

## **Descriptions of Non-Commercial Winter Recreation Zones**

### **Sea-to-Sky Land and Resource Management Plan**

The information contained in this document is from the report “Recommendations for Management of Winter Backcountry Recreation in the Lillooet River Drainage and the Sea-to-Sky LRMP Area – Appendix A” (Gordon Erlandson, 2008), with minor revisions to ensure direction is consistent and accurate with LRMP zoning.

The management direction referenced is not policy, but rather provides advice and guidance for the management of the non-commercial winter recreation zones established in the Sea-to-Sky Land and Resource Management Plan (S2S LRMP) amendment, Section 4.4.3, Map 15A.

Commercial recreation management direction for the Squamish Nation Land Use Agreement area is established in Appendix 5 of the S2S LRMP. Should there be any discrepancies in references to commercial recreation between this document and Appendix 5, then please refer to the latter.

The non-commercial winter recreation zones in the S2S LRMP area are:

#### **Non-motorized use (RA1)**

Self propelled activities that do not rely on a motorized vehicle for access or recreation use within a designated zone.

##### *Acceptable Uses / Activities:*

- Existing motorized and / or non-motorized commercial recreation uses and activities are acceptable if present.
- Backcountry skiing, ski touring / mountaineering, cross-country / Nordic skiing, dog-sledding, snowshoeing
- Non-motorized transport only. New non-motorized uses may be considered.

#### **Non-motorized use with air access (RA1-A)**

Self propelled activities that do not rely on a motorized vehicle for recreation use within a designated zone.

##### *Acceptable Uses / Activities:*

- Same uses as RA1, but aerial transport is allowed for drop off / pick-up of day use or multi-day recreation users.
- Existing motorized and / or non-motorized commercial recreation uses and activities are acceptable if present.

#### **Shared Use (RA2)**

Shared use of an area based on temporal or seasonal arrangement between motorized and non-motorized users. May include the sharing of a trail, route, area or combination of uses.

##### *Acceptable Uses / Activities:*

- Transport as appropriate to the designations indicated in the management direction for each area. Existing motorized and / or non-motorized commercial recreation uses are acceptable if present. Additional recreation uses, including both public and commercial, must support maintenance of the balance between motorized and non-motorized use, respect existing use, and adhere to the sharing provisions as indicated in the management direction for each area.

### **Motorized Use (RA3)**

Activities that rely on a motorized vehicle for access to and recreation use within a designated zone.

*Acceptable Uses / Activities:*

- Motorized and non-motorized recreation uses, including use of motorized conveyance to transport skiers and snowboarders to play areas.
- Air and ground based transport.
- New motorized and non-motorized uses may be considered.

It is important to note that the numbered areas referenced in this report, as seen on the attached map ("Non-Commercial Winter Recreation Zoning"), refer to general areas and not specific zones.

## **Area # 1- Upper Meager- Manatee-Lillooet/Bridge Glaciers**

### **Setting**

**Location** - A large and remote area located in the upper northwest corner of the Soo Timber Supply Area (TSA), the entire area is unroaded and borders the Upper Lillooet Protected Area. Much of this area is mid- high elevation above tree line as it shares the height of land boundary with the adjacent TSA. It includes Upper Meager Creek, Upper Manatee Creek, the entire Lillooet Glacier and the headwaters of the Bridge Glacier.

**Key Values** - Due to remoteness, size and relative inaccessibility, this area has high wilderness backcountry recreation and wildlife values, including key habitat for mountain goat and grizzly bear. The S2S LRMP has approved the entire area as a Wildland Zone with detailed management direction; Upper Meager Creek (a recreation emphasis), Manatee Glacier (a tourism emphasis), and the remainder of the area (a cultural emphasis). First Nations cultural activities and traditional renewable resource harvesting activities take place within this zone there are known First Nations cultural values located throughout this area.

**Recreation Facilities and General Use Patterns** - There are no developed facilities in this area and public use is low. Access is primarily by air or on foot, although snowmobilers use portions of the area in the winter/spring.

In the spring, this area is also popular with ski mountaineers and tourers who fly into the Upper Manatee, and set up tent camps and tour/ski the open bowls and ridges above tree line in the spring. Ski traverses of the Lillooet Glacier are often undertaken in the late spring.

The area is also used for heli-skiing in winter and a portion of the area has been tenured to Whistler Heli-skiing, a commercial heli-ski operator based in Whistler.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - the area has been zoned to accommodate both motorized and non-motorized recreation activities **RA2, Shared Use**, with some restrictions. This reflects and accommodates existing snowmobile and backcountry ski touring use. The WBRF recommended that a non-motorized group book use of a portion of this area through a website (yet to be implemented). Motorized use of the booked portion is not to occur while the non-motorized group is in the area, as well as for a two-week period prior to the non-motorized use. It is unknown whether the sharing arrangement is workable as the plan has yet to be approved and implemented.

## **Area # 2- Salal Creek**

### **Setting**

**Location** - This is a medium sized area located along the northern boundary of the Soo TSA on the north side of the Lillooet River. It includes the main stem and west fork of Salal Creek and extends east towards North Creek. The main drainage has been roaded with a branch leading up the west fork. Much of this area is mid-high elevation and the unit shares the height-of-land boundary with the adjacent TSA to the north.

**Key Values** - Due to the presence of existing logging roads, there is good access to high elevation/alpine areas above tree line, providing for good wilderness recreation opportunities. There are important wildlife and tourism values in this area. The upper northwest fork is located within a Wildland Zone, with a wildlife emphasis that recognizes important functional spring habitat for grizzly bear. The upper northeast portion of the area is part of an approved Wildland Zone that has been identified as having high value recreation attributes and is an important area for extended backcountry trips

**Recreation Facilities and General Use Patterns** - The area has no developed recreation facilities with the exception of a small public hut located in Athelney Pass. The route up Salal Creek is quite popular with snowmobilers and ski mountaineers as the logging roads provide reasonably easy access to the Bridge Glacier/Lillooet Ice Cap. The corridor is primarily used by snowmobilers as an escape route off the Bridge Glacier in poor weather. The area experiences moderate use by snowmobilers and use is dispersed.

This area is also popular with ski mountaineers and tourers who ski into the hut at Athelney Pass in the spring. Ascents of Mt. Athelstan are often attempted from the hut. Ski traverses of the Bridge Glacier/Lillooet Ice Cap are undertaken in the late spring. The area is used for heli-skiing and a portion of the area has been tenured.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - A motorized travel corridor has been identified to accommodate motorized recreation activities between the Upper Lillooet and the Bridge River valleys, and has been zoned **RA3**. This reflects and accommodates existing snowmobile use. The motorized corridor extends up the western branch of Salal Creek and across the lower Bridge Glacier to allow for unrestricted snowmobile access to the lower Bridge Glacier and north as far as the glaciers dropping into the head of the Bridge River. The remainder of the area will be managed to accommodate non-motorized recreation activities and non-motorized transport. It has been zoned as non motorized **RA1-A**.

**Aerial Recreation Access:** Aerial transport is allowed for drop-off/pick-up of day use or multi-day use recreation users. Existing commercial heli-skiing use is recognized and acceptable with no restrictions on landings or repetitive use.

### **Area # 3- North Creek-Pebble Creek**

#### **Setting**

**Location** - This is a relatively small area along the northern boundary of the Soo TSA on the north side of the Lillooet River, adjacent to Salal Creek. It includes the drainages of both Boulder (Pebble) Creek and North Creek, both of which have been roaded in the lower sections. Much of this area is mid-high elevation forest, open alpine, meadows and pocket glaciers. The unit shares the height-of-land boundary with the adjacent TSA to the north and extends east towards Railroad Creek and the Hurley River Pass.

