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November, 2010

Keith Weir
ILMB
441 Columbia Street
Kamloops, BC

Dear Sir:

Subject: Management Plan for Road Construction on Crown Land
2 Complete Ventures

Section A – Project Overview

2 Complete Ventures is a joint venture between Joe Miller, Ron Hardy, and the Little Shuswap Indian Band. The company is in the process of developing the Frac LS 13, Section 6, Tp 22, R 13, W6M, KDYD into a 12 lot bareland strata. The property is approximately 6.9 ha in size and is located on the north side of Little Shuswap Lake with no public road access. This proposal is being made to acquire tenure over crown land for road access.

We are seeking a graduated approval for this project. First we are seeking conditional approval which would allow the rezoning process at the TNRD to continue. Second, we would seek a final approval subject to the conditions set by ILMB.

It is planned to construct the road in 2011.

Section B – Project Description

I. Outline of Proposed Development

a. Purpose

There are currently 13 fee simple lots that were subdivided as “access by water”. The functional access is the southern route shown on attached AC Eagle drawing EXISITNG RIDGE ROAD PLAN/PROFILE No. SK-1 and SK-2. This current access is in trespass over 6 of the fee simple titles.

There also used to be an access along the lake serving all the properties but the owners of LS 7 gated and closed the access necessitating the creation of the road through LSIB IR#1 and the creation of the Ridge Road.

After discussion with several of the landowners, we have concluded that it will be impractical to reach agreement with all of them and in any event, the southern route is still in trespass on Crown Land and does not reach the Frac LS 13.

We have also investigated the opportunity to access the Frac LS 13 from existing logging roads north of the development site. This is not practical due to terrain issues.

The first 553 m of the road will be in an easement (already created) through LSIB IR#1. The remaining 1300 m will be on crown land.

Existing land use in the area is limited to near continuous linear waterfront development that extends from the Quaaout Lodge to the subject property. There is no upland development and the proposed road will maintain a minimum of a 250 m separation from these existing homes.

It is intended to build an all season access but use will be largely during the summer recreational season. This application is for permanent road life expectancy. There is no plan to upgrade to MoT standards as the road's first 553 m is through LSIB IR#1 and a Section 35 acquisition will not be considered by the band.

b. Construction

We propose to utilize Forest and Range Act design standards for the road. A preliminary design is shown on the attached AC Eagle drawing 2 COMPLETE VENTURES – PRELIMINARY DESIGN No. 1043-006-01.

We propose to also use the same design process utilized for forest roads.

c. Materials

These issues will be addressed in the detail design phase.

d. Environment

These issues will be addressed in the detail design phase.

Section C – Additional Information

I. Environmental

- a. There are no documented archaeological sites along the proposed route. Archaeological staff from LSIB will undertake a review as part of the design process.

- b. **Atmospheric Impacts – N/A**

- c. **Aquatic Impacts**

Drainage, erosion, and sedimentation control will be covered by Forest and Range Act requirements.

- d. **Fish and Wildlife Habitat**

The proposed road will have no impact on fish or wildlife. The only red listed species in the area is the Western Badger and the proposed road is not near its known habitat.

II. Socio – Community

- a. **Land Use – N/A**

- b. **Socio – Community Conditions**

This proposed road will bring certainty of physical access to the other 12 fee simple lots via the easement established by LSIB through IR#1. They currently enjoy access at the pleasure of Chief and Council.

- c. **Public Health – N/A**

- d. **First Nations**

The Little Shuswap Indian Band is a joint venture partner in the proposed development of the road and subdivision. The project has been discussed at the tripartite chiefs meetings over the last 2 years and personal invitations have been delivered to Chiefs Judy Wilson and Nelson Leon to meet with project staff and become familiar with the proposals on two occasions.