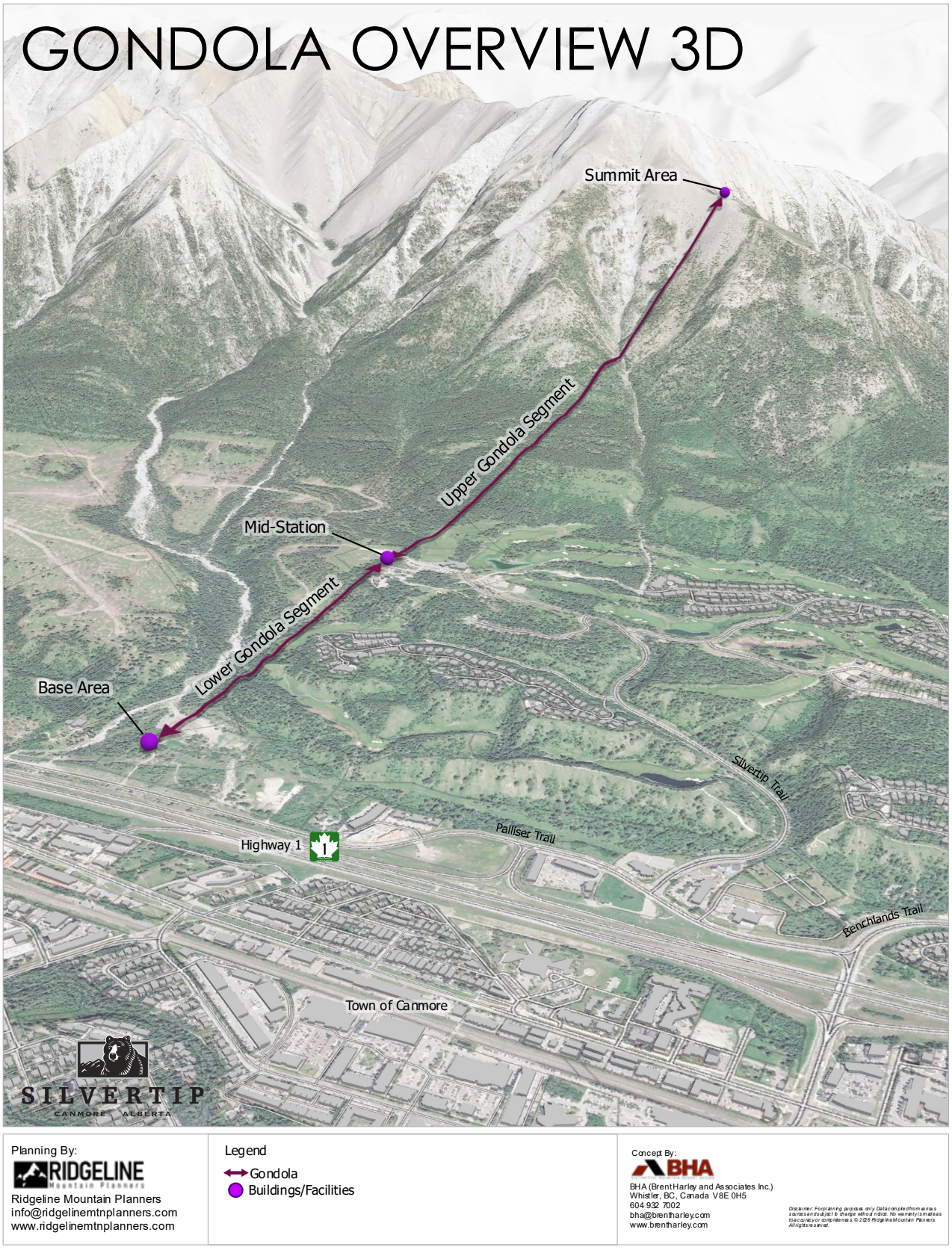


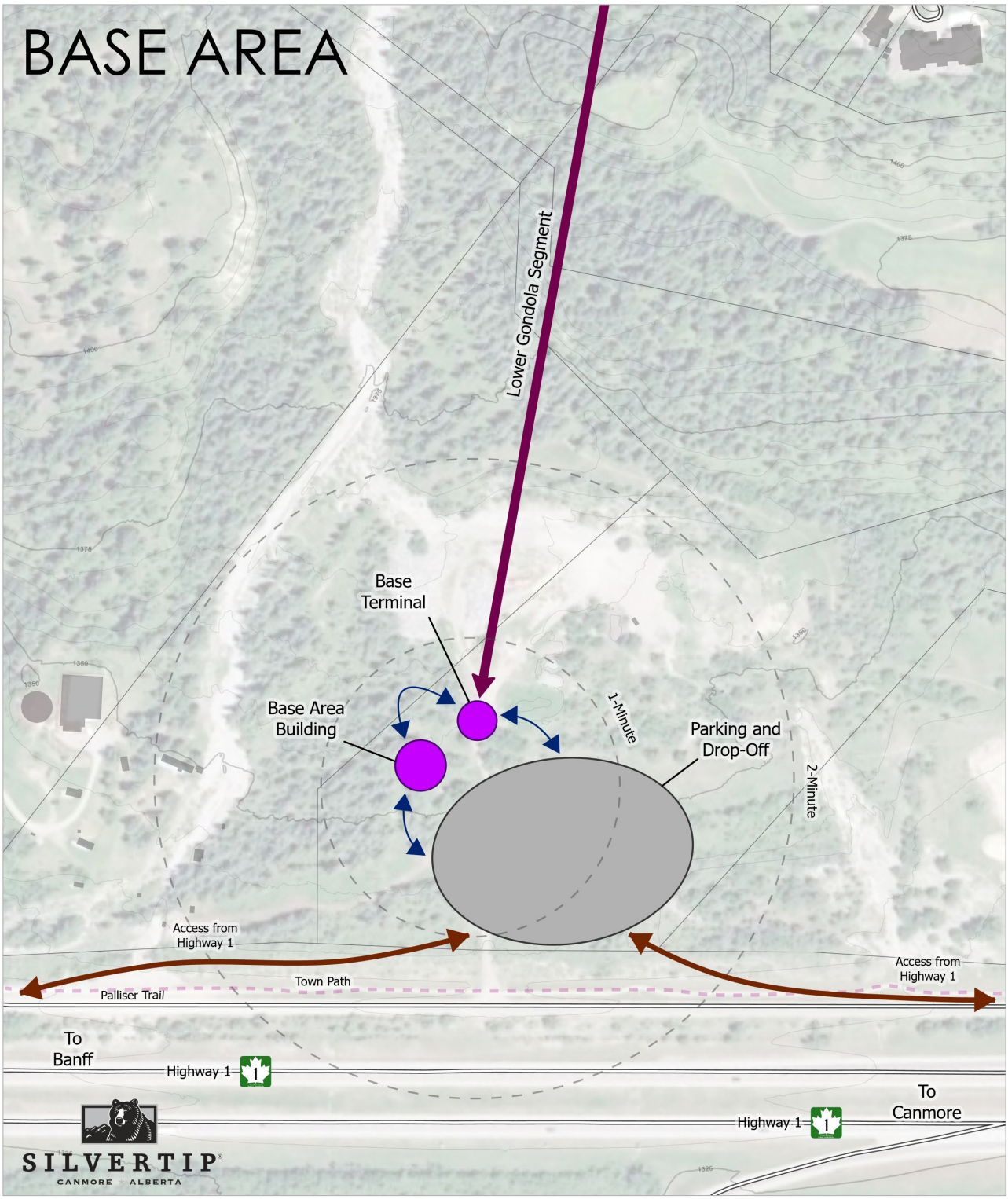
Figure 4: Gondola Overview 3D

3.2.3 Palliser Base Area

The Palliser Base Area is the primary gateway to the Gondola and serves as the principal transportation and operations hub for both the gondola and overall Silvertip Resort.