**Key Values** - The area has been identified for recreation emphasis due to the existing high value backcountry recreation values. There is historical use of the area by ski tourers and mountaineers, with excellent opportunities for non-motorized recreation (numerous peaks, open bowls and small glaciers suitable for skiing). It is an important area for extended trips as there are backcountry cabins located in both Pebble and North Creeks. Due to the presence of existing logging roads, there is good access to high elevation/alpine areas above tree line and the associated wilderness recreation values and non-motorized activities.

Highly valued are public non-motorized use and the existing non-commercial backcountry hut in North Creek. The S2S LRMP identifies the area as a Wildland Zone with a recreation emphasis, and has approved detailed management direction that states that precludes construction of commercial recreation infrastructure within the Wildland portion of the Pebble and North Creek watersheds.

**Recreation Facilities and General Use Patterns** - The BC Mountaineering Club (BCMC) has constructed a cabin in the headwaters of North Creek that has been in use for over twenty years and is very popular for extended ski trips. It is normally locked and can be booked through the BCMC. There is also a small backcountry cabin located in Pebble Creek that is open to the general public. A route up North Creek is quite popular with ski tourers and ski mountaineers, as logging roads provide reasonably easy access into mid-drainage. There are some steep avalanche prone slopes along the west side of the creek that must be traversed to access the cabin. Use is generally low and dispersed throughout the area, with concentrations at the backcountry cabin. The area is used for heli-skiing and a portion of the area has been tenured.

#### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area has been zoned **RA1-A** non-motorized recreation uses (air access) to protect the backcountry skiing opportunities from the BCMC cabin in North Creek and the backcountry ski cabin in Pebble Creek.

The non-motorized area extends several kilometres down McParlon Creek to protect backcountry skiing opportunities from the Pebble Creek cabin.

A motorized travel corridor from the Boomerang Glacier to the North Creek – Hurley River Pass, to the east side of the Pebble Glacier to the Upper McParlon Glacier is excluded from this area to allow for snowmobile access from Railroad Pass to Lone Goat Creek and the snowmobile cabin located there.

**Aerial Recreation Access:** Aerial transport is allowed for drop-off/pick-up of day use or multi-day use recreation users. No sensitive areas have been identified. Existing commercial heli-skiing is a recognized use, with no restrictions on landings or repetitive use.

## **Area # 4- Railroad Pass-Pebble Creek**

### **Setting**

**Location** - This is a relatively small area adjacent to Area # 3 and located along the northern boundary of the Soo TSA on the North side of the Lillooet River. It includes the upper drainages of Delilah, Sampson and Boomerang Creeks and the eastern portion of Pebble Creek. Much of this area is mid-high elevation forest, open alpine, meadows and pocket glaciers. The unit shares the height-of-land boundary with the adjacent TSA to the north and extends west from Railroad Creek and the Hurley River Pass to Pebble Creek.

**Key Values** - There has been traditional use of the area by snowmobilers for many years, and there are excellent opportunities for motorized recreation due to the presence of logging roads and ease of access from either direction through the Hurley River-Railroad Pass FSR. Good backcountry ski touring/ski mountaineering opportunities also exist on the Train and Boomerang Glaciers, Mt. Samson, Face Mtn. and neighbouring peaks west of the pass.

**Recreation Facilities and General Use Patterns** - This is a key historic and current snowmobile area. There are no developed facilities in the area, however the road up Railroad Pass-Hurley River is quite popular with snowmobilers as it is not plowed and is accessible from either direction. Ski tourers/mountaineers utilize the area in the spring once the road is plowed, providing good access to suitable terrain for skiing and climbing of neighboring mountains. Use is mainly dispersed throughout the area with access concentrated on the logging roads.

There is a tenured commercial cat-ski operation in the Hurley River area of the adjacent Lillooet TSA that utilizes the northwestern slopes above Railroad Pass and operates out of a base in the pass. There is also a commercial heliskiing tenure over a portion of the area.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area has been zoned **RA2, Shared Use**, based on temporal arrangements between motorized and non-motorized users (**RA1-A** in April and May of every second year). This accommodates the low moderate levels of snowmobiling and backcountry skiing in the area. The Railroad Pass area is used for backcountry skiing primarily in the spring. A motorized snowmobile travel corridor from Railroad Pass to Lone Goat Creek is available every year and is only closed to snowmobiles in April/May of every second year.

Temporal arrangements have been tentatively proposed between the motorized and non-motorized recreation users to share this area, however it is unknown whether these arrangements are working, especially around the Face Mtn. area where conflicts are possible between motorized and non-motorized users in spring.

**Aerial Recreation Access:** Existing commercial heli-skiing use is a recognized and acceptable use with no restrictions on landings or repetitive use.

## **Area # 5- Owl-Fowl-Lakes, Birkenhead River Valley**

### **Setting**

**Location** - Located in the mountains to the east of Pemberton Meadows and set high above the Lillooet River, this is a medium-large area that includes the Owl-Fowl-Tenquille chain of lakes and the upper Birkenhead River valley drainage. Much of this area is high elevation forest, open alpine/sub-alpine meadows, small lakes and creeks. A portion of the unit has been roaded up the Birkenhead and Tenquille Creek drainages to access timber supplies and provide mineral exploration opportunities.

**Key Values** - The area has very high wilderness recreational values with a long history of public use for backcountry recreation due to the proliferation of small lakes, alpine meadows and hiking trails that have been established. It also has high wildlife values for mountain goat, wolverine, and grizzly bear, and has been identified by the S2S LRMP for wildlife emphasis. The area is included in a Wildland Zone wherein no timber harvesting or hydro power development is permitted. Mineral exploration and tourism activities are permitted.

The area is also part of the Lil'wat First Nation's territory and there is an approved conservancy in the upper Birkenhead River watershed to protect cultural and spiritual values. The S2S LRMP has identified a large Wildland Zone with a cultural emphasis in this area in recognition of the cultural and spiritual values of the Lil'wat Nation.

**Recreation Facilities and General Use Patterns** - There are very few developed facilities in the area. There is an old and deteriorating cabin at Tenquille Lake that was built many years ago and now serves as an emergency shelter for hikers, horseback riders, backcountry skiers and snowmobilers. The MTCA has formally established a recreation site over the cabin and a portion of the lake to protect the recreation values of this site. The area is a popular destination for backcountry hikers/skiers, wilderness campers, mountain climbers, snowmobilers and equestrians, and can be accessed by good trails from Pemberton Meadows, Upper Tenquille Creek and off Branch 12 of the Railroad Creek FSR. Recreation use is mainly dispersed throughout the area but often concentrates at the Tenquille Lake campsite or along the Owl-Fowl Lakes trail.

The area is used for commercial heli-skiing by two tenured operators in the Upper Birkenhead valley and the Owl- Fowl Lakes area, respectively. There is also a long history of mineral exploration in this unit with old mining adits and trails scattered throughout the area.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area has been zoned **RA3** for motorized recreation uses except for the Upper Birkenhead River north of Tenquille Lake, which is Shared Use, **RA2**, based on temporal arrangements between motorized and non-motorized users (i.e., **RA3** one year and **RA1-A** the next). The year in which this area is **RA3** is the year in which the Railroad Pass-Pebble Creek area # 4 is **RA1-A** in the spring. This allows both motorized and non-motorized use somewhere in the mountains above the upper Hurley River every spring. This reflects and accommodates the low-moderate levels of motorized and non-motorized historical use of the area.



