



## Bulkley Valley Community Resources Board, BVCRB

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Mail: Treasurer Ron Vanderstar, 11565 Old Babine Lake Road,  
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**Cassandra Enns, P.Ag | Licensed Land Officer | Mountain Resorts Branch**  
Tourism Sector Strategy Division  
Ministry of Tourism, Arts, Culture and Sport  
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July 13, 2025

CRA Boundary Map attached in second file.  
Letter sent by Email.

Dear Cassandra,

Hello and thank you for this opportunity to comment.

The Bulkley Valley Community resources Board has had a few discussions regarding this application and there are the following comments. We look forward to your response.

- 1) The environmental concerns regarding marmots, alpine nesting birds and aquatic waterfan lichen in the environmental report need to be resolved prior to approval.
- 2) The main concerns are building trails beyond the ski lift footprint in phase 1 and 2, and for any proposed trails to Crater Lake and outside the original CRA. We believe that Phase 2 should be a separate project as its geographic and environmental impacts will be unique.
- 3) The hiking trail to Crater Lake is highly popular and a public asset, and needs to be included as a part of CRA planning for management and maintenance. It would be reasonable to keep in the spirit of the LRMP and keep access open and free. One way to do this would be for HBM to recognize the traditional trail and have responsibility for looking after the whole area for families and youngsters on foot, hikers, bikers and so on.
- 4) The bigger problem is the trail the Smithers Mountain Bike Association (SMBA) had started has increased access to the whole area including the CRA and it is now going to be motorized. Although the SMBA does not qualify ebikes as motorized, the Board qualifies ebikes as motorized and their impact is far different from non motorized access. The Province has defined ebikes that are self propelled as motorized. The LRMP interpretation is intended to protect its values. What is planned for side by side, quad and other future motorized vehicle access?

The recommendations from the Bulkley Valley Land and Resource Management Plan - Recreational Access Management Plan (RAMP) need to be followed, and interpretations regarding "infrastructure" and "motorized" resolved. Consultation with the CRB prior to trail building start would have prevented problems. The CRB strives to bring different interests together proactively to minimize potential conflicts and environmental impacts. We extend an open offer to help bring groups together at any time to find solutions and build wide community support."

If you would like to present to the Board please contact us so we can schedule you at our next meeting. This would be September 17, 2025, a Monday night at 7pm in Smithers.

Sue Brookes for the BVCRB

Additional Email comments from Directors:

"...e-bikes are a "motorized" vehicle with much greater impact in damage per vehicle and in total numbers of users; and the point of accumulated impact- once bikes and e-bikes can easily get to the top of the ski lifts and there is a trail up into the prairie, then the volume of traffic on fragile sensitive terrain will increase 10-fold or more. Who will police it? No one except the Resort and Mtn bikers having a rules list and relying on users to comply. " Director comment July 2

"...what ongoing wildlife monitoring will take place? The increased recreation and trails will likely have impact on wildlife movement and wildlife resource use. Do we know what summer mineral licks may be in the forests there for ungulate use? How will bears respond to the increased summer recreation? I'm assuming they'll be doing an impact assessment before building the trails?" Director comment July 13

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2) The main concerns are building trails beyond the ski lift footprint in phase 1 and 2, and for any proposed trails to Crater Lake and outside CRA.

3) The hiking trail to Crater Lake is highly popular and a public asset, and needs to be included as a part of CRA planning for management and maintenance.

The recommendations from the Bulkley Valley Land and Resource Management Plan - Recreational Access Management Plan (RAMP) need to be followed, and interpretations regarding "infrastructure" and "motorized" resolved. Consultation with the CRB prior to trail building start would have prevented problems. The CRB strives to bring different interests together proactively to minimize potential conflicts and environmental impacts. We extend an open offer to help bring groups together at any time to find solutions and build wide community support."Director comment June 26"