Located adjacent to the Trans-Canada Highway within the Town of Canmore, the base area is intended to accommodate visitor arrival, Gondola operations, parking, passenger services and operational support facilities. Its location provides convenient regional access while supporting future integration with municipal transportation and active transportation networks.

The base area also forms part of the broader Palliser development lands, where employee housing and supporting community infrastructure are planned. This integration allows transportation, workforce accommodation and resort operations to evolve together as the resort develops.



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Spatial Reference
PCS: NAD 1983 UTM Zone 11N
0 25 50 75 Meters

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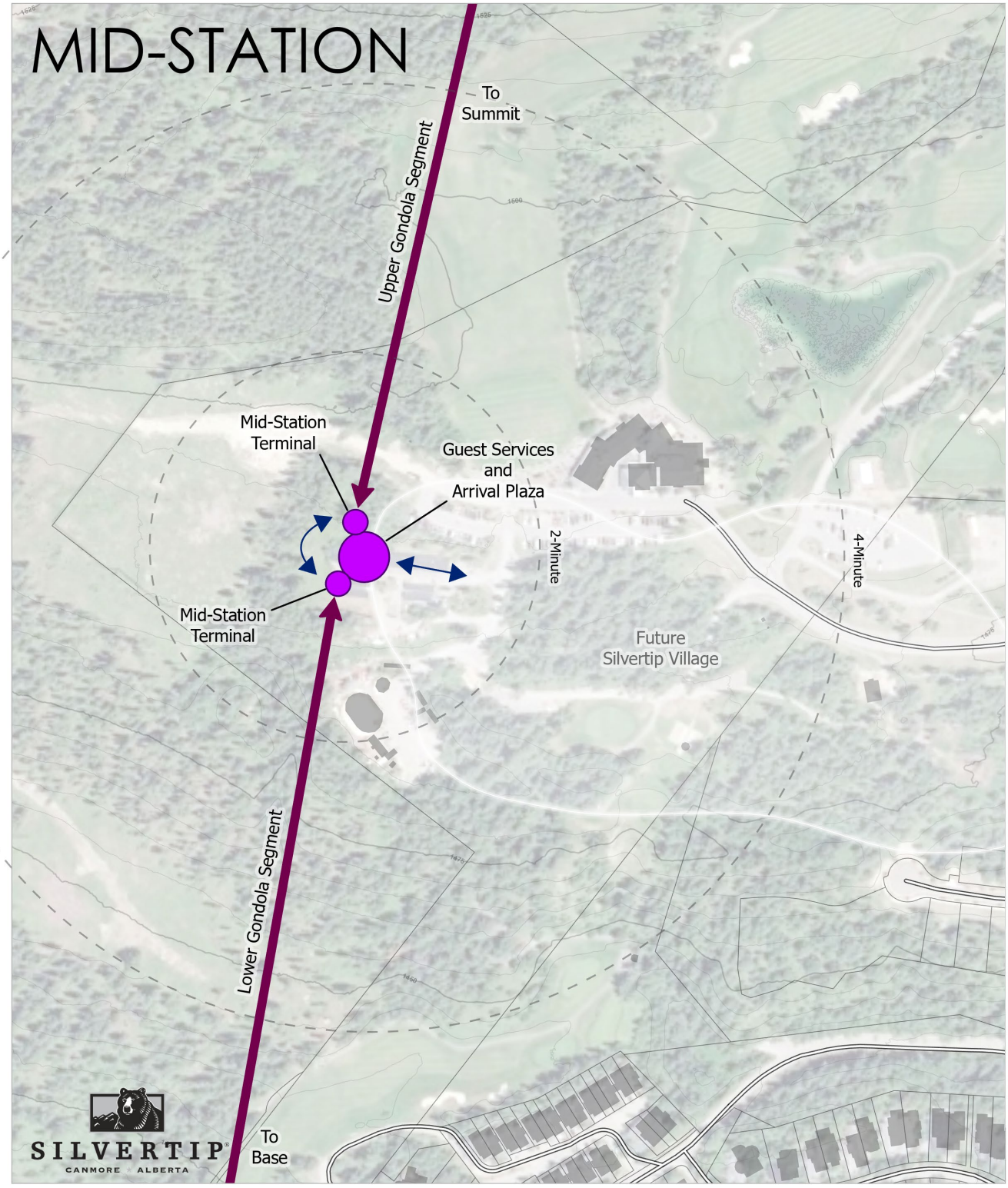
Figure 5: Base Station Area

3.2.4 Silvertip Village Mid-Station

The Mid-Station forms the central connection between the Gondola and Silvertip Resort Village.

Rather than functioning solely as an intermediate station, it provides direct access to the approved resort village and its existing and future accommodations, restaurants, commercial services, recreation and public gathering spaces. Visitors may begin or end their Gondola journey at this location or continue to the summit, providing operational flexibility and supporting activity throughout the resort.

Integration with the existing village allows the Gondola to enhance the overall resort experience while utilizing established municipal infrastructure and reinforcing the long-term vision for Silvertip Resort Village.



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1:3,000 at 8.5" x 11"
Spatial Reference
PCS: NAD 1983 UTM Zone 11N
0 25 50 75 Meters