Final management direction relating to the Qwalimak / Upper Birkenhead conservancy will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.

**Aerial Recreation Access** - Existing commercial heli-skiing use is a recognized and acceptable use in the **RA2** zone with no restrictions on landings or repetitive use.

## **Area # 6- Sockeye-Phelix Creek Valleys**

### **Setting**

**Location** - Located adjacent to Sockeye/Birkenhead Lake Provincial Park in the mountains along the northern boundary of the Soo TSA, this is a small area that includes the Phelix Creek drainage and the upper portion of the northwestern headwater stream of Sockeye Creek. Much of this area is mid-high elevation forest, open alpine/subalpine meadows, small tarns and medium-large sized mountains. The lower portion of the area has been roaded up the Phelix Creek valley to approximately 5 km, with a branch on the east fork to access timber supplies. The mid and upper sections remain unroaded and undeveloped.

**Key Values** - The area has very high wilderness recreation and backcountry tourism values. There is a history of public use for backcountry recreation dating back to the 1970s when much of the area was explored and some of the peaks were climbed by mountaineers from the Varsity Outdoor Club (VOC). This area also has high wildlife habitat values for mountain goat, wolverine and grizzly bear. The Sockeye Creek portion has been identified as a Wildland Zone with a wildlife emphasis, while a portion of the Phelix Creek drainage has been identified as a Wildland Zone with a recreation emphasis

**Recreation Facilities and General Use Patterns** - There are very few developed facilities in the unit, however the VOC built a cabin at Long Lake in 1998 in memory of Brian Waddington – a former VOC member who was killed in a ski mountaineering accident in the Coast Range in the mid-1990s. The cabin serves as an overnight shelter for non-motorized users (primarily backcountry skiers), while the area is a popular destination for both backcountry skiers and hikers. The area is not heavily used but an examination of the log book indicates that average use is approximately 170 user days/year, with most use occurring December-April. The hut can be accessed from a trail off the end of the Phelix Creek FSR and is usually a 3-4 hour trip, depending on snow conditions and fitness level of the participants. Recreation use is mainly dispersed throughout the area as there are very good slopes for skiing and good ski mountaineering objectives based from the VOC cabin.

In recent years, snowmobile use of the valley has become more popular with the advances in snowmobile technology, including lighter chassis, more powerful engines and deeper paddles – allowing snowmobilers to go where they previously could not safely venture. Snowmobile use has been in the vicinity of the VOC cabin, but access is considered difficult in Upper Phelix Creek where the valley narrows and becomes canyon-like. Currently, snowmobilers are using the lower logging road up the valley mid elevation and taking off from a switchback on the east fork to gain the alpine area south of Prospector Peaks, before crossing over the height-of-land into a tributary of Cadwallader Creek.

A very small portion of the area off the northwest corner of Sockeye Protected Area is used for heli-skiing and a commercial tenure has been issued for that purpose. In addition, there is a commercial tenure that has been issued for a narrow non-motorized corridor up Phelix Creek valley including a portion of the east fork. Commercial use is estimated to be very low.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The upper Phelix Creek drainage is recommended to be zoned **RA1-A** for non-motorized (air access) recreation uses except for the upper portion of the most

north-western headwater stream of Sockeye Creek, which has been recommended to be zoned motorized **RA3** to reflect existing motorized use and accommodate snowmobiles accessing the area from Noel Creek to the north.

The **RA1-A** non-motorized (air access) zone recognizes and acknowledges the existing backcountry cabin, the adjacent skiable terrain, historical use of the area, and the existing commercial heli-skiing use in Sockeye Creek. Aerial transport is acceptable for drop off/pick-up of day use or multi-day use recreation users only.

The lower portion of Phelix Creek (including the road up Phelix Creek to approximately 5 km, the east fork of Phelix Creek, and the immediate area to the east) are recommended to be zoned **RA2** to allow for shared use of the staging area and logging road to approximately 5 km. Refer to *Map 3* in this report for zone locations.

## **Area # 7- Haylmore Creek**

### **Setting**

**Location** - This is a large area located along the north eastern boundary of the Soo TSA where it borders the Lillooet TSA, west of Duffy Lake in the Cayoosh Range. It includes the entire watersheds of the Haylmore, Barkley and Spruce Creeks. The Haylmore drainage has been extensively roaded to access timber supplies via the Haylmore FSR, while the lower Spruce creek drainage has been partially roaded. Much of this area is mid-high elevation forest, open alpine/sub-alpine meadows, and peaks of the Cayoosh Range.

**Key Values** - There has been traditional use of the area by motorized users for many years as there are excellent opportunities for motorized recreation due to the presence of logging roads and ease of access from the Devine/D'Arcy/Birken area. The Upper Haylmore and Barkley Creek watershed north have been identified for a tourism emphasis, while the Upper Haylmore (Seven Mile Creek east) to Barkley Creek watershed have been identified for a wildlife emphasis in recognition of sensitive grizzly bear and mountain goat habitat.

The S2S LRMP identified a number of Wildland Zones in this unit including a wildlife emphasis zone in the Seven Mile Creek to Haylmore Creek area, a tourism emphasis zone in the Upper Haylmore Creek area and a recreation emphasis zone in the Cayoosh Range-Seven Mile Creek SW area.

**Recreation Facilities and General Use Patterns** - This is an important historic and existing motorized use area for both summer and winter recreation activities. There is a developed snowmobile cabin in the upper Barkley Creek area and a recognized snowmobile route through the Barkley Creek valley. Use is scattered throughout the area with access concentrated on the logging roads. Management direction in the S2S LRMP tourism zone allows for commercial backcountry lodge or hut-to-hut development.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - This area has been zoned **RA3** motorized for all types of motorized and non-motorized recreation uses. This acknowledges the existing levels of snowmobiling use in the area. A motorized travel corridor is recognized up the Barkley Creek valley for snowmobiles.

**Aerial Recreation Access:** All types of air based transport are recognized and acceptable, with no restrictions on landings or repetitive use.

## **Area # 8- Joffre Creek-Duffy Lake-Lillooet Lake Area**

### **Setting**

**Location** - This large area is located along the eastern boundary of the Soo TSA where it borders on the Lillooet TSA east of Lillooet Lake in the Lillooet Ranges. It encompasses an area to the north of the Duffy Lake road in the Upper Joffre Creek, Upper Spetch Creek, Place Glacier and Upper Cayoosh Creek/Mariott Basin watersheds. It also encompasses an area to the south of the Duffy Lake road and west of Joffre Lakes Park, including Twin One and Twin Two Creeks and the area from Lizzie Creek south to Rogers Creek. Most of these drainages have been partially or extensively roaded to access timber supplies via the In-Shuck-Ch/Lillooet Lake FSR. A majority of this area is mid-high elevation forest, open alpine/sub-alpine meadows, small lakes and peaks of the Lillooet Ranges.

**Key Values** - This area is known for its high backcountry recreation values and has a long history of non-motorized public use due to the ease of access from either the Duffy Lake road or the In-Shuck-Ch/Lillooet Lake FSR. The Upper Cayoosh/Seven Mile/Place Glacier/Spetch Creek area, the Twin One/Twin Two Creeks divide north to Joffre alpine above tree line, and the North Lizzie Creek to Rogers Creek watershed divide, including the Cloudraker "finger", have all been identified for very high recreation values and recreation emphasis. The Upper Rogers Creek watershed has been identified for wildlife emphasis for sensitive grizzly bear habitat. The Twin One and Twin Two Creeks divide south to North Lizzie Creek has been identified for a tourism emphasis, however roads leading into this area are rough and some old logging roads have been deactivated and are no longer passable.

There are high cultural and spiritual values for both the Lil'wat and In-SHUCK-ch First Nations in this unit and conservancies have been recently approved for both Twin Two Creek and Upper Rogers Creek.

**Recreation Facilities and General Use Patterns** - This is an important historic and current non-motorized use area in summer and winter. The Joffre/Cayoosh Alpine is a superb area for non-motorized recreation activities and well used for ski touring/ski mountaineering, and is accessible from both the Duffy Lake road and the Birkenhead highway. There are developed facilities throughout the unit including several maintained trails and backcountry cabins.

An established MTCA Recreation Site exists at Lizzie Lake and there is an old public cabin nearby that is used mainly in the summer. The area is adjacent to the Stein and Mehatl Provincial Parks, and at one time was the starting point for a popular extended hike from Lizzie Lake through the Stein watershed. In recent years, the road up Lizzie Creek has been washed out near the bottom end, thereby making the trek into the upper alpine areas quite long and arduous. Consequently public use has decreased.

Heli-skiing operations are tenured but infrequent in this unit, and the unit is of considerably less value for snowmobiling due to steepness and short distances that can be traveled by snowmobile.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area north of the Duffy Lake road, the upper Joffre Creek- upper Spetch Creek- Place Glacier- upper Cayoosh Creek- Mariott Basin and south of the Duffy

Lake road, the area west of Joffre Lakes Park east to Cerise and Caspar Creek valleys then south along the Van Horlick Creek divide through upper Twin One and Twin Two Creeks, Lizzie Creek to Rogers Creek have been zoned **RA1-A** for non-motorized recreation uses, with aerial transport allowed. Existing motorized and/or non-motorized commercial recreation is permitted. This acknowledges the popularity of the area for non-motorized recreation use.

Final management direction relating to the k'uzált / Twin Two and the Upper Rogers kólii7 conservancies will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.

**Aerial Recreation Access** - Existing commercial heli-skiing use in the **RA1-A** zone is recognized. Drop off/pick-up of day use or multi-day use recreation users is acceptable.

## **Area # 9- Mt. Currie Area**

### **Setting**

**Location** - Located along the northern boundary of Garibaldi Provincial Park in the middle of the Soo TSA, this unit consists primarily of very steep slopes coming down from Mt. Currie and the alpine area between the park boundary and the Mt. Currie /Hibachi Ridge divide. It also includes the middle sections of Ure Creek on the eastern side, and has logging roads pushed up to the edge of the park boundary. A majority of the area is unroaded with only air or foot access available.

**Key Values** - The area has high recreation and tourism values. It is recognized and used mostly for steep snow/alpine climbing, extreme skiing and heli-skiing off the north face and northeast slopes of Mt. Currie. The north face, which is a significant alpine route, dominates the view from Pemberton and has very high scenic values. There are also wildlife values for winter goat habitat in this area.

**Recreation Facilities and General Use Patterns** - There are no developed recreation facilities within this unit with use considered very low and dispersed. Under the right snow and weather conditions, it is considered an important and challenging area for extreme skiing and alpine climbing and is located in close proximity to the Pemberton airport. There is some ski touring and backcountry skiing taking place on the south side of Mt. Currie and off the slope of Hibachi Ridge. The zone is of little value to snowmobilers due to its steepness and difficulty of access. Heli-skiing operates on the terrain to the north of the Mt. Currie/Hibachi Ridge divide and the north slopes of Ure Creek.

The LRMP has approved a Wildland Zone with recreation emphasis in this area and management direction stated that “no permanent public or commercial recreation infrastructure development be allowed in this unit”.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area is to be managed for non-motorized recreation and has been zoned **RA1** and **RA1-A** to protect existing backcountry skiing and commercial heli-skiing use of the area. Land use planning initiatives are underway in the Ure Creek area; at this time non-commercial recreation zoning in this area is unresolved.

**Aerial Recreation Access - RA1/RA1-A:** Initially this unit was zoned non-motorized with restricted motorized access by the WBRF in 2003 to protect the existing backcountry skiing use and non-motorized opportunities of the area. This meant that access may be by helicopter but the recreation activities are foot only, with no motorized transport. However, this conflicted with an existing heli-skiing operation in a portion of the area and after review by the Forum in June 2003, the zoning was subsequently amended to accommodate this activity.

Most of the area is now zoned **RA1** for non-motorized recreation uses.

The terrain to the north of the ridge running east-southeast from Mt. Currie is available for heli-skiing and has been zoned for non-motorized recreation with commercial motorized tenure to acknowledge this existing activity.

In addition, a smaller area immediately adjacent to the park boundary between the ridge and the park is closed to heli-skiing to protect the area, as well as a larger area within Garibaldi Park to the south, which is used by backcountry skiers. This unit has been zoned **RA1-A** for non-motorized recreation uses with aerial transport allowed for drop off/pick-up of day use or multi-day use recreation users.

The Squamish Nation and BC have agreed to new management direction for winter recreation as it applies to commercial recreation which prohibits expansion to the existing motorized tenure or the issuance of any new motorized tenures in this area.



## **Area # 10- Miller Creek-Wasp Creek Area**

### **Setting**

**Location** - Located in the north central portion of the Soo TSA west of Pemberton, this large and remote unit consists primarily of alpine and sub-alpine terrain situated between the Ryan River to the north and Rutherford Creek to the south. A majority of the area is unroaded with mainly air or foot access available.

**Key Values** - This unit has high-very high wilderness backcountry recreation values. The LRMP has approved a Wildland Zone (WL # 20) with a recreation emphasis in this area.

**Recreation Facilities and General Use Patterns** - There are no developed recreation facilities within this unit. Use is considered to be generally low and dispersed. Miller Creek meadows, Ipsoot Mtn. and the adjacent Ipsoot Glacier are popular destinations for weekend trips. There is a recognized ski route up Miller Creek, however there are private property access issues at the bottom end near Pemberton Meadows. Snowmobile skiers access Miller Ridge from the Lillooet Valley and snowmobile/ski the northeast slopes off the ridge into Wasp Creek.

A commercial heli-skiing operation uses the slopes of Ipsoot Mtn. and adjacent glacier on a regular basis and considers this area as one of its prime heli-ski locations under good weather conditions.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The area is to be managed for non-motorized recreation (air access) and has been zoned **RA1-A** to recognize existing backcountry skiing and heli-skiing use of the area.

**Aerial Recreation Access - RA1-A:** Aerial transport is allowed for drop off/pick-up of day use or multi-day recreation users for activities that are consistent with the area zoning. Existing non-motorized commercial recreation use is permitted. This acknowledges the significant skiing values, both backcountry and heli-skiing, of the area.

## **Area # 11- Pemberton Ice Cap**

### **Setting**

**Location** - Located in the western part of the Soo TSA west of Pemberton and the Lillooet River valley, this very large and remote unit consists primarily of the Pemberton Ice Cap and adjoining watersheds. It includes the headwaters of the Soo River, Rutherford Creek, Ryan River and South Creek. The entire area is unroaded, with mainly air and foot or winter motorized access available from the terminus of logging roads at the upper ends of the above drainages.