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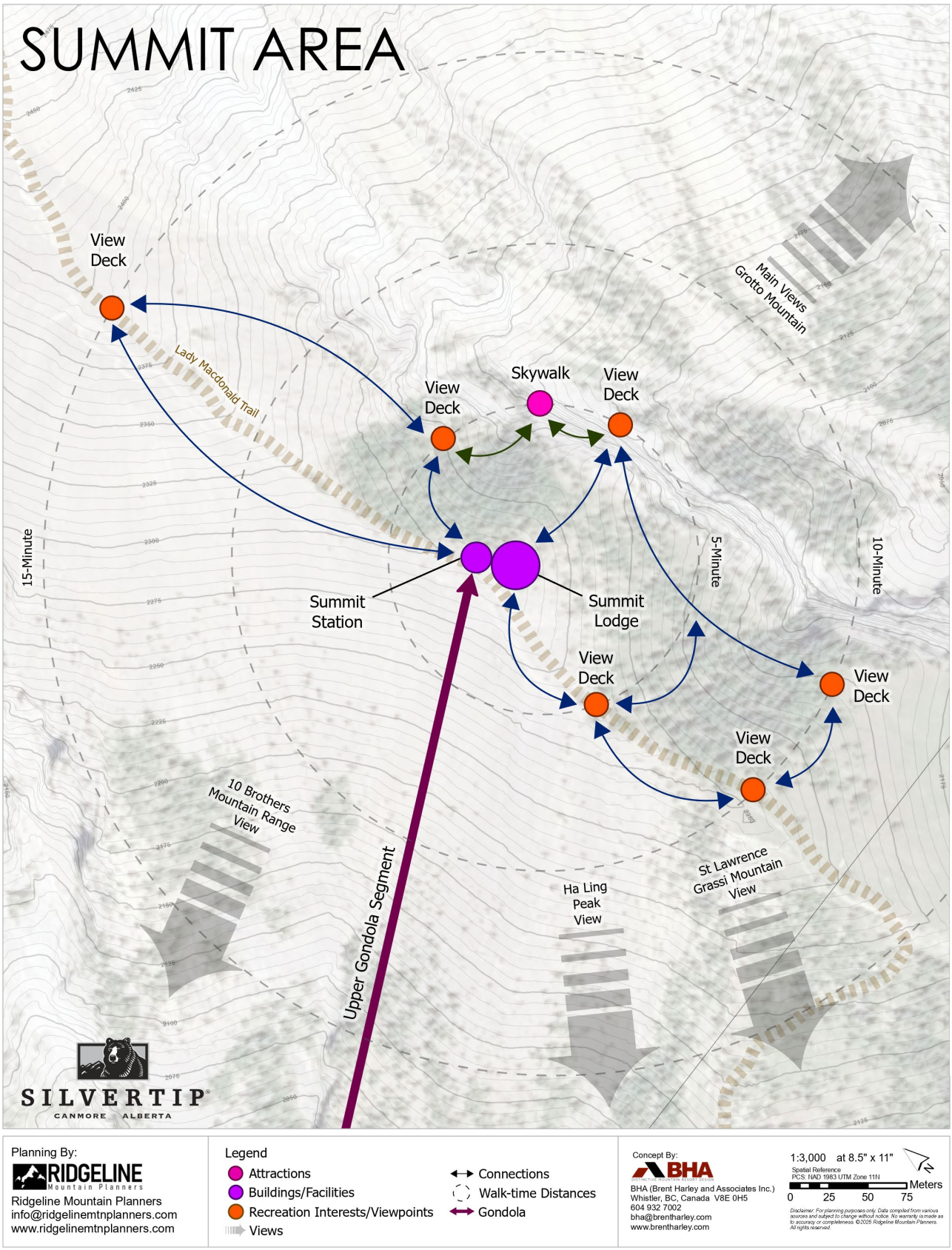
Figure 6: Mid-Station Area

3.2.5 Summit Lodge Area

The Summit Lodge Area represents the primary alpine destination and the highest point of the visitor experience.

Located near the summit ridge of Mount Lady Macdonald, the Summit Lodge is proposed as a day-use facility providing visitor amenities, dining, interpretation, gathering space and operational support within a defined development area. The summit is intended to serve as a destination for sightseeing, recreation and educational experiences while maintaining a compact development footprint.

No overnight accommodation is proposed at the summit. Concentrating development within a defined activity area maintains the summit's role as a day-use destination while limiting permanent infrastructure within the alpine environment.



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- Recreation Interests/Viewpoints
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Figure 7: Summit Lodge Area

3.2.6 Summary of Project

3.2.7 Space

The table below summarizes the amenity, service, and facility space proposed across the three stations, excluding the gondola terminal buildings. It shows how the proposed built areas of the Silvertip Gondola are distributed from the Base Area to the Summit. The mix and size of the proposed spaces will continue to be refined and updated through detailed planning as the project progresses.

Table 1. Summary of Project Space

Area	Use	Area (m^2)	Area (ft^2)
Base	Café	60	650
	Patio/Plaza	93	1,000
	Kitchen	19	200
	Administration	111	1,200
	Retail	70	750
	Guest Services	93	1,000
	Bathrooms	111	1,200
	Subtotal	**557**	**6,000**
Mid-station	Guest Svc/Ticketing	93	1,000
	Bathrooms	93	1,000
	Subtotal	**186**	**2,000**
Summit	Restaurant	242	2,600
	Coffee Lounge	60	650
	Bar	19	200
	Conference/Flex Space	167	1,800
	Servery	93	1,000
	Circulation	153	1,650
	Kitchen	139	1,500
	Retail	74	800
	Administrative/Staff	56	600
	Guest Services	9	100
	Bathrooms	102	1,100
	Lodge Viewing Deck	465	5,000

	Trail Viewing Platforms	1,254	13,500
	Trails/Interpretive boardwalk	1,394	15,000
	Subtotal	**4,227**	**45,500**
Total		**4,971**	**53,500**

Together, these spaces are modest in scale relative to the mountain they occupy, concentrating development within the three stations while leaving the slopes between them largely undisturbed. They have been allocated across the stations so that guests are supported and comfortable at every stage of their visit, from arrival at the base, through the journey up, to their time on the summit.

3.2.8 Summit Recreation and Interpretation

The Summit Lodge will be supported by a network of managed recreation and interpretation opportunities designed to encourage visitors to experience the surrounding alpine landscape.

Amenities proposed include accessible walking routes, scenic viewpoints, interpretive features, viewing platforms, and a suspension bridge. Existing hiking will remain separate from the Summit experience while allowing hikers to continue using traditional routes.

3.2.9 Visitor Experience

The Gondola is intended to provide a continuous visitor experience that connects the Bow Valley with the alpine environment through a sequence of integrated gondola station destinations.

Visitors arrive at the Palliser Base Area before travelling by Gondola through Silvertip Village to the Summit Lodge, where they may participate in sightseeing, recreation, dining and interpretive experiences. The return journey provides opportunities to stop within Silvertip Village before returning to the base area, encouraging visitors to experience multiple destinations within a single visit.

Interpretive programming is expected to be integrated throughout the development, highlighting the natural, cultural and historical significance of the Bow Valley while encouraging responsible enjoyment of Alberta's mountain environments.

3.3 Project Staging Plan

The Silvertip Gondola is intended to be implemented through a staged development program that establishes the core transportation system in parallel with the creation of supporting visitor facilities and complementary resort improvements. This approach allows infrastructure, servicing and visitor amenities

to be delivered in a logical sequence while providing flexibility to respond to operational needs and market demand.

3.3.1 Stage 1 — Core Gondola Infrastructure

Stage 1 establishes the essential infrastructure required to construct, commission and operate the Silvertip Gondola. This stage focuses on delivering the aerial ropeway system together with the infrastructure necessary to provide safe, reliable and year-round passenger operations between the Palliser Base Area, Silvertip Village and the Summit Area.