**Key Values** - The area has high backcountry recreation and wilderness values. It is regionally and internationally recognized and used extensively for snowmobiling, some commercial heli-skiing and extended backcountry ski trips. There are important wildlife values identified for grizzly bear habitat in both the Upper Ryan and Upper Soo watersheds. The Upper Soo River has been identified for wildlife emphasis due to sensitive grizzly bear habitat and is to be maintained in a roadless state. The Lil'wat Nation has identified cultural and spiritual values in this area and the S2S LRMP has identified a new conservancy in the upper Soo River watershed.

**Recreation Facilities and General Use Patterns** - This is a key historic and current snowmobile area — one of the most popular in the Soo TSA. There are few developed recreation facilities within this unit though a snowmobile cabin has been constructed at the head of Rutherford Creek and is used mainly as an emergency shelter. There is a recognized snowmobile route up Rutherford Creek with parking developed for vehicles just off the main Highway 99. This route and parking lot is managed by the Pemberton Snowmobile Club in conjunction with the MTCA. There is snowmobile access to and egress from the ice cap via Meager Creek valley, thus allowing for a circuit route and long distance snowmobile routes utilizing the ice cap via the Rutherford and Meager Creek valleys. Snowmobile use is considered moderate-heavy at times and can continue into late spring or early summer, depending on snow and weather conditions.

A commercial recreation tenure operation frequently uses the slopes from Sisqua Peak to Torrent Creek and the Overseer Mtn. area. The VOC have built a backcountry cabin (Harrison Hut) for public non-motorized use in the vicinity of Overseer Mtn.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The majority of the area is to be generally managed for motorized recreation and has been zoned **RA3** to recognize existing snowmobile use. The area around Overseer Mtn.-South Creek has been zoned **RA1-A** to recognize existing backcountry skiing values in the area accessible from the VOC Harrison Hut.

Snowmobiles should avoid climbing Sisqua Peak to access Torrent Creek southwest of Rutherford Creek snowmobile cabin, as the slopes from Sisqua Peak to Torrent Creek form a heli-skiing area and are frequently used for this activity.

Emergency winter motorized egress from the ice cap may occur through the Ryan River valley, though this route is considered expert, has some safety/avalanche concerns and is limited by private property access in the lower watershed at Pemberton Meadows.

**Aerial Recreation Access** - All types of motorized recreation uses and motorized transport are recognized and allowed in the **RA3** zone. This includes snowmobiling and heli-skiing throughout the area.

## **Area # 12- Elaho Valley**

### **Setting**

**Location** - Located in the western portion of the Soo TSA adjacent to Clendenning Provincial Park, this large unit includes the middle and upper sections of the Elaho River valley and many of the side tributaries and slopes that drain into the watershed along its eastern side. The main valley has been extensively roaded to Cesna Creek (beyond the junction with Clendenning Creek) to access timber supplies within the former Tree Farm Licence 38. It also includes the 100 Lakes Plateau area in the upper Elaho which is currently unroaded and the Exodus Peak/Blanca Lakes area in the middle Elaho valley.

**Key Values** - The Elaho valley has high recreation and tourism values for both motorized and non-motorized recreation activities. This area also features a diversity of environmental and recreational features, from valuable old growth ecosystems and eagle nesting/feeding grounds to unique waterfall viewing opportunities, extensive hiking trails and many camping possibilities along the main river.

This unit also includes very high cultural and spiritual values of the Squamish First Nation and the Lil'wat First Nation. A large area adjacent to Clendenning Provincial Park in the Upper Elaho has been approved as a conservancy including part of the 100 Lakes Plateau area- Elaho Wild Spirit Place and a Cultural Management Area has also been approved between Lava and Cesna Creeks in the Upper Elaho. "Wildlife Focus Areas" have been identified and mapped by the Squamish Nation as important wildlife habitat areas for deer, moose, elk, mountain goat and grizzly bear.

**Recreation Facilities and General Use Patterns** - There are few developed recreation facilities within this unit. Use is dispersed. A snowmobile route comes off the Pemberton Ice Cap through the Upper Elaho and connects with Meager Creek. The Exodus Peak- Blanca Lakes area has existing low levels of backcountry skiing and snowmobiling.

There is an established trail from the Meager Creek valley through the 100 Lakes Plateau area into the Upper Elaho valley known as the Stoltmann Wilderness Route which has low-moderate levels of use, primarily in summer.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - Generally the Elaho valley bottom, which is mostly roaded, has been zoned **RA3** motorized use to recognize existing snowmobile use and to support a motorized corridor through to Meager Creek.

**Aerial Recreation Access** - Most of the unit has been zoned **RA3** which allows for all types of motorized uses and motorized transport except as noted below.

Upper Elaho/Elaho Wild Spirit Place be zoned for **RA1** non-motorized use, but allow existing commercial use (**RA1-A**) to continue. Expansion of existing or new motorized commercial recreation tenures are to be prohibited.

1. Elaho Alpine Headwaters be zoned for **RA1-A** non-motorized use (air access) and allow existing commercial use. Identify acceptable heli landing site locations for existing commercial recreation and prohibit expansion of tenures or new motorized tenures.
2. Blanca Lakes buffer- no changes to existing **RA2** Shared Use but no motorized commercial recreation. Maintain public use in the area. This area will be **RA3** motorized use one year and **RA1-A** non-motorized with aerial support the following year.
3. Blanca Lakes Core is zoned for **RA1** non-motorized use with no motorized commercial recreation tenures and no motorized public recreation in the area.
4. Final management direction relating to the I7loquaw7 / 100 Lakes and the Upper Elaho conservancies will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.

## **Area # 13- Sims Creek Valley Area**

### **Setting**

**Location** - Located immediately adjacent to the western boundary of the Soo TSA and situated between Clendenning Provincial Park and the TSA boundary on the western tributary of the Elaho River, the Sims Creek valley is a large and remote area. Most of the unit has not been roaded and remains in a pristine wilderness state. The only road constructed extends approximately 6 km into the watershed. The area consists of valley bottom old growth forests, mid and upper elevation forests, and alpine/sub-alpine meadows, with many rugged mountains and pocket glaciers along the western height-of-land and the Sims/Clendenning divide.

**Key Values** - This area has high wilderness recreation, cultural and spiritual values. Due to its remoteness and difficulty of access, this area provides primitive and semi-primitive non-motorized recreation opportunities and experiences in a wilderness setting. A large portion of this unit is located within the Upper Sims Wildland Zone, which has a wildlife emphasis. This zone has high value habitat for grizzly bears, wolverines and wintering mountain goats.

There are known cultural and spiritual values for the Squamish Nation located within this area. The Squamish First Nation has identified a Special Cultural Management Area within the Sims Wild Spirit Place near the mouth of Sims Creek along the north side of the valley.

**Recreation Facilities and General Use Patterns** - There are no developed recreation facilities within this unit. There is an established route from Sims Creek over the height-of-land into Loquits Creek and down into Princess Louisa Inlet, coming out near Chatterbox Falls. This is an extended ski or hiking trip and sees relatively low use at present. This area has not been used by snowmobilers due to access limitations and general lack of open places to pursue this activity.

Interfor has recognized and zoned for a Twin Firs Wilderness in the Bug Lake area and there is a trail into Bug Lake. There are no known commercial recreation operators tenured within this area.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The WBRF/LRMP have zoned the North Sims area as **RA1-A** non motorized use, with aerial transport allowed. The South Sims area is zoned non-motorized **RA1** to recognize Twin Firs Wilderness Area, and protects the wilderness backcountry skiing values of the Clendenning-Princess Louisa Inlet area. Non-motorized transport and pre-existing motorized and/or non-motorized commercial recreation use is permitted.

**Aerial Recreation Access - RA1-A.** Aerial access and transport is allowed for drop off/pick-up of day use or multiday use commercial and public recreation users in the North Sims area. Aerial access and transport is not allowed for drop off/pick-up of day use or multi-day use commercial recreation in the **RA1** zone.

## **Area # 14- Ashlu Valley**

### **Setting**

**Location** - Located south of Sims Creek along the west central boundary of the Soo TSA and part of a major tributary of the Elaho River, this unit includes the watershed of the Ashlu and the tributaries and slopes that drain into the watershed on both sides of the valley. The main valley has been extensively roaded up the Ashlu Main beyond Shortcut Creek (approximately 70 km) to access timber supplies within the former Tree Farm Licence 38. It borders on Tantalus Provincial Park to the south, extends north over the Elaho-Ashlu divide, and includes a narrow strip along the west side of the Squamish River.

**Key Values** - This area has high recreation and tourism values for both motorized and non-motorized recreation activities, with relatively good access into the upper Ashlu and close proximity to Tzoonie-Jimmy Jimmy and the Ashlu-Elaho/Squamish Divide. This area also features a diversity of recreational features including the Ashlu Canyon, numerous glaciers, mountains, extensive hiking trails and camping possibilities at the junction of the Ashlu and Squamish Rivers.

The area includes very high cultural and spiritual values for the Squamish Nation. An area along the west side of the Squamish River has been approved as a Special Cultural Management Area and a small area adjacent to Tantalus Park along the north boundary has been approved as a new conservancy. "Wildlife Focus Areas" have been identified and mapped by the Squamish Nation as important wildlife habitat areas for deer, elk, mountain goat and grizzly bear within this unit.

**Recreation Facilities and General Use Patterns** - There are very few developed recreation facilities within this unit. Use is dispersed, with some non-motorized trails and routes leading into the Mt. Jimmy Jimmy and Ice Cap Peak/Elaho/Squamish/Ashlu Divide area for ski touring and ski mountaineering. There is use of the road system for motorized activities including snowmobiling access into the Ashlu-Vancouver River area. The north and south sides of the Ashlu are not considered to be of high value to snowmobilers. Heli-skiing occurs infrequently within this unit, primarily in the Mt. Jimmy Jimmy and Ice Cap Peak areas.

### **Non-Commercial Recreation Management Direction**

#### **Ground and Aerial Recreation Access –**

- 1 - The main Ashlu valley bottom has been zoned **RA3** motorized use to recognize current snowmobile use and to support snowmobile access to the area around the head of the Vancouver River.
- 2 - Ashlu west is zoned **RA1-A** non-motorized use, with aerial support.
- 3 - North Ashlu (Ashlu Mtn.) zoning to remain **RA1-A** non-motorized use, with aerial support.
- 4 - South Ashlu (Jimmy Jimmy) is zoned **RA1** non-motorized recreation use.
- 5 - Westside Squamish River Cultural Management Area zoning revised to **RA1-** non-motorized recreation use, but allows for existing **RA1-A** commercial use.

6 - Final management direction relating to the Estéwilh / Sigurd Creek conservancy will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.



## **Area # 15- Squamish Valley**

### **Setting**

**Location** - Located in the lower southwest portion of the Soo TSA northwest of Squamish, this unit includes most of the lower watershed of the Squamish River valley up to where it meets the Elaho River and the Upper Squamish valley. It includes Cloudburst Mtn., Tricouni (Seagram Lakes), and the Squamish-Cheakamus divide route along the height-of-land between the two watersheds. The main valley has been extensively roaded along the east side of the Squamish River to the Squamish/Elaho junction, and logging roads extend into the Upper Squamish well beyond Leger Creek (approx. 70 km) to access timber resources.

**Key Values** - Recreation and tourism values for both motorized and non-motorized recreation activities are high to very high, with relatively good access from either side of the Squamish-Cheakamus divide. The area features a diversity of recreational features including many small creeks and lakes, numerous mountains and rolling hills, alpine/sub-alpine meadows, extensive hiking trails and old logging roads scattered throughout the unit. Located within the traditional territory of the Squamish Nation, the area includes cultural and spiritual values in several identified locations.

**Recreation Facilities and General Use Patterns** - This is a very popular and key historic area for both motorized and non-motorized recreation activities and public/commercial use. There are few developed recreation facilities within this unit. Several well used trails and routes are established, including a snowmobile route on the west side and a backcountry ski route on the east side of the Squamish-Cheakamus divide that provide access to Powder Mtn. and the Powder Cap. There is motorized access up the High Falls Creek logging road primarily for snowmobiling, and this area currently has moderate levels of public use.

The Tricouni (Seagram Lakes) area is very popular for backcountry skiing as there is good access via either Roe Creek on the east side or High Falls Creek from the Squamish valley. There is conflicting winter use with public snowmobiling in this location.

There is a backcountry ski route up Branch 100 in the Squamish valley that is used to access the slopes on Cloudburst Mtn., but terrain is steep and forested most of the way. Heli-skiing operates infrequently within this unit, primarily on Cloudburst Mtn. and in the Cypress Peak area.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - Cloudburst Mtn. including Branch 100 in the Squamish valley has been zoned **RA1** non-motorized use, to recognize the high backcountry skiing values in this area.

Land use planning initiatives are underway in the Tricouni (Seagram Lakes) area; at this time non-commercial recreation zoning in this area is unresolved.

**Aerial Recreation Access** - **RA1** Aerial access for drop off/pick-up of day use or multi-day use is not allowed in the RA1 Cloudburst Mtn. area.

## **Area # 16 - Brandywine-Callaghan-Twentyone Mile Valleys**

### **Setting**

**Location** - Located in the central portion of the Soo TSA directly west and southwest of the Resort Municipality of Whistler (RMOW), this moderately sized unit includes Roe and Chance Creeks, Brew Creek, Brandywine Creek, Callaghan Creek, Twentyone Mile Creek, Mt. Sproatt and the south/western slopes of Rainbow Mtn. Both the Brandywine and Callaghan Creek valleys have been roaded to the upper ends, except for high elevation areas, while the lower end of Twentyone Mile Creek has been partially roaded but de-activated for a number of years. The Callaghan Valley includes the Whistler Nordic Centre which is the official venue for the 2010 Vancouver-Whistler Olympic Winter Games Nordic and biathlon ski events. Twentyone Mile Creek is the primary water source for the RMOW.

**Key Values** - This is the most popular and heavily used winter area in the Soo TSA due to ease of access, proximity to the Lower Mainland/Whistler/Squamish, and abundance of good snow. There are very high recreation and tourism values for both motorized and non-motorized recreation activities, with excellent road access into the Callaghan valley via a paved 10 km all-weather road to the Whistler Nordic Centre.

This area was a traditional backcountry ski area for many years (1970s and 80s), but winter access was difficult for day trips as logging roads were not plowed from the main Sea-to-Sky highway, and it was a long distance to reach skiable slopes in either the Callaghan or Brandywine valleys.

With the increased popularity of Whistler/Blackcomb, the introduction of commercial recreation entrepreneurs and the advent of new snowmobile technology in more recent years, this area has become a mecca for snowmobiling and motorized winter sports. As a result, many backcountry skiers have been displaced to other areas where there is less motorized use.