Development during this stage is anticipated to include:

- aerial passenger ropeway;
- ropeway towers, foundations and associated structural works;
- Palliser Base Terminal;
- Silvertip Village Mid-Station;
- Summit Terminal facilities and trails;
- mechanical, electrical and control systems;
- utility servicing required to support Gondola operations;
- passenger queuing, loading and unloading facilities;
- operational support facilities; and
- emergency systems and associated life safety infrastructure.

Completion of Stage 1 establishes the primary transportation system connecting the three destination areas and provides the operational foundation for future visitor facilities and supporting development.

3.3.2 Stage 2 — Visitor Destination Development

Stage 2 expands the development beyond transportation by introducing the principal visitor facilities and public amenities that support year-round operation of the Gondola. This stage is intended to create a complete mountain destination by improving visitor arrival, circulation and access while enhancing the overall alpine experience.

Development during this stage is anticipated to include:

- intercept parking and visitor arrival facilities at the Palliser Base Area;
- transit, shuttle and passenger drop-off facilities;
- pedestrian and universal accessibility connections;
- active transportation connections;

- public gathering spaces and visitor orientation areas;
- public realm improvements and interface connections within Silvertip Resort Village;
- Summit Lodge and associated visitor amenities;
- viewing platforms and designated viewing areas;
- washroom and guest service facilities; and
- emergency response and public safety facilities.

Completion of this stage provides the primary visitor amenities that support year-round recreation, sightseeing, hospitality and visitor services while strengthening the integration between the Gondola and Silvertip Resort Village.

3.3.3 Stage 3 — Public Realm & Resort Integration

Stage 3 completes the development concept through complementary improvements that enhance the visitor experience, strengthen the public realm and support the long-term operation of the Gondola. These elements are intended to build upon the infrastructure established in earlier stages and may be implemented as visitor demand and operational requirements evolve.

Development during this stage is anticipated to include:

- public realm and landscape improvements;
- interpretive facilities and educational features;
- trail enhancements and visitor wayfinding;
- landscaping, ecological restoration and site rehabilitation associated with completed construction;
- a portion of employee housing intended to support Gondola operations; and
- additional operational or visitor amenities consistent with the Master Development Plan.

Completion of Stage 3 further integrates the Gondola within the broader Silvertip Resort Village while enhancing the quality, functionality and long-term resilience of the visitor experience.

3.4 Carrying Capacity Framework

3.4.1 Introduction

This report describes how the Comfortable Carrying Capacity of the proposed Silvertip Gondola was estimated using a project-specific Carrying Capacity Framework (CCF) and presents the results of that analysis. It has been prepared as part of the Master Development Plan for the Silvertip Gondola, proposed by Stone Creek Resorts (SCR). This report sets out the terms and definitions used, the method applied, the

limiting factors and system constraints considered, the parameters and assumptions adopted, and the resulting Comfortable Carrying Capacity for the Silvertip Gondola.

The Silvertip Gondola system links three stations, a base, a mid-station at the Silvertip Village, and a summit sightseeing destination, via a two-segment gondola. The gondola segments are not connected, and guests originating at the base disembark and requeue at the mid-station to reach the summit. Guests enter and exit the system at the base and the mid-station.

The purpose of the CCF is to establish a defensible Comfortable Carrying Capacity, or *"the optimum number of visitors the resort can accommodate during peak periods while maintaining service quality, safety standards, and environmental integrity across all operational seasons"* (Government of Alberta, 2026). The result is expressed as Guests per Day (unique guests entering the system) and reported for each season to capture seasonal differences in operating hours and conditions.

The approach considers the environmental, cultural, utility, and infrastructure system constraints defined under the All-Season Resorts Act, and adds the guest's expectations for crowding, so capacity is grounded in the quality of the guest experience rather than the lift's mechanical capacity. As explained below, the gondola is sized to serve anticipated demand rather than being the factor that limits it. This keeps the capacity estimate anchored to the space and time available as the destinations guests come to enjoy.

3.4.2 Terms & Definitions

The CCF applies key terms and concepts. These are kept consistent with the ASR Applicant Guide where equivalent terms exist.

Table 1. Key Terms

Term	Definition
Guests at One Time (GAOT)	The number of guests a space can comfortably hold at once, at an acceptable level of crowding.
Guests per Day	The number of unique guests entering the system over an operating day. The unit in which Comfortable Carrying Capacity is measured.
Experience time	The average length of time a guest spends at a station or attraction.
Guest-hour	One guest present for one hour. The common unit that lets capacity (supply) and guest activity (demand) be compared directly.
Destination	A place guests choose to spend time as part of the experience (e.g. the summit). Destinations set capacity.
Portal	A place guests pass through rather than spend time in (e.g. parking, queues, the gondola itself). Portals do not set capacity, though their physical size can constrain it.
Itinerary	One complete trip through the system in a single visit.
Limiting Factors and System Constraints	Under the Alberta All-Season Resorts Act, the environmental, cultural, utility, and infrastructure conditions that constrain development.
Comfortable Carrying Capacity (CCC)	The optimum number of visitors the Silvertip Gondola can accommodate during peak periods while maintaining service quality, safety standards, and environmental integrity across all operational seasons, expressed as Guests per Day.

3.4.3 Methods

To establish the optimum number of guests the Silvertip Gondola can accommodate, the framework determines the maximum number of guests that can participate in a day while respecting all system constraints, including guest expectations for crowding and experience quality. The model is not intended to forecast how many guests will visit, but how many can visit on a peak day.

The model considers only guests and attraction space, or the spaces that generate guest demand. Administrative, guest-service, washroom, circulation, storage, and mechanical spaces are necessary to deliver the experience but do not generate guest demand and are therefore excluded.

The foundation of the CCF is that guest capacity is measured in guest-hours. Each destination, together with its activities and amenities, can supply a certain number of guest-hours over a day — a function of how many guests it holds at one time, at acceptable crowding, and how long it operates. Each guest, by taking a particular trip, consumes a certain number of guest-hours at the destinations they visit. The system's daily capacity is the largest number of guests it can serve before any destination's supply of guest-hours is used up.

3.4.3.1 Destinations and Portals

A central feature of the CCF is the distinction between destinations and portals. A destination is somewhere guests desire to spend time, such as the summit and its viewing areas, and this drives demand for the gondola experience. The time guests spend there is the experience being rationed, subject to system constraints and crowding, so destinations set the capacity. A portal, such as the parking lot, the queues, and the gondola cabins themselves, is somewhere guests pass through on their way to a destination. Portals do not generate demand, but they are sized to serve it.

This distinction allows the gondola's hourly capacity to be treated as an output of the analysis rather than an input. Because the lift can be scaled through cabin size, spacing, and speed, and by operating the two segments independently, its capacity is set to whatever is needed to serve the demand the destinations can accommodate. It is therefore not the binding constraint on daily capacity. Once the daily capacity figure is established, the required gondola capacity is derived from it as a sizing exercise.

This approach holds only where the site can provide adequate area for parking, access, and gondola terminals. Where it cannot, the physical size of a portal may itself constrain capacity. This is discussed and tested separately in Section 3.4.4.

3.4.3.2 Guest Itineraries

With separate base, mid-station, and summit stations, two guest trips, or itineraries, are considered, both reaching the summit destination. One originates at the base and one at the mid-station, with the latter taken by guests who will be staying at Silvertip Village. Guests are assumed to start and finish their trip at the same location. Because the two gondola segments operate independently, a trip originating at the base includes a transfer at the mid-station. Table 2 lists the itineraries considered.

Table 2. Possible Guest Itineraries

Itinerary
Base → Village → Summit → Base
Village → Summit → Village

Rather than forecasting what proportion of guests choose each trip, the framework finds the greatest total number of guests that can be served without exceeding any destination's guest-hour supply. Thus, the maximum number of visits could be achieved by those that originate solely from the Base, the Village, or from a combination. The result is consistent regardless of how guests distribute themselves among the itineraries, as no combination of trips could exceed it. The station that reaches its limit first sets the capacity of the system.

3.4.3.3 Operating Seasons

The analysis is repeated for each of the four seasons, allowing available space, operating hours, and seasonal constraints to vary. Seasonal limits enter the calculation directly, so that any season-specific restriction is reflected in that season's guest capacity.

3.4.4 Limiting Factors and System Constraints

Under the All-Season Resorts Act, the environmental, cultural, utility, and infrastructure conditions that shape a development are termed Limiting Factors and System Constraints. The Comfortable Carrying Capacity of the Silvertip Gondola must respect each of these. To them, RMP adds a fifth consideration: the guest's own expectations for crowding, represented as acceptable densities. This addition is consistent with longstanding carrying-capacity practice in North American resort planning, including that of the US Forest Service and British Columbia's All-Seasons Resort Guidelines.

This section summarizes environmental, cultural, utility, and infrastructure factors examined by the Silvertip Gondola team and their influence on the Comfortable Carrying Capacity. Acceptable densities are addressed separately in Section 3.4.5.

3.4.4.1 Environmental

Cascade Environmental Resource Group (CERG) has completed an Environmental Assessment of the proposed gondola study area. It identified occurrences of Whitebark Pine and Limber Pine in the vicinity of the Summit Gondola Terminal.

Based on RMP's current understanding, and subject to confirmation through detailed planning, the Development Concept can be designed to protect Whitebark Pine and Limber Pine without significantly changing the size, programming, or intended guest experience.

On this basis, at this time, the occurrences are not anticipated to be a limiting factor or impose a season-long constraint on the Comfortable Carrying Capacity of the Silvertip Gondola.

3.4.4.2 Utilities

Utility servicing for the Silvertip Gondola is expected to be provided through conventional infrastructure connections within the Town of Canmore. Based on the proposed servicing approach and anticipated project demands, utility infrastructure is not expected to represent a limiting factor for the project's carrying capacity. The utility findings below describe the anticipated servicing requirements and demonstrate how water, wastewater, power and other utility systems can support the proposed development and visitor capacity.

Water

Water can be supplied to each component of the Gondola by extending existing municipal infrastructure, while addressing the alpine terrain and climate challenges of the site. On-mountain servicing to the Summit Lodge would operate as a private system, and demand is anticipated to be modest given that it is a day-use facility with no overnight accommodations.

Wastewater

Because no overnight accommodation is proposed in the Summit Area, wastewater generation is reduced relative to accommodation-based mountain developments. Wastewater servicing "does not represent a constraint to implementation" and can be delivered consistent with environmental protection, public health, and long-term operational sustainability.

Power

Servicing investigations confirmed sufficient electrical capacity within the existing shallow utility network to support the gondola, subject to detailed engineering and coordination with the utility provider. Power and communications infrastructure "do not represent a constraint to implementation" of the Master Development Plan.

Natural Gas/Propane

Natural gas would serve the Base Area and Silvertip Village mid-station via the existing ATCO distribution system in Canmore. No gas line is proposed on the mountainside. The Summit Lodge would rely on propane delivered when the gondola is not in operation, or by helicopter, depending on operational needs.

3.4.4.3 Infrastructure

The following findings further clarify that the carrying capacity is not expected to be constrained by infrastructure.

Stormwater

Stormwater management is not expected to constrain implementation of the Master Development Plan and provides a sound conceptual basis for detailed drainage design and regulatory approvals.

Parking

The Assessment establishes 350 passenger-vehicle spaces, four bus bays, and a minimum of ten RV-sized spaces, together with on-site bicycle parking and bus parking for tour and shuttle operators, based on a projection of potential visitation and consistent with established sightseeing gondolas[1], not Silvertip Gondola capacity. The site will also be served by walking and cycling paths and by regional transit, so a one-to-one relationship between vehicle stalls and guest capacity is not required. At an average of 3.1 guests per passenger vehicle and RV, and 50 guests per coach, the recommended number of spaces holds approximately 1,300 guests at one time, which exceeds projected Guests at One Time (see Sec. 3.4.6.1). It will be complemented by transit, active transportation, and drop-offs. On this basis, parking is not expected to constrain the Comfortable Carrying Capacity. Further, the site has additional capacity to host expanded parking facilities in the future if required.

3.4.4.4 Cultural

SCR has initiated consultation with Indigenous Groups on the Silvertip Gondola. These discussions, and their outcomes, will be considered through subsequent, more detailed planning and design, and will be reflected in future iterations of the CCF, if required.

[1] K. Brown (2026 Sea to Sky Gondola). Personal Communications

3.4.4.5 Conclusion

Based on the assessments above, none of the environmental, cultural, utility, or infrastructure factors is anticipated to impose a season-long constraint on the Silvertip Gondola as designed.

3.4.5 Parameters & Assumptions

The CCF is driven by a small number of inputs. The most influential are noted below, together with the key modelling assumptions.

3.4.5.1 Key Inputs

Table 3. Proposed Guest Amenities Space

Station	Type	Area (m^2)
Base	Dining	153
Summit	Dining	469
	Bar	19
	Lodge Viewing Decks	465
	Trail Viewing Decks	1,250
	Trails	1,400
	TOTAL	**3,755**

Table 4. Acceptable Guest Densities

Space Type	Acceptable Density *(Guest/m^2)*	Source
Dining (Café, Restaurant, Patio)	0.664	Sea to Sky Gondola (K. Brown, 2026)[2]
Bar	1.346	Sea to Sky Gondola (K. Brown, 2026)
Viewing Decks	0.385	Needham et al. (2011)
Trails	0.11	Kohlhardt et al. (2018)

[2] The Sea to Sky Gondola is an award-winning sightseeing gondola in Squamish, BC. Mr. Brown is the current General Manager at Sea to Sky Gondola and confirmed space-use numbers and densities for the Silvertip Gondola, benchmarked to the Sea to Sky Gondola.