First Nations have identified significant cultural and spiritual values in the watershed. There is an approved new conservancy in the west Callaghan Valley and a cultural management area in the lower Callaghan Valley. The Province and First Nations have agreed to develop a joint Recreation Management Plan for the Callaghan Valley, after 2010.

**Recreation Facilities and General Use Patterns** - Brandywine and Callaghan valleys are the most popular snowmobile use areas in the Soo TSA, with direct access to the Pemberton Ice Cap. Until 2007, there was a major snowmobile corridor through Callaghan Lake Provincial Park that allowed for a complete "Round-the-World" circuit through the Callaghan and Brandywine valleys. This route through the Park was permanently closed in the fall 2007 as a result of revised management direction to support the new winter non-motorized zone surrounding the Whistler Nordic Centre, including Callaghan Lake Provincial Park.

The recent closure of the snowmobile route through Callaghan Lake Provincial Park and the creation of a new nonmotorized area surrounding the Whistler Nordic Centre has forced the re-location of an existing commercial snowmobile operator onto the lower and upper south/west slopes of Mt. Sproatt. It has also displaced public snowmobiling to adjacent areas. This is causing problems with parking between the commercial operator and public recreationists as there are few designated places identified for parking in the lower Callaghan valley. In addition, public snowmobiling now conflicts with existing non-motorized backcountry recreation use on the slopes leading to and above Mt. Sproatt. This has led to numerous snowmobile incursions

into the Rainbow Lake and Twentyone Mile Creek area which has been zoned non-motorized by the S2S LRMP. This is a new conflict and emerging operational issue that needs to be addressed prior to the 2008/09 winter season.

A new 11 km snowmobile trail has been constructed in Brandywine Creek that provides snowmobile access to the Pemberton Ice Cap. New parking lots are located on the Brandywine FSR. The trail is managed by the Powder Mountain Snowmobile Club, which is responsible for grooming and maintaining the trail through the collection of user fees.

There is a commercial recreation lodge and Nordic ski operation in the upper West Callaghan valley. Heli-skiing operations are prevalent throughout the area, with authorized runs on Rainbow Mtn., Powder Mtn. and Brandywine Mtn. Commercial snowmobiling also operates within this unit, primarily on the Brandywine Snowmobile trail and in the lower Callaghan/Mt. Sproatt area. There is a commercial cat skiing operation that operates in Chance and Roe Creeks. This unit is popular with snowboarders/skiers who use snowmobiles to access the backcountry and then snowboard/ski the bowls and ridges primarily in the Brandywine Meadows, Metal Dome and Mt. Sproatt area.

Several popular backcountry ski trails lead into Rainbow/Madley Lake, onto Rainbow, Sproatt and Brew Mtns., and the Brew Lake-Roe Creek-Cypress peak area. The RMOW has developed the Rainbow Madley Lake trail in conjunction with the MTCA. A route up Mt. Sproatt is considered one of the few high value one-day backcountry ski areas, and Twentyone Mile Creek/Rainbow Lake is one of the most popular backcountry ski and snowshoe areas in the Squamish Forest District.

### **Non-Commercial Recreation Management Direction**

#### **Ground and Aerial Recreation Access -**

The Twentyone Mile Creek watershed including Rainbow Lake and upper Madley Lake area has been zoned **RA1**, non-motorized recreation use. This helps protect much of Whistler's water supply and supports existing nonmotorized backcountry use in this area. The area around Rainbow Mtn. including its glaciers as far as the eastern limit of the glaciers above Nineteen Mile Creek has been zoned **RA1**, non-motorized recreation use, reflecting existing backcountry skiing and heli-skiing.

The upper Callaghan valley, has been zoned **RA1**, non-motorized recreation use, and has been formally closed under a legal order November 1 – May 15.

The lower east Callaghan valley, including access to the slopes above the old North Air mine site and the south slopes leading up to Mt. Sproatt, have been zoned **RA2** shared use.

Land use planning initiatives are underway in the Brew Mountain and Brohm Ridge area; at this time non-commercial recreation zoning in this area is unresolved.

Final management direction relating to the Callaghan conservancy will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.

## **Area # 17- Soo Valley-Nineteen Mile Creek-Rainbow East Side**

### **Setting**

**Location** - Located in the central portion of the Soo TSA northwest of Whistler, this unit includes the watersheds of the Soo River, Sixteen Mile and Nineteen Mile Creeks and the eastern slopes of Rainbow Mountain. The main Soo River valley has been roaded to the back end below Siska Peak and there is a logging road into Torrent Creek. In addition, there are old logging roads up Nineteen Mile Creek and the bottom of Twentyone Mile Creek/Rainbow, but most have been deactivated and are used mainly as hiking trails. There is an active logging road up Sixteen Mile Creek that crosses over into the Soo watershed and there is a road into Showh Lakes/Cougar Mtn. which is still active.

**Key Values** - There are very high recreation and tourism values for both motorized and non-motorized recreation activities, with relatively good road access into the upper Soo River valley and Sixteen Mile Creek area. There is good foot access into Nineteen Mile Creek and Rainbow Mtn. via developed recreation trails. This unit is strategically located in very close proximity to the Resort Municipality of Whistler. Both Nineteen Mile and Twentyone Mile Creeks supply domestic water to the RMOW.

The Soo River watershed includes important cultural values for the Squamish Nation and Lil'wat Nation and includes an approved new conservancy in the upper valley. In addition, the Soo River wetlands have been identified for high wildlife values for moose winter habitat, with high-habitat value for mountain goats and critical grizzly bear habitat in the upper valley.

**Recreation Facilities and General Use Patterns** - This is a key historic and current non-motorized backcountry recreation use area, particularly Nineteen Mile and Twentyone Mile Creek drainages. There are several very popular hiking trails leading into Rainbow Lake, Rainbow Mtn. and Cougar Mtn/Showh Lakes area, which the RMOW has developed in conjunction with the MTCA and that are included in the Whistler Local Resource Use Plan.

The forested area between Nineteen Mile Creek and the Soo River, between 4500 and 6500 ft. elevation and immediately above the motorized commercial recreation tenured area on Cougar Mtn. is very popular for backcountry skiing. This area is also popular with snowboarders/skiers who use snowmobiles to access the backcountry and then snowboard/ski the bowls and ridges in the Nineteen Mile ridge area. Heli-skiing operations use this unit, primarily on the north side and northeast slopes of Rainbow Mtn.

There is moderate-heavy use of the Soo valley road system for snowmobiling and a commercial recreation operator runs snowmobile tours up Sixteen Mile Creek over the height-of-land into the road system on the south side of the Soo River. This drainage also provides occasional access onto the Pemberton Ice Cap. There is a small shelter/cabin at Showh Lakes that is used by a commercial recreation operator who is authorized to run snowmobile tours up Sixteen Mile Creek/Cougar Mtn. into the Lower Soo area (south side) and dogsled tours on the north side.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - The south side of the Soo River valley and Sixteen Mile Creek area has been zoned **RA3**, motorized recreation use. Snowmobiles descending Torrent Creek

on the north side of the Soo valley can only access the **RA3** area on the south side for part of the season, unless a bridge is built across the Soo River upstream of the non-motorized, foot access area. This reflects the moderately heavy snowmobiling use of this area, including existing commercial snowmobiling in the Sixteen Mile Creek-Cougar Mtn. area.

A narrow strip along the north side of the Soo valley has been zoned **RA1**, non-motorized recreation use, to recognize sensitive wildlife habitat that may be disturbed by motorized vehicles.