Table 5. Average Guest Experience Time

Origin	Station	Experience Time (hrs)[3]
Base	Base	0.25
	Summit	2.50
Mid station	Summit	2.50

Table 6. Hours of Operation[4]

	Hours of Operation		
Season	**Open**	**Last Ride‡**	**Upload Hours**
Winter	09:00	17:00	8
Spring	09:00	20:00	11
Summer	09:00	20:00	11
Fall	09:00	17:00	8

‡ Last Ride is the final departure time at which a guest may board, not the time the system closes. Guests board by this time, with trips accounted for, and download afterward.

Administrative, operational, back-of-house, storage, and mechanical spaces were not included in the CCF because they do not drive guest demand and therefore do not contribute guest-hours. Similarly, while the mid-station offers facilities such as washrooms and guest services, it does not offer any activities or amenities that would drive guest demand or contribute to guest-hours. Demand for the gondola created by conference attendees or guests travelling to the Village is accounted for separately from day-use travel and is addressed in Section 3.4.7. Because this activity draws on the Village rather than the Summit station, it does not constrain the Comfortable Carrying Capacity established here.

3.4.5.2 Key Assumptions

The following key assumptions underlie the CCF.

- Peak-day Demand
    - Demand is modelled as steady through the operating day and at the full Comfortable Carrying Capacity rather than along a demand curve. This means every guest space is assumed to be filled to its acceptable density, but no higher, throughout operating hours. This represents a peak-period ceiling rather than an average day.
- Unique Guests

[3] Experience at the Sea to Sky Gondola indicates that the average Guest Experience Time is 2.5 hours (K. Brown, 2026).
[4] Derived from current operating hours at the Sea to Sky Gondola.

    - Capacity is counted as unique guests entering the system, not rides or boardings.
- Silvertip Village
    - The village is not assessed as a capacity in its own right. Its role in generating gondola demand is addressed in Section 3.4.7.
- Portals excluded
    - Parking, queues, and the gondola do not generate guest demand but are sized to serve it. Their physical size can impose a constraint, confirmed independently in Section 3.4.4.

3.4.6 Comfortable Carrying Capacity

3.4.6.1 Guests at One Time

For the Silvertip Gondola, Guests at One Time is the product of the proposed built space and the acceptable guest densities. It varies across seasons only if environmental, cultural, utility, or infrastructure realities reduce the area available for activities, such as the closure of viewing decks, or the availability of necessary resources such as water. However, as discussed in Sec. 3.4.4, there are no Limiting Factors that vary season to season, so Guests at One Time is consistent throughout the year.

Guests at One Time is established by multiplying the proposed attraction space by the acceptable guest densities (Table 7). Based on the proposed concept, the Guests at One Time for the Silvertip Gondola is calculated at 1,253.

Table 7. Calculation of Guests at One Time

	Space Type	Area (m^2)	Density (Guests/m^2)	Guests
Base	Dining	153	0.664	102
			Base Subtotal	**102**
Summit	Dining	469	0.664	311
	Bar	19	1.346	26
	Lodge Viewing Decks	465	0.385	179
	Trail Viewing Decks	1,250	0.385	481
	Trails	1,400	0.11	154
			Summit Subtotal	**1,151**
Total Guests at One Time				**1,253**

3.4.6.2 Guests per Day

The Comfortable Carrying Capacity (CCC) is expressed as Guests per Day, or the number of unique guests the system can serve in a day. As noted in Section 3.4.3, the framework seeks the maximum number of

visits the system can support, without assuming how those visits divide between the two available itineraries (see Table 2). Because both itineraries include the summit, the summit sets the system's capacity and is the binding constraint. This result holds regardless of how visits are distributed between the itineraries, as no potential distribution could exceed it.

Table 8 shows the CCC calculation of the system from the GAOT of the summit station, with Guest-Hours calculated by multiplying GAOT by Upload Hours and CCC determined by dividing Guest-Hours by the average guest experience time at the Summit Station.

Table 8. Comfortable Carrying Capacity Calculation (Guests per Day)

Summit Station GAOT	Upload Hours	Guest-Hours	Avg. Guest Experience Time (hrs)	Comfortable Carrying Capacity
1,151	11	12,661	2.5	**5,064**

Because Guests at One Time and the average guest experience time do not vary between seasons, upload hours are the only parameter that changes across seasons. Following practice at comparable sightseeing gondolas, and given seasonal day length, Winter and Fall operate on reduced hours while Spring and Summer hours are extended (see Table 6). As such, seasonal variation in Comfortable Carrying Capacity ranges from 3,683 to 5,064 guests per day (Table 9).

Table 9. Seasonal Comfortable Carrying Capacity (Guests per Day)

Season	Comfortable Carrying Capacity
Winter	3,683
Spring	5,064
Summer	5,064
Fall	3,683

Based on the hours of operation and Comfortable Carrying Capacity, the Silvertip Gondola would host on average approximately 460 guests per hour on a peak day.

3.4.6.3 Comfortable Carrying Capacity and Utilization Rates

It is rare for any resort or destination to regularly realize its Comfortable Carrying Capacity. Instead, realized visitation, the number of guests that visit on a given day, will likely only approach CCC on a handful of busy days each year (e.g., summer long weekends). Outside of this time, realized visitation will be well below CCC. This is often referred to as a resort's utilization rate, or the number of guest visits divided by the CCC. An instructive example is the ski resort industry in Western Canada, where the average ski resort has a utilization rate of approximately 32%. Thus, while the Silvertip Gondola can

comfortably accommodate 5,064 guests per day, the number of guests visiting on an average day will likely be well below this. This reality will guide future programming and operational decisions.

3.4.7 Additional Village Travel Capacity

3.4.7.1 Introduction

The Comfortable Carrying Capacity established above captures guest demand for the Summit, the primary attraction and the destination that sets the capacity of the system. The approved Silvertip Village, at the mid-station, will offer separate and complementary activities and will host conferences. These will generate their own demand for the lower segment of the gondola as a means of travel to and from the Village, both while the Summit is operating and after it has closed for the day.

This demand cannot be established within the CCF. RMP cannot project guest demand for the Village, its available guest-hours, or the proportion of Village visitors who would choose the gondola over other means of access. These are questions of demand and travel mode that depend on the Village's own programming and operations, which lie outside a supply-side carrying-capacity study. It remains important, however, to record the gondola's capacity to serve Village travel, so that this demand is not overlooked in project planning and design. This section therefore reports the potential number of trips the gondola could carry to the Village, as designed as a supply ceiling rather than a calculation of Comfortable Carrying Capacity or a forecast of visitation.

It is assumed that the Comfortable Carrying Capacity for the Silvertip Gondola sets the gondola's hourly capacity. Village trips are therefore served by capacity that remains available after Summit demand has been met.

3.4.7.2 Additional Capacity and Visitation

Assuming steady guest demand throughout the day (Section 3.4.5.2), the Comfortable Carrying Capacity requires the gondola to serve approximately 460 guests per hour (Section 3.4.6.2). To enable this calculation, RMP assumes the gondola will be rated for 600 guests per hour, though the installed gondola capacity has yet to be finalized. This rating sets the capacity available for Village travel.

The gondola's capacity to carry Village travel comes from two sources. While the Summit is operating, the lower segment carries Summit-bound guests, but a portion of its hourly capacity remains unused and available for Village trips. After the Summit closes, the lower segment can continue to operate, and its full hourly capacity becomes available for travel to and from the Village. It is assumed that Village amenities remain open until 22:00 regardless of season.

While the Summit is operating, the difference between the 600 guests-per-hour rating and the 460 guests per hour required for the Comfortable Carrying Capacity leaves approximately 140 guests per hour available for Village travel. After the Summit has closed, the full 600 guests per hour becomes available. Because the Summit operates on shorter hours in Winter and Fall, more post-Summit operating time is available in those seasons, and the potential for Village travel is correspondingly higher. On this basis, the gondola could carry approximately:

- 3,340 guests per day to the Village in Spring and Summer
- 4,720 guests per day to the Village in Winter and Fall

These figures represent the gondola's capacity to carry Village traffic, not a projection of how many guests will make the trip. They have not been tested against the size or availability of Village amenities, guest expectations, or system constraints, are conditional on the gondola's capacity, and should be regarded as an upper bound on possible travel based on 600 guests per hour on the lower gondola segment, rather than an expected level of use. For this reason, they are reported separately and are excluded from the Comfortable Carrying Capacity. However, disregarding this travel entirely in project planning and design would be an error, as the demand it represents is real and will place genuine loads on the gondola, the base, and the Village.

3.4.8 Conclusion

This assessment establishes the Comfortable Carrying Capacity for the Silvertip Gondola through a project-specific Carrying Capacity Framework, based on the proposed built space, guest expectations for crowding, and the environmental, cultural, utility, and infrastructure system constraints defined under the All-Season Resorts Act. The modelling drew on operating experience at comparable sightseeing gondolas and on published research into guest expectations of the sightseeing experience.

On this basis, the Silvertip Gondola has a Guests at One Time capacity of 1,253 and a Comfortable Carrying Capacity of 3,683 guests per day in Winter and Fall and 5,064 guests per day in Spring and Summer, the difference reflecting estimated seasonal operating hours. None of the environmental, cultural, utility, or infrastructure factors examined is anticipated to impose a constraint on this capacity.

The Comfortable Carrying Capacity reflects demand for the Summit, the destination that sets the system's capacity. It does not include travel to the Silvertip Village generated by day-use guests and conference attendees, which is addressed separately in Section 3.4.7. Depending on realized demand, this travel could add approximately 3,340 guests per day in Spring and Summer and 4,720 guests per day in Winter and Fall to total gondola trips.

3.5 Staff Housing Plan

3.5.1 Overview

Staff accommodation has been contemplated as an integral component of the approved Silvertip Resort development, with employee housing already provided for within the existing resort. The Silvertip Gondola is intended to operate as part of this integrated resort and does not represent a standalone resort development requiring a separate staff housing program.

The existing and planned employee housing within Silvertip will support the workforce needs associated with the gondola and related visitor services. Accordingly, no additional or separate staff housing allocation is proposed specifically for the Silvertip Gondola. Future staff accommodation will continue to be addressed through the approved Silvertip Resort and in response to the operational needs and market demand of the resort over time.

3.5.2 Phased Employee Housing Development

The Palliser Base Area will provide for the phased development of additional employee housing as Silvertip Resort evolves over time. Employee housing will be delivered incrementally in response to demonstrated operational needs, workforce requirements, market conditions and the timing of future resort development.

This flexible, phased approach will allow employee housing to be appropriately scaled and coordinated with the broader development of the Silvertip Resort ensuring that new accommodation is brought forward when supported by demand.

3.6 Human-Wildlife Coexistence

The Bow Valley is internationally recognized for its ecological significance and supports one of the most important wildlife movement systems in the Canadian Rocky Mountains. The Silvertip Gondola has been planned within a landscape where the protection of wildlife habitat, ecological connectivity and responsible recreation are fundamental considerations. Human-wildlife coexistence has been integrated into the Master Development Plan from the earliest stages of project development. Instead of relying exclusively on operational mitigation after construction, wildlife considerations have influenced infrastructure siting, development phasing, visitor management strategies, servicing design, transportation planning, and long-term operational procedures.

3.6.1 Planning Context

Environmental stewardship has been central to planning within the Silvertip development area for more than three decades. During preparation of the original Silvertip Master Plan and subsequent Area Structure Plan, extensive wildlife studies resulted in significant redesign of the development concept to protect major wildlife movement corridors crossing the property. Development densities, roadway alignments, golf course design and open space planning were all modified to improve ecological connectivity and reduce potential human-wildlife conflicts. These planning principles continue to form the foundation of the current proposal.

More recent environmental investigations completed for the Gondola have built upon long-term monitoring programs undertaken throughout the Bow Valley, including provincial wildlife telemetry, remote camera monitoring, and field investigations completed specifically for the proposed development. These studies provide a robust understanding of wildlife movement patterns and habitat use within the project area.

3.6.2 Guiding Principles

The Human-Wildlife Coexistence Framework is guided by the following principles:

- maintain ecological connectivity;
- avoid sensitive habitats wherever practical;
- minimize permanent disturbance;
- concentrate visitor activity within managed areas;
- reduce wildlife attractants;
- educate visitors regarding responsible recreation;
- monitor environmental performance;
- apply adaptive management throughout operations; and
- continuously improve management practices using monitoring results.

These principles align with the mitigation hierarchy promoted by the Government of Alberta, emphasizing avoidance before mitigation, management and adaptive response.

3.6.3 Existing Wildlife Conditions

The project occurs within a diverse montane and subalpine environment supporting numerous wildlife species representative of the Bow Valley ecosystem. Long-term environmental investigations indicate use of the broader study area by species including grizzly bear, black bear, cougar, wolf, Canada lynx, elk, mule deer, white-tailed deer, bighorn sheep, numerous bird species, and smaller mammals associated

with montane forest ecosystems. Several species of conservation concern have also been identified within the broader study area, reinforcing the importance of careful infrastructure siting and long-term operational management.

The objective of the Master Development Plan is not simply to avoid negative human-wildlife encounters, but to maintain the ecological processes and movement patterns that sustain wildlife populations over the long term.

3.6.4 Wildlife Corridor Protection

Wildlife corridors represent one of the defining environmental characteristics of the Silvertip development. The Silvertip ASP identifies two wildlife movement corridors within the overall land use framework following extensive scientific investigation and subsequent long-term monitoring. These corridors continue to function as important movement routes linking habitats throughout the Bow Valley.

The Gondola has been specifically designed to maintain corridor functionality by spanning corridor areas with aerial infrastructure, minimizing tower foundations within sensitive locations, avoiding new road construction through corridor lands, maintaining existing open space, limiting permanent disturbance, restricting visitor access outside designated areas, and incorporating long-term wildlife monitoring into operational planning.

Unlike conventional transportation infrastructure, the aerial ropeway introduces relatively limited physical barriers to wildlife movement because passenger cabins operate above ground while permanent disturbance remains localized at tower foundations.