Final management direction relating to the Upper Soo conservancy will be determined through a Park Management Plan. Current general management direction is that motorized access and use is not permitted within the conservancy, except for pre-existing commercial uses.

**Aerial Recreation Access** - The south side of the Soo River valley and Sixteen Mile Creek area have been zoned **RA3** which allows for all types of motorized uses and motorized transport, including aerial transport.

## **Area # 18- Mamquam Valley**

### **Setting**

**Location** - Located in the southeastern portion of the TSA east and southeast of Squamish, this is a large area that includes both the Mamquam and Indian River watersheds. Most of the unit has been extensively roaded and logged except for high elevation areas along the north and eastern boundaries where it borders on Garibaldi, Pincone/Burke and Indian Arm Provincial Parks.

**Key Values** - High motorized recreation values exist due to the extensive system of roads in both watersheds. Portions of the area also have high non-motorized values, especially near the borders of provincial parks. The area includes important wildlife habitat for deer and mountain goat.

The Squamish Nation has identified many cultural sites and values within this unit, and there are high water-related values included in the Stawamus River as a source of drinking water for the City of Squamish.

**Recreation Facilities and General Use Patterns** - There are some developed facilities in this area, including a number of informal and dispersed use campsites and many motorized/non-motorized trails. Public use in the winter is low-moderate, with snowmobile use mainly on the network of logging roads scattered throughout the area.

There is some backcountry skiing in the upper Skookum Creek approach to Mamquam Mtn. and the area south of Crawford Creek, where a deactivated logging road provides backcountry skiing access into the Pinecone Lake area. The area is infrequently used for heli-skiing.

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - A majority of the area has been zoned **RA3** motorized recreation use. This reflects existing snowmobile use of the main Mamquam and Indian River valleys.

Two small areas have been zoned **RA1** non-motorized recreation use to recognize existing backcountry skiing opportunities and present use: 1) the east-southeast side of Skookum Creek where the logging road provides backcountry skiing access to the Mamquam Mtn. area of Garibaldi Park; and 2) the area south of Crawford Creek where a deactivated logging road provides backcountry skiing access into the Pinecone Lake area.

**Aerial Recreation Access** - Existing commercial heli-skiing use is recognized and acceptable throughout the **RA3** zone with no restrictions on landings or repetitive use. Aerial transport for drop off/pick-up of day use or multi-day use recreation users is not allowed in the **RA1** zone.

## **Area # 19- Howe Sound Area**

### **Setting**

**Location** - Located in the southern portion of the TSA south and west of Squamish, this is a small unit that borders on the east and west shores of Howe Sound and includes the upland areas above the Village of Lions Bay, the communities of Britannia Beach/Furry Creek/Porteau Cove and a small area surrounding the old mill town of Woodfibre on the west side of Howe Sound. Most of the unit has been extensively roaded for mining and logging purposes except for high elevation areas along the eastern boundary where it borders on the Greater Vancouver Watershed and Cypress Provincial Park.

**Key Values** - Moderate - high motorized recreation values exist due to the extensive system of old mining and logging roads, but public access is restricted due to private property around Britannia Beach and behind Furry Creek.

The area includes wildlife habitat for deer and mountain goat. Portions of the area have moderate-high nonmotorized backcountry recreation values, particularly in the Sky Pilot-Ben Lomond area where there is a series of small lakes and easily accessible meadows and rolling landscape.

There are identified cultural and spiritual values for the Squamish Nation.

**Recreation Facilities and General Use Patterns** - There are few developed recreation facilities in this unit. The B.C. Mountaineering Club maintains a small cabin at Mountain Lake that has been used as a base for ski touring and ski mountaineering over the past 30 years, mainly in spring. Public use in the winter is generally low. There is some snowmobile potential on a few of the old mining and logging roads depending on local snow conditions.

There is some snowshoeing and backcountry skiing along the Howe Sound Crest Trail which is part of Cypress Provincial Park. This trail traverses the height-of-land along the eastern boundary of the unit from the Cypress Mtn. Ski Area to Deeks Lake. The Sky Pilot area is used infrequently for heli-skiing in winter, although the operator did not use the area in 2007.

A small portion of this unit bordering Tantalus Provincial Park on the southern boundary including Echo Lake is located within the S2S LRMP Wildland Zone # 30, which has a tourism emphasis. Detailed management direction from the LRMP specifies “no commercial backcountry lodges

### **Non-Commercial Recreation Management Direction**

**Ground Recreation Access** - A majority of the area on the east side of Howe Sound has been zoned **RA3** motorized recreation use, as the area has been extensively roaded and reflects existing/potential snowmobile use of the main road systems.

An exception to this zone is the Sky Pilot- Ben Lomond area which has been zoned **RA1** non-motorized recreation use. This zone extends around Sky Pilot Mtn. down to 1300 meters in Furry Creek. This zone recognizes existing non-motorized use centered on the Mountain Lake Cabin, and includes most of the skiing play area accessible from the cabin in one day.

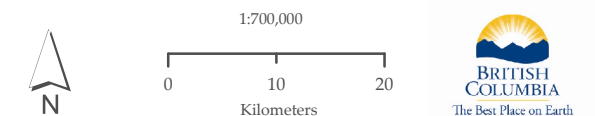
**Aerial Recreation Access** - Aerial access and transport is allowed throughout the **RA3** zone with no restrictions on landings or repetitive use. Aerial transport for drop off/pick-up of day use or multi-day use recreation users is not allowed in the **RA1** zone.

There is **RA1-A** zoning in the Sky Pilot Mtn. area and around Echo Lake on the west side of Howe Sound. Commercial tenures in this area are to be reassessed at time of renewal. Expansion of existing commercial tenures and issuance of new motorized tenures are not to occur within these areas.



## Non-Commercial Winter Recreation Zoning Reference Map

-  Non-Motorized (RA1)
-  Non-Motorized (air access) (RA1-A)
-  Motorized (RA3)
-  Shared Use (RA2)
-  Unresolved
-  Major Backcountry Ski Route
-  Major Snowmobile Route
-  Conservancy
-  Parks and Protected Areas
-  Private Land
-  Indian Reserves
-  Highway 99
-  Sea-to-Sky LRMP Boundary
-  Municipal Boundaries



Projection: BC Albers  
Produced by: ILMB, Coast Region  
South Coast Service Centre, Harry Gill

Map Produced: April 7 2009  
File: Map\_15A\_Non-Commercial Winter Recreation Zones.mxd  
Print Size: 11 x 17

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- 1 - Upper Meager - Manatee - Lillooet/Bridge Glaciers
- 2 - Salal Creek
- 3 - North Creek - Pebble Creek
- 4 - Railroad Pass - Pebble Creek
- 5 - Owl-Fowl Lakes, Birkenhead River Valley
- 6 - Phelix Creek - Sockeye
- 7 - Haylmore Creek
- 8 - Joffre Creek - Duffy Lake - Lillooet Lake
- 9 - Mt. Currie
- 10 - Miller Creek - Wasp Creek
- 11 - Pemberton Icecap
- 12 - Elaho Valley
- 13 - Sims Creek Valley
- 14 - Ashlu Valley
- 15 - Squamish Valley
- 16 - Brandywine - Callaghan
- 17 - Soo Valley - 19 Mile Creek
- 18 - Mamquam Valley
- 19 - Howe Sound

NOTE: Numbers correspond to general areas, rather than to specific polygons.