The gondola alignment crosses both the Lower and Upper Silvertip Wildlife Corridor approximately perpendicular to the corridors and the crossing functions similarly to a linear service corridor. Best practices within Wildlife Corridors and Habitat Patches are followed in the mitigation section.

3.6.5 Development Footprint

The overall project footprint has been intentionally minimized. Permanent infrastructure has been concentrated within the Palliser Base Area, Silvertip Village Mid-Station, and Summit Lodge.

This planning approach reduces cumulative landscape disturbance while concentrating operational activity within areas already influenced by existing or planned development. The ropeway alignment itself represents a comparatively narrow infrastructure corridor, requiring only localized tower foundations rather than continuous roadways or extensive utility corridors. Previous engineering investigations have

further demonstrated opportunities to coordinate servicing infrastructure with the ropeway alignment, reducing additional disturbance associated with utility construction.

3.6.6 Construction Management

Construction activities generally represent the period of greatest potential disturbance to wildlife. Future Construction Environmental Management Plans (CEMPs) will incorporate measures including environmental monitoring, wildlife awareness training, temporary access controls, vegetation protection, erosion and sediment control, progressive reclamation, invasive species management, noise management where practical, and environmental inspection throughout construction.

3.6.7 Visitor Management

One of the most effective long-term coexistence strategies is careful management of visitor behaviour. Instead of allowing unrestricted access throughout the alpine environment, visitor activity will be concentrated within designated facilities including the Summit Lodge, accessible trail networks, viewing platforms, interpretive areas, and managed recreation facilities. Wayfinding, interpretation and visitor education will encourage responsible recreation while reducing off-trail travel and unnecessary disturbance to surrounding habitats.

Operational policies are anticipated to include restrictions on pets, bicycles, and activities that could increase wildlife conflict in sensitive areas.

3.6.8 Wildlife Attractant Management

Reducing wildlife attractants is essential to minimizing conflict between wildlife and visitors. Operational measures will include wildlife-resistant waste containers, enclosed food storage, frequent waste removal, management of food preparation areas, operational inspections, staff training, visitor education, and maintenance of clean public areas. These measures complement the waste management framework.

3.6.9 Monitoring and Adaptive Management

Human-wildlife coexistence will be supported through long-term monitoring. Programs may include remote camera monitoring, wildlife observations, visitor use monitoring, trail condition assessments, vegetation monitoring, habitat condition monitoring, operational incident reporting, and periodic review of management effectiveness. Monitoring results will be incorporated into adaptive management, allowing operational practices to evolve in response to changing environmental conditions or emerging scientific understanding.

3.6.10 Human Wildlife Coexistence Summary

The Human-Wildlife Coexistence Framework demonstrates that wildlife conservation has been integrated into every stage of the proposed development. Key commitments include protection of established wildlife corridors, concentration of development within defined activity nodes, minimization of permanent disturbance, responsible visitor management, comprehensive attractant management, environmental monitoring, adaptive management, and ongoing coordination with provincial environmental agencies.

By integrating these principles into planning, construction and operations, the Silvertip gondola seeks to maintain ecological connectivity while providing high-quality recreational opportunities consistent with the long-standing environmental objectives established for the Silvertip development and the expectations of Alberta's All-Season Resorts Program.

3.7 Sustainable Design and Operations

The Silvertip Gondola has been planned to incorporate sustainable design and operational practices that reduce resource consumption, minimize environmental effects, and support the long-term stewardship of Alberta's public lands. Sustainability has been considered throughout the planning of the project by integrating energy efficiency, water conservation, responsible waste management and environmental performance into the overall development concept.

As the project advances through detailed design, these principles will continue to inform architectural design, infrastructure planning, construction methods and operational procedures. The measures identified in this Master Development Plan represent the conceptual sustainability framework that will be refined through subsequent engineering, environmental assessment and operational planning.

3.7.1 Energy Use

The gondola system itself represents one of the project's primary sustainability measures by providing a low-carbon high-capacity transportation system with a comparatively small physical footprint and efficient energy use compared to conventional transportation options.

Energy efficiency will be incorporated into the design and operation of the gondola system and supporting visitor facilities through measures including:

- use of modern, energy-efficient aerial ropeway technology;
- energy-efficient mechanical and electrical systems;
- LED lighting and smart building controls where appropriate;
- building design that responds to local climatic conditions; and

- energy-efficient appliances and equipment.

These measures are intended to reduce operational energy consumption while maintaining reliable year-round visitor services.

3.7.2 Water Conservation

Water conservation has been incorporated into the conceptual servicing strategy through efficient infrastructure planning and responsible operational practices.

The project is intended to utilize existing municipal water and wastewater infrastructure, reducing the need for new servicing infrastructure.

Future facility design will incorporate water conservation measures appropriate to visitor facilities, including:

- low-flow plumbing fixtures;
- water-efficient commercial kitchen equipment;
- efficient irrigation practices, where landscaping is required; and
- ongoing maintenance programs that promote efficient water use.

These measures will support the responsible use of potable water while maintaining visitor comfort, operational reliability and fire protection requirements.

3.7.3 Waste Reduction

Waste reduction strategies have been incorporated into both construction planning and long-term resort operations with the objective of minimizing waste generation.

Operational measures are expected to include:

- recycling and waste diversion programs;
- reduction of single-use materials where practical;
- responsible management of food waste;
- wildlife-resistant waste collection and storage systems;
- regular removal of waste from summit facilities;
- visitor education supporting responsible waste disposal; and
- construction waste management practices.

Waste management systems will be designed to protect wildlife, maintain visitor experience and support efficient facility operations.

3.7.4 Environmental Performance

Environmental performance has been integrated into the overall site planning and operational concept by concentrating development within three defined activity areas: the Palliser Base Area, Silvertip Village Mid-Station and the Summit Lodge Area. This approach limits the overall development footprint, reduces vegetation clearing and habitat fragmentation, minimizes the need for additional road infrastructure and concentrates visitor activity within managed recreation areas.

The project has also incorporated the following environmental performance measures:

- locating infrastructure to avoid or minimize disturbance where practical;
- utilizing existing disturbed areas and established infrastructure where feasible;
- minimizing permanent ground disturbance associated with visitor access;
- incorporating erosion and sediment control measures during construction;
- restoring temporary disturbance areas following construction;
- integrating human-wildlife coexistence measures into facility planning and operations;
- supporting environmental monitoring and adaptive management; and
- designing facilities to accommodate long-term operational resilience within a mountain environment.

The detailed Environmental Assessment will further define project-specific mitigation measures, monitoring programs and adaptive management strategies to support long-term environmental performance.

3.7.5 Implementation

The sustainable design and operational measures identified in this Master Development Plan establish the framework for future project development. As the project advances through detailed engineering, and regulatory approvals, these measures will be refined to reflect site-specific conditions, regulatory requirements and evolving best practices.

Collectively, these measures demonstrate the project's commitment to responsible energy use, water conservation, waste reduction and environmental stewardship while supporting the long-term operation of the Silvertip Gondola as an integrated year-round mountain destination.